

**In the Matter Of:**  
**NATIONAL COMMERCIAL FISHING VESSEL SAFETY**

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**Advisory Committee Meeting IV**  
*September 10, 2024*

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TRANSCRIPT**

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NATIONAL COMMERCIAL FISHING VESSEL SAFETY  
ADVISORY COMMITTEE MEETING IV

SEPTEMBER 10 - 11, 2024

WILLIAM A. EGAN CONVENTION CENTER  
555 WEST FIFTH AVENUE  
ANCHORAGE, ALASKA

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TRANSCRIPT OF PROCEEDINGS

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1 A-P-P-E-A-R-A-N-C-E-S

2  
3 COMMITTEE MEMBERS PRESENT:

4 Jerry Dzugan, Chair  
5 Matt Alward, Vice-Chair  
6 Kris Boehmer  
7 Barb Hewlett  
8 Mike Terminel  
9 David Turner  
10 Frank Vargas  
11 Tom Dameron  
12 Bob Dooley  
13 Butch Hewlett  
14 Eric Rosvold  
15 Mike Thieler  
16 Tim Vincent  
17 Greg Londrie  
18 Ben Daughtry

19 COMMITTEE MEMBERS NOT PRESENT:

20 Jim Kelly  
21 Nick Howland

22  
23 COAST GUARD PERSONNEL:

24 Captain Mark Neeland  
25 Captain Amy Beach  
Jonathan Wendland  
Joseph Myers  
Angel Calderon  
Omar La Torre Reyes

26 ALSO PRESENT:

27 Leann Cyr, AMSEA  
28 Abbie Lyons, USCG, Western Alaska and U.S. Arctic  
29 David Schaeffer, USCG, Western Alaska and U.S. Arctic  
30 Scott Wilwert, USCG, D-17  
31 Bob Haffner, USCG, Sector North Carolina  
32 Chris Woodley, Groundfish Forum  
33 Peggy Murphy, USCG, D-11  
34 Walter Hoppe, USCG, D-7  
35 Mike Rudolph, USCG, D-13  
36 Rick Mahoney, USCG, D-14  
37 Stephen Holbert, Trident Seafoods

1 DAY ONE PROCEEDINGS

2 TUESDAY, SEPTEMBER 10, 2024

3 9:00 A.M.

4 -oOo-

5 MR. WENDLAND: Good morning, everybody.

6 Just have everybody take your seats. It's 0900.

7 For those of you that don't know me, my  
8 name is Jonathan Wendland. I work at Coast Guard  
9 Headquarters. I work in the Fish and Vessel Safety  
10 Division under Mr. Myers, Joe Myers.

11 And today we have both the DFO, Captain  
12 Neeland with us today and Captain Beach, head of all  
13 5P there, PC.

14 So I'd just like to do a couple admin  
15 announcements while we get started here. Out the  
16 door, the restrooms, if you go all the way to the  
17 left, you will find them. Mens are all the way down  
18 the hall. Females just before that. If there's any  
19 type of emergency, you can go out either direction  
20 and take the stairs directly out. And so any  
21 questions with that, you can tap me on the shoulder  
22 or just move as able.

23 So we do have a quorum today. We have  
24 15 members here today, and so we can have this  
25 meeting.

1                   And I would just like to, again, welcome  
2   everybody here to the Egan Center. This building was  
3   built in 1984. It's named after the first governor  
4   of Alaska. I believe he is one of two governors that  
5   was actually born here. So it's a great facility.  
6   We've got great reception here.

7                   And just to give you a little bit of  
8   indication with the area, my involvement with Alaska  
9   goes back to 1960 with my mother. And so she came up  
10   in 1960, the first full year that it became a state,  
11   and she's a registered nurse out of Seward, Alaska,  
12   looking after fishermen in the state of Alaska. And  
13   that's her on the screen.

14                  And for those of you that don't know, my  
15   father did pass away between last meeting and this  
16   meeting, and so one of the beautiful things when that  
17   does happen or you go through the challenges, you do  
18   find information, and I dug up this picture from  
19   1960. So she was over in Seward. So that history  
20   goes back quite a ways in my family. So it's a  
21   privilege to be here again.

22                  So what we'd like to do is just have some  
23   opening remarks from the DFO, Captain Neeland, to  
24   further welcome everybody here. Captain Neeland.

25                  CAPTAIN NEELAND: Thank you, John.

1 Welcome, everyone. It's really good to be able to  
2 host the National Commercial Fishing Safety Advisory  
3 Committee here in Anchorage, in Alaska. I believe  
4 this is our first meeting ever in Alaska, and given  
5 how many issues that we have that involve the fishing  
6 fleet in Alaska, it's only appropriate that we have  
7 the meeting here. So it's great to be here.

8 Hopefully we will get some good public  
9 comments and good participation from the public, as  
10 this is a great location, central location, within  
11 the state.

12 I want to thank the Committee for all their  
13 work over the last meeting -- last several meetings,  
14 and we'll be later providing response. We've been  
15 very busy between meetings. I want to thank the CVC  
16 staff, in particular, John Wendland and  
17 Angel Calderon, who are here today, who did a lot of  
18 logistics and coordinating to be able to make this  
19 meeting occur and be successful.

20 We have a really good agenda. So looking  
21 forward to the discussions and recommendations of the  
22 Committee and how we can work together to continue to  
23 gain the viewpoints that all of you bring and help us  
24 to figure out how we can continue to advance the  
25 safety of the commercial fishing fleet across the

1 country.

2 Another thing, we did renew our charter, so  
3 I'd just like to mention that that occurred this past  
4 July. So it's great. So we're renewed for another  
5 two years. And at the same time, at the end of last  
6 meeting, we did -- there was a recommendation to  
7 update the bylaws to include the subcommittee, the  
8 vetting -- the task statement Vetting Subcommittee,  
9 and that was also incorporated into the bylaws which  
10 I signed this past July.

11 So a lot of good work. But to the task at  
12 hand today, looking forward to working through the  
13 agenda and a good dialogue. And again, thank you,  
14 everybody.

15 MR. WENDLAND: Thank you, Captain. So at  
16 this point in time, it's always good for the minutes  
17 and just as a reminder, we do have a court reporter.  
18 It's on record. This is, again, through Robert's  
19 Rules, Simplified, so any questions, comments, should  
20 be directed through the Chair.

21 And also as a reminder, we will have a vote  
22 on day two regarding the Chair and the Vice Chair.  
23 So keep that in mind as we move forward through  
24 today.

25 So at this point in time, I'd like to just

1     have an introduction, going around the room. Just  
2     introduce yourselves, your latest businesses, because  
3     I've actually received some comments that some folks  
4     have changed, so it's always good to get the updates.  
5     And so if we could just start out with Mr. Boehmer.  
6     Kris.

7                 MR. BOEHMER: Kris Boehmer. I presently  
8     work for Brown & Brown Insurance, a fish boat  
9     specialist, basically, for marine insurance. In my  
10    previous life I got in this because I was a  
11    commercial fisherman and had a marine casualty  
12    35 years ago when my boat sank. So now I'm trying to  
13    prevent that from happening boat by boat.

14                MS. HEWLETT: Barbara Hewlett. Live down  
15    in Florida, retired Coast Guard, a commercial vessel  
16    examiner, AMSEA instructor, fish house owner, and  
17    commercial -- we have our own commercial fishing  
18    boat. So representing kind of the families in the  
19    commercial fishing fleet and what goes on behind the  
20    scenes kind of thing. So proud to be here.

21                MR. TERMINEL: Mike Terminel with the  
22    Alaska Survey Associates. I'm the special government  
23    employee on this board representing surveyors -- or  
24    as a surveyor. We own the Lloyds of London franchise  
25    for Alaska representing 140 different insurance



1 companies. We also survey vessels. Our company is  
2 also a U.S. Coast Guard-approved third-party  
3 organization for doing commercial fishing vessel  
4 inspections. And I'm a 33-year resident of Alaska.

5 MR. TURNER: David Turner. I live down in  
6 the Seattle area. I'm with Elliott Bay Design Group.  
7 We are naval architects and marine engineers with our  
8 staff spread across the country.

9 MR. VARGAS: Frank Vargas. I'm with  
10 American Seafood Company. I've been there 33 years.  
11 We own seven factory trawlers that fish in the  
12 Bering Sea and off the West Coast of the U.S. And  
13 happy to be here.

14 MR. DAMERON: Tom Dameron. I wear a couple  
15 different hats. I'm president and founder of  
16 Overboard Solutions, which is a development firm that  
17 has developed a safety management system for  
18 commercial fishing boats. I'm government relations  
19 and fishery science liaison for Surfside Foods, where  
20 I do a lot in offshore wind energy as of late and a  
21 couple smaller side projects, but that's the gist of  
22 it.

23 MR. CALDERON: Angel Calderon, CVC-3.  
24 Joined the Coast Guard in 1987. Retired 2017. Part  
25 of the CVC-3 since 2019. Nice to be here.

1 MR. MYERS: Good morning, everyone.  
2 Joseph Myers. I'm the Chief of the Fishing Vessel  
3 Safety Division with the Office of Commercial Vessel  
4 Compliance at Coast Guard Headquarters. And I'm  
5 happy to be here. It's all good interacting with  
6 everyone between meetings and during meetings. So I  
7 look forward to this two-day session. It looks like  
8 we have a lot of good things on the agenda. So  
9 again, welcome and good morning.

10 CAPTAIN NEELAND: Good morning, everyone.  
11 Captain Mark Neeland. I am the Office Chief of the  
12 Office of Commercial Vessel Compliance at Coast Guard  
13 Headquarters. That covers a wide spectrum,  
14 everything from our domestic vessel inspection  
15 programs to our port state-controlled programs for  
16 foreign vessels visiting the United States, our  
17 fishing vessel safety program, CVC-3 in particular,  
18 and then also our flag state oversight. That's our  
19 U.S. flag vessels that are sailing overseas  
20 internationally. And also oversight of third parties  
21 that work on behalf of the Coast Guard. Happy to be  
22 here. Look forward to the dialogue. Thank you.

23 CAPTAIN BEACH: Good morning, everyone.  
24 Captain Amy Beach, Director of Inspections and  
25 Compliance. I oversee inspections and compliance

1 activities for not only commercial vessels but  
2 facilities, investigations, auxiliary and boating  
3 safety-type programs. And it's great to be back with  
4 everyone again this year.

5 CHAIR DZUGAN: My name is Jerry Dzugan.  
6 I've been in Alaska for 45 years. I started fishing  
7 right away in the late '70s, several different  
8 fisheries, owned several different boats. Got  
9 involved with Alaska Marine Safety Education  
10 Association back in 1986. Still involved. And the  
11 idea is to develop a national network of instructors  
12 to make training available for fishermen. And I'm in  
13 Sitka.

14 I'm the Chair of this Committee. And I was  
15 on the original Committee in 1989. So I have a long  
16 history here and feel that the work that we are doing  
17 is really important.

18 VICE-CHAIR ALWARD: Matt Alward, commercial  
19 fisherman from Homer, a four-hour drive down the road  
20 from here. Welcome to our state. I run a 53-foot  
21 fishing vessel out of Homer, mostly fishing salmon  
22 and crab. And glad to be here.

23 MR. DOOLEY: I'm Bob Dooley. Live in  
24 Half Moon Bay, California. Lived there my entire  
25 life. Retired commercial fisherman. And started

1      when I was 11. Owned and operated vessels from the  
2      West Coast or Bay Area all the way to the Bering Sea,  
3      West Coast whiting fishery, pollock fishery. Spent  
4      33 winters in the Bering Sea fishing. Owned boats  
5      from 27 feet long all the way to 150 feet long.  
6      Owned, operated, and built. So it's good to be here  
7      to contribute to things.

8                    MR. HEWLETT: Butch Hewlett, commercial  
9      fisherman from the Florida Keys. Lived in Marathon  
10     my whole life.

11                  MR. ROSVOLD: Eric Rosvold. I'm a 72-year  
12     resident of Petersburg, Alaska, representing  
13     commercial fishermen.

14                  MR. THIELER: Mike Thieler, commercial  
15     fisherman, Waterford, Connecticut.

16                  MR. VINCENT: Tim Vincent, commercial  
17     fisherman and marine surveyor, SAMS, NAMS, and a  
18     board member of NPFVOA Vessel Safety. My next year  
19     will be the 50th year in the commercial industry. I  
20     love fishing.

21                  MR. LONDRIE: Greg Londrie of Brownsville,  
22     Texas, representing the commercial fishing industry,  
23     specifically the shrimp trawling fleet to where our  
24     own vessels operate there out of Brownsville in the  
25     Gulf of Mexico. I also have a marine supply store

1 and dry dock.

2 MR. DAUGHTRY: Ben Daughtry out of Marathon  
3 in the Florida Keys representing commercial fishing.

4 MR. WENDLAND: I'm going to pass a mic  
5 around to the audience and we'd like everybody just  
6 to let us know who you are and where you're from.

7 MS. CYR: Hi. Leann Cyr. I'm the  
8 executive director of AMSEA of Sitka.

9 MS. LYONS: Hi. Abbie Lyons, Chief of  
10 Inspections here in Anchorage for Western Alaska and  
11 the U.S. Arctic.

12 MR. SCHAEFFER: Good morning. I'm  
13 Dave Schaeffer. I'm the civilian commercial fishing  
14 vessel examiner based out of Anchorage.

15 MR. WILWERT: Good morning, everyone.  
16 Scott Wilwert, District 17 fishing vessel safety  
17 coordinator out of Juneau. Welcome.

18 MR. HAFFNER: Good morning. Bob Heffner.  
19 I'm from Sector North Carolina just north of  
20 Wilmington. I'm their commercial fishing vessel  
21 examiner.

22 MR. WOODLEY: Good morning. My name is  
23 Chris Woodley. I'm the executive director of Ground  
24 Fish Forum, retired Coast Guard, and former member of  
25 this Committee.

1 MS. MURPHY: Good morning. Peg Murphy.  
2 I'm from Alameda, California. I'm the commercial  
3 fishing vessel specialist there for California, 11.

4 MR. HOPPE: Good morning. Walter Hoppe.  
5 Commercial fishing vessel safety coordinator for  
6 District 7 out of Miami.

7 MR. LA TORRES: Good morning. Omar  
8 La Torre. I'm representing Headquarters Marine  
9 Casualty Investigations and Data Analysis.

10 MR. RUDOLPH: Good morning. Mike Rudolph  
11 from District 13 with the Coast Guard out of Seattle.

12 MR. MAHONEY: Good morning. Rick Mahoney  
13 with District 14, Hawaii.

14 MR. HOLBERT: Good morning. I'm Stephen  
15 Holbert, Trident Seafoods, environmental compliance,  
16 Seattle, Washington.

17 MR. WENDLAND: Thank you. Just want to let  
18 the audience and the public know we do have two  
19 public comment periods built into both days. So you  
20 will have a chance to come up to the mic and present  
21 your thoughts or comment on anything that's said  
22 during these meetings. We have built in, again, two  
23 times for each day.

24 This part of the agenda, if I could pass it  
25 back to Mr. Myers. And Mr. Myers will review the

1 agenda for everyone, the meeting goals, and the  
2 tasks, the four new tasks and the one continuing task  
3 that we have with the Communication Committee.

4 Mr. Myers.

5 MR. MYERS: Thank you, Mr. Wendland. As  
6 you can see on the screen, we have an agenda laid out  
7 for the next two days, as reflected previously on the  
8 Federal Register. And so beginning, we -- I will  
9 pick up on the 9:20 a.m. segment after Mr. Wendland's  
10 comments.

11 So next we will -- after reviewing this  
12 agenda, we will discuss as new business. We'll have  
13 a brief or status updates on -- oh, I see. Got it.  
14 We will review ethics. We will have an ethics  
15 statement by the DFO. And after that ethics  
16 statement, we will go into several briefings, which  
17 basically are -- we received comments from the  
18 Fishing Safety Advisory Committee several months back  
19 on a couple topics, actually four topics, pointedly,  
20 that they would like comment or updates on, basically  
21 a status update, and that will be on VHF radio relay  
22 tower maintenance and DSC operational status in  
23 coastal Alaska.

24 After that we will hear a report from  
25 CG-SAR, and this report is what the Coast Guard is

1       doing to be prepared to conduct search and rescue  
2       operations in and around wind farms.

3               There will be an update that we will  
4       provide that has been given to us from CG-ENG,  
5       Coast Guard Office of Engineering and Design, with  
6       regards to fire risk of emerging alternative  
7       propulsion technologies, such as hydrogen, electric  
8       batteries, etcetera, on commercial fishing vessels.

9               And we will receive a report on the  
10       numbers and types of injuries and deaths caused by  
11       rotational and mechanical equipment. That will be  
12       provided by the Office of Investigations.

13              After that we will get into old business  
14       and provide updates on our regulatory project status,  
15       our recommendations from the spring meeting and the  
16       Coast Guard's comments to those recommendations. And  
17       we will briefly address the Best Practice Guide  
18       updates, and that will be given by Mr. Wendland.

19              We'll then go on break at 10:30. We'll  
20       come back at 10:45 a.m. and there will be a briefing  
21       of new tasks that will be provided to the Committee.  
22       And we will also hear a background on marine casualty  
23       investigation from the Office of Coast Guard  
24       Investigations.

25              We'll receive any public comment. At that



1 time we will note -- as I thought was on the board,  
2 but we lost the screen for a second. We'll try to  
3 keep that public comment to three minutes per person.  
4 That's a target. But again, that's our aim, three  
5 minutes per person.

6 After that, we will adjourn lunch at noon  
7 time. We will come back from lunch at 1:15. And we  
8 will have a formal reading of the tasks. These  
9 tasks, in general, will encompass marine casualty  
10 investigations with regards to fire and smoke  
11 detectors, marine casualty investigations, preferred  
12 standards on material condition, construction, and  
13 design. We will have a topic on considerations to be  
14 entertained for a safety management system on  
15 commercial fishing vessels under 200 gross tons.

16 And lastly, we will also have a new task  
17 with regards to a special recognition award that  
18 recognizes accomplishments and contributions of an  
19 advocate to the fishing industry safety.

20 We also will have one task that is still  
21 open that we will be picking up on, or the Committee  
22 will, with regards to the design of the fishing  
23 safety Web page.

24 At 2:10-ish, the subcommittee  
25 establishments will be made, should the Committee

1 choose to do so. And then they will break out into  
2 breakout sessions.

3 At 4:15 we will come back for any public  
4 comments and then take a break at 4:30. At 4:45 we  
5 will have day one meeting thoughts and with  
6 adjourning the day's session at 5 o'clock p.m.

7 Tomorrow morning, Wednesday, September 11,  
8 we will open at 8 o'clock. We'll have general  
9 comments. We'll review the agenda for the day to  
10 make sure everyone has an understanding of that. At  
11 8:15 we'll go back to subcommittee breakouts and so  
12 they can work there -- work within their respective  
13 work groups.

14 We'll take a break at 10:15 and reconvene  
15 at 10:30, and the aim is to have developed Committee  
16 reports at that time, at 10:30 a.m. We'll break for  
17 noon lunch, come back at 1 o'clock. And Committee  
18 regroups with subcommittee reports for Committee.

19 At 2 o'clock, 1400, we will hear any public  
20 comments. And then at 1:30 convene with Committee  
21 recommendations, if any. At 1400, or 2 o'clock p.m.,  
22 we'll review the Voluntary Best Practice Guide and  
23 updates, and that's where Mr. Wendland will be going  
24 over the document. And some of those updates will  
25 include some of the past Committee recommendations

1 and where we're at with those recommendations and to,  
2 again, provide transparency to that Best Practice  
3 Guide on where we're at.

4 At 3 o'clock p.m. the Committee feedback on  
5 Best Practice Guides will continue, and at 3:30 we'll  
6 hear public comments, if any. At 3:45 tomorrow we  
7 will have our annual election of the Chair and  
8 Vice-Chair for the Committee. And that will be  
9 headed by the DFO.

10 At 4 o'clock p.m. we'll have meeting  
11 wrap-up and outgoing comments with the Chair and  
12 Vice-Chair, the DFO, and general meeting comments.  
13 And then at 4:55, final comments with the DFO, and  
14 adjourning this meeting at 5 o'clock p.m. That is  
15 the agenda.

16 CHAIR DZUGAN: Mr. Myers?

17 MR. MYERS: Yes, sir.

18 CHAIR DZUGAN: Can I interject for the good  
19 of the order? I believe we don't want to get too  
20 much further until we swear in a member that hasn't  
21 been sworn in yet, which is Mr. Bob Dooley. I don't  
22 believe he's been sworn in yet.

23 MR. MYERS: Yes, sir. Okay.

24 MR. WENDLAND: Yeah. Stand by 30 seconds.

25 (Brief pause)

1 MR. WENDLAND: If we can get everybody's  
2 attention again. It took me a couple seconds there  
3 to dig up the oath of office. I apologize.

4 CHAIR DZUGAN: For the good of the order,  
5 if we can stop the cross-talk.

6 MR. WENDLAND: So if we're ready to  
7 proceed, we can swear in Mr. Dooley at this time.  
8 Captain Neeland.

9 CAPTAIN NEELAND: Thank you. So at this  
10 time I'll ask Mr. Dooley to stand and raise your  
11 right hand and repeat after me.

12 (Robert Dooley was duly sworn in as a  
13 member of the National Commercial Fishing  
Safety Advisory Committee)

14 MR. MYERS: Mr. Wendland, I think next on  
15 the agenda -- oh, Mr. DFO.

16 CAPTAIN NEELAND: So just one quick  
17 clarification on the agenda. There's a misprint.  
18 We'll go to Committee recommendations at 1:30 -- this  
19 is tomorrow -- and then we'll hit the public comments  
20 at 2 o'clock, followed immediately thereafter by a  
21 review of the Best Practices. I apologize for the  
22 misprint.

23 As far as the ethics statement, stand by  
24 one second. As stated in the agenda, at this meeting  
25 we will be reviewing four tasks: Task 23-24, 24-24,

1 25-24, and 26-24. None of these tasks is a  
2 particular matter for the purposes of the Criminal  
3 Conflict of Interest Statute. Thank you.

4 MR. WENDLAND: Thank you, Captain. I'd  
5 like to just advise everybody. We did switch this up  
6 just a little bit. We talked about this at the  
7 8 o'clock session. But just for the public.

8 Normally we do old business first and then  
9 new business. We're going to switch to the new  
10 business section from the old business just for the  
11 fact that we have some folks online, hopefully. So  
12 we're cognizant of their time back East.

13 So this part of the agenda really reflects  
14 the meeting that happened on -- I believe it was  
15 June 20th with the Vetting Committee, and the Vetting  
16 Committee decided on four topics that they would like  
17 to gain further information on.

18 And so we have two folks online regarding  
19 the VHF and DSC topic, and so what I will do is read  
20 the response that we received from CG-82, and we have  
21 a member from CG-83 and also Alaska D17 DT that can  
22 answer any other further questions you may have.

23 So I'm going to read the question so  
24 everybody has awareness of it and then the statement.

25 The National Commercial Fishing Safety

1 Advisory Committee requested a status update on VHF  
2 radio, relay tower maintenance, and DSC operational  
3 status in coastal Alaska.

4 CG-82 provided the following comment: For  
5 fiscal year '24 projected summer work, Phase 1 was to  
6 replace all 18 microwave relays. 100 percent  
7 completed. And 22 of 23 generated, replaced.  
8 96 percent completed. Phase 2, replace base  
9 stations, the radio, at 11 sites, which will give us  
10 21 of 35 sites completed. 60 percent completed.

11 For fiscal year '25 execution efforts.  
12 Phase 1, both microwave relays and generators will be  
13 completed in fiscal year '25. It will be 100 percent  
14 completed. Phase 2, replace bay stations at  
15 12 sites, which will give us 33 of 35 sites  
16 completed. 94 percent completed.

17 So I just want to check online to see if we  
18 have good comms here. Lieutenant Carlton, can you  
19 hear me? You may have to take yourself off mute.  
20 Okay. He texted me. He says he can hear me. So we  
21 don't have comms back in apparently.

22 While we're checking on that, also I'd like  
23 to check with Jeffrey Taboada. Can you hear me? And  
24 we don't have any comms coming in. So if you could  
25 text me that you can hear me, that would be

1 appreciated. So both can hear. They just can't  
2 respond at the moment.

3 CAPTAIN NEELAND: John, if you can have  
4 them try again, it should work.

5 MR. WENDLAND: Can we have a check-in with  
6 lieutenant first, please?

7 LIEUTENANT CARLTON: Can you hear me?

8 MR. WENDLAND: Yes. Fantastic. How about  
9 Jeff?

10 MR. TABOADA: This is Jeff Taboada. Can  
11 you hear me?

12 MR. WENDLAND: Yes. We hear you loud and  
13 clear. Thank you, gentlemen.

14 So before I turn it over to those folks,  
15 does anybody have any questions on the statement that  
16 was read from CG-82 from the Committee that, you  
17 know, you guys asked that question about the VHF and  
18 the DSC? Maybe that will tee them up a little better  
19 to be able to answer any questions you may have.

20 CHAIR DZUGAN: That sounds like a good  
21 prognosis for 2025. Glad to hear that. But go  
22 ahead, Eric.

23 MR. ROSVOLD: Eric Rosvold from Petersburg,  
24 Alaska, and I've always wondered if the Coast Guard  
25 understands how poor the VHF repeater system is

1       working currently, and I ask that because there's so  
2       much feedback over those channels, you know, noise  
3       from the stations that makes it almost useless to  
4       listen to or to stand by for.

5               I'm fairly sure they're aware because  
6       they've got cutters moving around Southeast, but  
7       where we live in Petersburg, you can't even access a  
8       repeater. I think that's just my comment.

9               MR. WENDLAND: Since that's a local  
10       comment, I would pass that to Lieutenant. Is there  
11       any response that you'd like to provide to that  
12       comment in general?

13              LIEUTENANT CARLTON: So background, I got  
14       here last year -- last summer, I should say. So  
15       getting up to speed a little bit on the topics. That  
16       is one thing I have heard about, kind of some of  
17       the -- I don't want to say dead zones, but coverage  
18       issues we realize we have in the area, talking to the  
19       sectors who monitor the comms and it's something that  
20       I have been bringing up, but beyond that, there's not  
21       too much we have on it.

22              MR. WENDLAND: Roger that.

23              MR. ROSVOLD: That's sort of what it sounds  
24       like.

25              LIEUTENANT CARLTON: Can we get a little



1 more additional information on that? Where  
2 specifically is that occurring? And is that at the  
3 sector level or is it our maritime center hearing  
4 this echo? Over.

5 MR. ROSVOLD: Eric Rosvold again. I think  
6 I can probably respond to that better apart from this  
7 meeting, but I'm fairly sure the Coast Guard is  
8 aware. I know Marine Exchange of Alaska is aware of  
9 how poor it is. One of our suggestions is that your  
10 people talking on the radio slow their cadence down  
11 so they're understandable. The Coast Guard teaches  
12 speed reading techniques, I think. I'd be glad to  
13 talk to somebody after this meeting.

14 LIEUTENANT CARLTON: This is Jeremy.  
15 Again, I'd love to give additional information on  
16 that, and the recommendation about our operator  
17 slowing down and getting located. So if someone  
18 could collect that information, happy to look into  
19 it, get that up.

20 CHAIR DZUGAN: This is Jerry. I'd like to,  
21 if I may, Eric referred to a local place, but it's  
22 really a regional issue with lots of local places.  
23 Vessels -- people might be living in that dead zone,  
24 but there are people transiting it. So I just want  
25 to make sure you don't go away thinking it's just one

1 place in Alaska. It's a big place. Thank you, Eric.

2 LIEUTENANT CARLTON: Jeff, if we could sync  
3 up and get a little more clarification on that, I'd  
4 love to investigation that a little more. Over.

5 MR. TABOADA: Yeah.

6 VICE-CHAIR ALWARD: Another regional area  
7 is Shelikof Straits, where I just spent three months  
8 fishing, and about a quarter of the time you could  
9 actually pick of Coast Guard on 16. So the repeaters  
10 down there, it's a huge safety concern, really. As  
11 the same with Eric, happy to talk with you guys more  
12 offline.

13 CAPTAIN NEELAND: John, if I may suggest,  
14 what I'd like to do is connect our speakers with  
15 anyone who would like to speak, and we can follow up  
16 with follow-up communications and facilitate further  
17 discussion on the local Alaska issues.

18 MR. WENDLAND: Yes, sir. So those that  
19 would like to be part of that, just send me an e-mail  
20 and I will connect you with the subject matter  
21 experts, as the Captain indicated.

22 VICE-CHAIR ALWARD: We can communicate  
23 through an e-mail, but it might be helpful to set up  
24 a Zoom with some more of the Alaska people who aren't  
25 here that this issue affects greatly, because it's a

1     pretty important issue up here. We'll coordinate  
2     that down the road, Jeff.

3             MR. TABOADA: If I could be a part of those  
4     conversations, I'd like to get more details and love  
5     to help out where I can. Over.

6             MR. WENDLAND: Jeff, appreciate that.  
7     Yeah, I'll connect you with everyone.

8             MR. TABOADA: Thank you, sir.

9             MR. WENDLAND: Any further discussion on  
10    the DSC, VHF coastal Alaska topic? Okay. Hearing  
11    none, I was going to move to the CG-SAR wind farm  
12    question, but I'm going to leap-frog that and move to  
13    the third one at this point in time because I don't  
14    see our subject matter expert online. So if we could  
15    just leap-frog that.

16            And Mr. Myers, if you would take the next  
17    one with the engineering and the new technology, and  
18    then I will try to get our subject matter expert  
19    online. Thank you.

20            MR. MYERS: Absolutely. Thank you,  
21    Jonathan.

22            One of the topics that was provided was  
23    with regards to emerging alternative propulsion  
24    technologies, and we took this ask from the Committee  
25    and we reached out to the Office of CG-ENG,

1 Engineering Standards, and asked that they comment on  
2 this.

3 So what they did was they provided a  
4 statement. And I also, at the end of the statement  
5 that I'm going to read, I do have an e-mail for any  
6 follow-up questions that could be directed directly  
7 to them or provided to us and we can provide it to  
8 them, if there are any follow-ups.

9 But the background. The National  
10 Commercial Fishing Safety Advisory Committee inquired  
11 about the availability of information on the fire  
12 risks of emergency -- or of emerging alternative  
13 propulsion technology, i.e., hydrogen, electric  
14 batteries, etcetera, on commercial fishing vessels.

15 The Coast Guard-ENG response: Alternative  
16 propulsion technologies and the use of alternative  
17 fuels, including liquified natural gas, or LNG,  
18 methylethyl alcohols, hydrogen, and lithium ion  
19 batteries, is a topic the USCG is consistently  
20 working on and reviewing the novel technology the  
21 marine industry is quickly looking to use more and  
22 more. We are looking into several questions for the  
23 use of these fuels, and their fire risk is one of the  
24 big topics of discussion.

25 ENG, for CG-ENG, has not received a project

1 for the use of alternative fuels on commercial  
2 fishing vessels as of this date. We do note there  
3 are currently generators that run on alternative  
4 fuels available for purchase off the shelf in stores.  
5 While fishing vessels are not prevented by regulation  
6 from using this equipment, we advise users to make  
7 themselves aware of the risks of using this type of  
8 nonmarine-rated equipment and the dangers of their  
9 improper use and storage.

10           There is inherent fire risk associated with  
11 any fuel being used on vessels, whether that be the  
12 use of conventional diesel and gasoline fuels or  
13 novel alternative fuels. The Coast Guard is always  
14 working to review and improve the fire safety of  
15 vessels and keep mariners safe. We continue to look  
16 into and address the known concerns of novel  
17 alternative fuels and have released policy and  
18 guidance to address those concerns and direct owners  
19 and operators in the use of these fuels.

20           Some of the USCG guidance available is  
21 listed as such, and I'll read that in a moment.  
22 These policies are applicable to USCG certificated  
23 commercial vessels. While they were not written to  
24 be applicable to fishing vessels, they provide a good  
25 design practice which could be used on noncertified

1 commercial fishing vessels, and they are as such:  
2 Policy 02-19, which is the design guideline for  
3 lithium ion battery installations onboard commercial  
4 vessels.

5 Also Policy 01-12, Change 1, is the design  
6 criteria for natural gas fuel systems. And Policy  
7 01-12, equivalency determination design criteria for  
8 natural gas fuel systems.

9 We are also actively working to further  
10 investigate the fire risks of alternative fuels and  
11 their use on vessels. There's an active USCG  
12 research and development project looking into fire  
13 protection and safety measures for alternative fuels.  
14 The objective of this project is to inform the  
15 Coast Guard on fire mitigation strategies,  
16 suppression technology and best practices in  
17 responding to fire risks associated with these fuels.

18 If you would like more specific information  
19 on alternative fuels and their use, we encourage you  
20 to follow up with more specifics in your requests.  
21 The Office of CG-ENG can be contacted at  
22 cgeng@uscg.mil. I'll repeat that. Cgeng@uscg.mil.  
23 Or, as you know, you can always reach out to CVC-3,  
24 myself or Mr. Wendland or Mr. Calderon, and we can  
25 always push your questions to the Office of

1       Engineering Standards.

2                   That's the end of the ENG statement.   Are  
3       there any comments?   Yes, sir.

4                   MR. BOEHMER:   Kris Boehmer.   I guess the  
5       concern that I think the whole industry has, but  
6       specifically the insurance industry, is, if there is  
7       a fire with a battery or alternate fuel source,  
8       specifically lithium, what is the best practice to  
9       extinguish that?   Do we know?

10                  CAPTAIN NEELAND:   So I will address that.  
11       So, in short, lithium ion battery fires are not  
12       typically extinguished via traditional extinguishers.  
13       There are some companies that made extinguishers  
14       specifically designed for lithium ion batteries, yet  
15       they're not Coast Guard Type Approval for those.

16                  That's a known issue that's being worked on  
17       by multiple Coast Guard offices, but, in short,  
18       that's one of the challenges with the introduction of  
19       any novel technology, is the novel hazards.   As  
20       Mr. Myers read through that statement, I mean,  
21       hydrogen has very different hazards than natural gas  
22       versus traditional diesel fuel versus lithium ion  
23       batteries.

24                  So that's something the Coast Guard is  
25       constantly working on.   We do have authority over

1 inspected vessels to ensure compliance, and we can  
2 talk offline on how the Coast Guard does approval for  
3 these novel technologies. But for the uninspected  
4 fleet, we do not have the same authorities and strict  
5 guidance that we do for our inspected fleet.

6 MR. BOEHMER: Just as a follow up, in the  
7 meantime, while this -- I know this is a process that  
8 we have to go through. I appreciate that. But is  
9 there a way to distribute a Best Practice Guide of,  
10 hey, we don't have Coast Guard-approved things, but  
11 this is what you should do and this is what you  
12 shouldn't do, should you have an event?

13 CAPTAIN NEELAND: So there is some  
14 Coast Guard policy that's not to that level of  
15 detail. However, I encourage every owner/operator to  
16 engage with their local authorities and engage with  
17 manufacturers to be able to address and identify the  
18 unique hazards with each individual installation that  
19 you have. But there is not a general Best Practice  
20 Guide at this point.

21 CHAIR DZUGAN: Tom.

22 MR. DAMERON: Thank you for that,  
23 Mr. Chair. Do you know -- you said the fire  
24 extinguishers may not be Coast Guard-approved, but do  
25 you know if they are being approved by an accepted



1 lab so that we can at least have them on the vessels?

2 CAPTAIN NEELAND: So I don't know the  
3 specifics. We've actually, about a couple months  
4 ago, actually met with one manufacturer that has an  
5 agent. We encouraged them to go through the Type  
6 Approval process, but at my fingertips, I don't know  
7 what labs they're using.

8 I encourage you to reach out to any  
9 manufacturer and ask for their certification and  
10 validation, and I would encourage any manufacturer  
11 that does have something they believe is appropriate  
12 for use to seek Coast Guard Type Approval.

13 MR. DAMERON: Would having it being  
14 approved by United Labs, for instance, would that be  
15 step one to at least get it on the boat even before  
16 Coast Guard approval?

17 CAPTAIN NEELAND: Again, I don't want to --  
18 this is really CG-ENG Type Approval, so I don't want  
19 to speak on their behalf. I can't speak to the  
20 details. One of the challenges is what is the  
21 standard you're applying, and for some of these novel  
22 technologies, there may not be a standard. So  
23 there's actual multiple steps that need to be  
24 addressed.

25 I don't believe there's an ASTM standard

1 right now for lithium ion battery fires. So there's  
2 actually multiple steps that need to occur for Type  
3 Approval, or any approval.

4 CHAIR DZUGAN: I'll say something first.  
5 Jerry Dzugan. I'm a little bit concerned that, for  
6 the last few years, I've been asking a lot of fire  
7 chiefs and people who know fires to teach about how  
8 to deal with a lithium fire on a boat, and I'm not  
9 getting -- the most standard answer I get is, there  
10 is no way that's been accepted. And that's  
11 concerning to me. And it was also concerning to me  
12 to hear that there's no work -- I think the words  
13 were work order to develop guidelines for this in  
14 CG-ENG.

15 So my question really is, from the  
16 Coast Guard's perspective, what's the best way for us  
17 as a Committee to push this so that -- so guidelines  
18 are developed, especially in the term of best  
19 practices, knowing that this is a big deal, that  
20 everybody is excited about and they're running  
21 forward towards it and there's money going into it  
22 and a lot of things happening with it, but we don't  
23 know the basic safety treatment for that if it gets  
24 out of control, especially now that we're moving to  
25 metal lithium as well as lithium ion. What can we

1 do?

2 CAPTAIN NEELAND: Thank you for the  
3 question. So let me just provide clarity. It is an  
4 issue that's being worked on by ENG. But I am not  
5 aware if a practical user guide for extinguishing has  
6 been developed. So that's just to clarify that  
7 point.

8 As far as industry, I can't give you  
9 guidance. There's lots of new technologies that are  
10 out there. And the majority of the fishing fleet is  
11 uninspected. The Coast Guard has limited authorities  
12 to tell you what to install, what not. It is a  
13 hazard that we are aware of. It's not only a  
14 Coast Guard challenge, but it's a domestic  
15 firefighting challenge across the country.

16 You're not alone, the passenger vessel  
17 operators are dealing with that challenge. There's  
18 been plenty of media out there where even battery-  
19 operated scooters have had fires. A lot of owner and  
20 operators have chose to ban use of lithium or  
21 carriage of lithium ion batteries on it as one  
22 solution to mitigate their risk until something is  
23 developed in the near term.

24 However, there's multiple different  
25 government agencies that have an interest in this,

1 and unfortunately, the Coast Guard is not the lead  
2 agency for developing a nation-wide standard for  
3 extinguishing lithium ion battery fires in general.

4 CHAIR DZUGAN: Bob Dooley.

5 MR. DOOLEY: Thank you, Mr. Chairman. I  
6 just happened to be seeing this on the news last  
7 night, and apparently, in the aviation industry,  
8 there's pouches that they carry because the threats  
9 are from a lot of different portable devices. And  
10 these pouches, apparently they can put that device in  
11 there and it stops the fire. Can't throw it out the  
12 window on an airplane.

13 So might be something to look at as  
14 something that -- I would assume it's approved. FAA  
15 doesn't do these things without some type of  
16 approval, so there must be something there across  
17 agency. Thank you.

18 CHAIR DZUGAN: I will note that those are  
19 for portable, small devices. You would need a whole  
20 lot more, I've been told, for something like a marine  
21 battery. It's a matter of quantity.

22 Ben.

23 MR. DAUGHTRY: Just in reference to that  
24 aircraft issue. I sat on an international shipping  
25 board at one point, and Boeing had the 777 with those

1 batteries in it and had multiple fire issues and had  
2 to go back to the drawing board on that. So it's  
3 certainly not something that they had built into the  
4 aircraft that they were able to handle. So you're  
5 right, it's more of a portable thing.

6 This really is an issue, because there are  
7 several boats, both commercial fishing and charter  
8 boats and all, that are using these trolling motors  
9 and have these lithium ion batteries, and the amount  
10 of capability you get out of those batteries versus  
11 the weight associated with them and everything,  
12 people are full-bore utilizing this technology in a  
13 big way. And I understand it's not Coast Guard's and  
14 I understand why it's not Coast Guard's being the  
15 primary government organization to be concerned with  
16 this, but it's a real issue, and I think we'll see  
17 some issues in the future with it based off of how  
18 much that technology is being adapted.

19 MR. VINCENT: Tim Vincent. One of the  
20 things I see surveying on some of the larger boats  
21 now is -- FST is a manufacturer, and it's a portable  
22 device designed for total mobile flooding. Basically  
23 it's sort of like a carry case, like a hand grenade,  
24 you know, that you can throw down in the engine room.  
25 And evidently it's very effective.

1                   My question is, is the Coast Guard -- where  
2   are they at as far as approval, like Coast Guard  
3   approval for that device?

4                   CAPTAIN NEELAND: So I can't answer that  
5   one. That would be Coast Guard Office of Engineering  
6   Design Standards. We can take that back and connect  
7   and get back to you on that one.

8                   Again, we definitely recognize there are a  
9   number of challenges with these installations. For  
10   commercial vessels, we do have some novel  
11   firefighting techniques that we approve for  
12   commercial, because we do have a couple commercial  
13   vessels operating, but it generally involves flooding  
14   the entire battery space to prevent the fire, which  
15   is not necessarily practical on a lot of fishing  
16   vessel applications or uninspected vessel  
17   applications.

18                  I do know the classification societies are  
19   very engaged working on this and trying to develop  
20   solutions on it. And again, just to reiterate this  
21   challenge, on your big international carriers  
22   carrying RORO, roll on/roll off cargo, a lot of them,  
23   for insurance purposes, actually will not carry  
24   electric vehicles because there's been a number of  
25   complete losses of vessels due to lithium ion battery

1 fires.

2 So it's a known issue that's being worked  
3 on, but right now there is no magic solution or  
4 guidance that I can provide you that's Coast Guard  
5 approved.

6 CHAIR DZUGAN: Matt.

7 VICE-CHAIR ALWARD: Matt Alward. I'm going  
8 to try something. So I move that the Committee  
9 requests that the Coast Guard develops best practices  
10 guidance for uninspected commercial vessels using  
11 alternative energy sources for fire prevention  
12 mitigation.

13 MR. BOEHMER: I'll second that.

14 CHAIR DZUGAN: Second from Kris. Maybe a  
15 friendly amendment. By working with other relevant  
16 agencies?

17 VICE-CHAIR ALWARD: Yes.

18 CHAIR DZUGAN: Friendly amendment's been  
19 okayed. Discussion from the group?

20 VICE-CHAIR ALWARD: Matt Alward. I mean, I  
21 realize you don't have anything developed, but this  
22 is the Committee saying this is an important issue  
23 and we want the Coast Guard to put some effort into  
24 gathering all the info you can from the different  
25 agency resources to put into the Best Practices

1 document for commercial fishing vessels.

2 CHAIR DZUGAN: Go ahead, Captain.

3 CAPTAIN NEELAND: My one comment is, as  
4 phrased, you have it very open-ended, which is,  
5 alternative energy sources. There is quite a few --  
6 a number of alternative energy sources which are  
7 quite expansive, and there's very different hazards  
8 with each of those. As I mentioned earlier, a  
9 lithium ion battery has very different hazards than  
10 if you're carrying hydrogen as fuel or even  
11 compressed natural gas or liquified natural gas on  
12 board.

13 VICE-CHAIR ALWARD: A second is fine with  
14 it. I would just narrow it down to battery  
15 resources, not just lithium ion, but just keep it to  
16 batteries, if that helps. And that's probably the  
17 most common that's trying to be used right now.  
18 That's a good first step, I think.

19 CHAIR DZUGAN: That was an agreement from  
20 the second. And Kris, do you have another comment?

21 MR. BOEHMER: Well, I just want to add to  
22 it. Tomorrow there's a meeting of the Maine Fishing  
23 Vessel Safety Advisory Committee, and they're having  
24 a gentleman talk about alternate emerging power as  
25 well. It's seems to be a problem. You know, I think



1 the discussion we're having in Maine is that there  
2 may be some hybrid boats. It doesn't seem like the  
3 practical solution is the straight-out electrical  
4 boat, and using technology like I -- one of those  
5 Tesla wall batteries, that's the problem. It's going  
6 to be a fairly big unit.

7 And I think that, obviously, the risks --  
8 we have an idea what the risks are. We just don't  
9 know how to manage them. So I think that's the  
10 thrust of this. So I think it's a great idea. I'm  
11 very much in support of that.

12 CHAIR DZUGAN: Mike Terminel.

13 MR. TERMINEL: Mike Terminel. ABYC E-11  
14 has standards for installation of lithium batteries  
15 and their components. As a surveyor, some of the  
16 things that I investigate is fires, and what I've  
17 seen is these systems being installed but nothing is  
18 marine grade, and that seems to be a really big  
19 problem. You can't just go down to the local solar  
20 place or the lithium battery place and buy what goes  
21 in my RV and go put it in your boat. There's much --  
22 components aren't protected and what happens is the  
23 batteries get into what's called thermal run-away,  
24 and you're not stopping it.

25 I worked for a time for the Navy Underwater

1 Warfare Center where we ran AUBs, and how we charged  
2 these things was in a ton of water that was on a rail  
3 that, if they caught fire, it went right off the back  
4 of the boat. That's how serious this is. And you  
5 just can't do that on a small fishing boat. So yeah,  
6 there is a big problem here.

7 CHAIR DZUGAN: Any other discussion?  
8 Captain Neeland.

9 CAPTAIN NEELAND: Just one comment. One of  
10 my concerns of the Best Practice Guide is I do want  
11 to make sure that we get something published out  
12 there, and I don't want to hold up development or  
13 publication of all the good work that's done with the  
14 Best Practice Guide with spending a bunch of time  
15 working on some of these new novel technologies.

16 I do think the best practice guide should  
17 be a living document that should be constantly  
18 updated. But I just want to be careful how much work  
19 we're asking and biting off. That's my only comment.

20 VICE-CHAIR ALWARD: My intent is not to  
21 hold that document up and to have -- like the intent  
22 of the motion is that you just develop some guidance  
23 for the uninspected commercial fishing vessels. So  
24 it doesn't have to be included in that document now.  
25 Possibly, once it's developed, it could be added in

1 the future. But it wasn't to develop it specifically  
2 for that document, which has some layers of  
3 bureaucracy. But to just develop the guidance,  
4 period.

5 CHAIR DZUGAN: Go ahead, Eric.

6 MR. ROSVOLD: Eric Rosvold. I mean, the  
7 guidance could be just one word: Don't.

8 CHAIR DZUGAN: I was going to say the  
9 guidance could just be, what is the status of this  
10 right now in terms of dealing with it? Just honesty.  
11 Right now it just seems like we're avoiding it.

12 Anyone else? Comments on this topic?  
13 David, is your hand up?

14 MR. TURNER: David Turner. Just want to  
15 point out that there are inspected vessels, both in  
16 the U.S. and elsewhere, that are getting these  
17 systems and lithium ion batteries installed.  
18 Classification societies and Coast Guard are  
19 developing policies for them. There are standards  
20 out there.

21 MR. BOEHMER: Are they available?

22 MR. TURNER: Oh, yeah.

23 MR. BOEHMER: Kris Boehmer. But the  
24 problem that I'm finding is there's a lot of guidance  
25 of how to install them, but is there any guidance of

1       how to deal with them when there's a problem is what  
2       I'm not finding.

3               MR. TURNER:   Yes.

4               CHAIR DZUGAN:   Any more discussion before  
5       someone calls for the question?   Anybody opposed to  
6       the motion that's on the floor?

7               MR. THIELER:   Jerry.   Mike Thieler.   Can we  
8       just hear the complete motion again?   It's been  
9       changed a couple of times.

10              CHAIR DZUGAN:   Yep.   You're taking notes,  
11       aren't you?

12              VICE-CHAIR ALWARD:   The Committee requests  
13       that the Coast Guard develop best practices for  
14       uninspected commercial fishing vessels for fire  
15       prevention and mitigation using -- that are using  
16       battery power.   Something like that.

17              CHAIR DZUGAN:   By working with other  
18       relevant --

19              VICE-CHAIR ALWARD:   By working with other  
20       relevant agencies.

21              CHAIR DZUGAN:   Period.

22              VICE-CHAIR ALWARD:   Period.

23              CHAIR DZUGAN:   Not trying to put it all  
24       on --

25              MR. BOEHMER:   That's exactly how I remember

1       it.

2                   CHAIR DZUGAN: Call for the question again.  
3       Is there any nays to this motion? Hearing no nays,  
4       we'll approve it by unanimous consent then and move  
5       on.

6                   Excuse us for that, Captain.

7                   CAPTAIN NEELAND: So I believe we're going  
8       to jump to the next topic unless there's more  
9       discussion we'd like to have on the batteries.

10                  CHAIR DZUGAN: Are you talking about going  
11       to -- are you talking about going back to picking up  
12       the search and rescue around wind farms? Is that  
13       what you're saying?

14                  CAPTAIN NEELAND: Yes.

15                  CHAIR DZUGAN: Roger that, then.

16                  CAPTAIN NEELAND: Yes, thank you.

17                  MR. WENDLAND: Thank you, Captain. Great  
18       discussion there. We do have Lieutenant Kenny on the  
19       line. I just want to make sure the comms are clear.

20                  Lieutenant Kenny, can you hear us and can  
21       you speak a few words, see if we can hear you?

22                  LIEUTENANT KENNY: Good afternoon. I can  
23       hear you. How do you guys have me?

24                  MR. WENDLAND: Loud and clear. Excellent.  
25       Thank you for joining us. Really appreciate it.

1                   So I'm going to read a statement that we  
2     received. Lieutenant Kenny, again, this is from  
3     CG-SAR-1, which is the policy side of the house. So  
4     again, most of the folks in this room are on the  
5     prevention side of the Coast Guard, sort of a glass  
6     wall. There's a prevention side and a rescue side,  
7     the response side, and Lieutenant Kenny is on the  
8     rescue policy side of things.

9                   So, again, at the June 20 Vetting Committee  
10    meeting of the National Commercial Fishing Safety  
11    Advisory Committee, you asked what the Coast Guard is  
12    doing to be prepared to conduct search and rescue  
13    operations in and around wind farms.

14                  The response to that question was, the  
15    existence of wind energy areas does not affect the  
16    Coast Guard's statute authority to conduct search and  
17    rescue. However, the existence of wind energy areas  
18    may affect how the Coast Guard conducts search and  
19    rescue. Further technical evaluation studies must be  
20    conducted to fully assess the extent of these effects  
21    on Coast Guard search and rescue planning and  
22    operations.

23                  Coast Guard is currently working with other  
24    federal agencies, including the Bureau of Ocean  
25    Energy Management, BOEM, and the Bureau of Safety and

1 Environmental Enforcement, BSEE. Additionally,  
2 Coast Guard is working with academia, specifically  
3 the Woods Hole Oceanographic Institute, Rutgers  
4 University, and the University of Massachusetts.

5 Are there any questions from the Committee  
6 regarding that response to the question that you  
7 posed? Mr. Alward.

8 VICE-CHAIR ALWARD: Matt Alward. That's  
9 great they're working on it, but we're talking about  
10 lives. I have a good friend who has -- had friends  
11 that are now dead because they were on a commercial  
12 fishing boat that was sinking around the Block Island  
13 Wind Farm. Coast Guard was dispatched, the chopper  
14 turned around because they determined the vessel was  
15 too close to the wind turbines, and let the boat  
16 sink. So that response to they're working on it and  
17 studying it, but what are they going to actually do  
18 to save people's lives when there's vessels sinking  
19 around turbines, which are getting put up all over  
20 the East Coast right now?

21 LIEUTENANT KENNY: So for the Block Island  
22 case, there were a lot of factors involved in that  
23 one and it wasn't just that the vessel was too close  
24 to the wind turbine. There was also weather  
25 considerations there. There was low vis. And for

1 any aircraft, whether it's a fixed-wing or a helo, if  
2 you are flying in low vis, your risk determination  
3 goes up. And we do have the option to turn around  
4 for a case. It's never going to be made  
5 light-heartedly or quickly. There's going to be a  
6 bunch of different conversations that will happen  
7 before that determination is made.

8 That one was also a bit harder to do just  
9 because our small boat stations, the one that was --  
10 had the wind farm in their area of responsibility,  
11 was down, and so there were their sister units that  
12 were responding, so unfamiliarity with the area, but  
13 also had a longer distance to travel. So it wasn't  
14 just the presence of a wind farm. There's always  
15 going to be more to a case study or any SAR case that  
16 we have.

17 But the studies that we are doing right now  
18 is trying to determine what effects the wind farms  
19 actually have on our environmental data, because  
20 that's how we plan all of our search and rescue  
21 missions, is we use a database called SAROPS. That's  
22 where we plan our searches. So we have to fully  
23 understand what the effects of those are.

24 We have to manually input our search  
25 patterns in there right now because wind farms,



1     because they're so new, are still being put into the  
2     SAROP System, and so we have to kind of figure out  
3     and navigate around them within the system, hoping  
4     that we properly put them in based on where they  
5     actually are in reality.

6             And so I am very sorry that you have lost  
7     your friends in that. That's never ever something  
8     that we want, but I can promise you we are doing as  
9     much as we can to fully understand the impacts of the  
10    wind farms and doing what we can to properly plan and  
11    execute search and rescue more efficiently around  
12    them.

13            MR. WENDLAND: Thank you, Lieutenant.

14            Any other questions regarding that matter?  
15    Kris.

16            MR. BOEHMER: Kris Boehmer. I think one of  
17    the problems that I foresee, and I hope I'm wrong, is  
18    that if a boat has a casualty and you're in the  
19    water, you're going to go to the first thing you see.  
20    It's just a natural instinct. So I think we might  
21    want to address that, whether we want to re-educate  
22    fishermen, hey, listen, there's only so much you can  
23    do, but try to stay, where possible, maybe away from  
24    the wind farm installations to make their rescue  
25    possible.

1                   Because I know when I -- I was in a raft,  
2   when I saw a boat, I was going in that direction.  
3   When you see something, it's instinctive. So do we  
4   want to address that or -- because the closer they  
5   get to the installation, the harder it's going to be  
6   for the Coast Guard to make an effective rescue, I  
7   think.

8                   VICE-CHAIR ALWARD: To that, in BOEM's  
9   great wisdom, they pretty much ignore the fishing  
10  industry in siting wind farms and they're -- a lot of  
11  them get sited in fishing grounds that guys are still  
12  going to have to fish. So unfortunately, that's just  
13  not a reality of the situation. Wind farms have been  
14  approved and are getting built on fishing grounds.

15                  But certainly operators should be fully  
16  aware of the increased risks they have when operating  
17  around them, knowing that a rescue probably won't be  
18  able to be committed right now.

19                  LIEUTENANT KENNY: So for that one, I think  
20  there's two different kinds of questions there. So  
21  I'm going to go off the first comment. Do we tell  
22  people not to swim towards something, whether that's  
23  a boat that they see or a stationary object? One  
24  thing I can tell you right now is our SAROPS program,  
25  which is how we conduct our [inaudible], SAROPS

1 cannot account for motorization, whether that's from  
2 a person or a vessel.

3 We solely rely on wind and current to see  
4 how you are going to direct whether you're a capsized  
5 vessel, a kayak, a person, a regular, just  
6 free-floating vessel. All of those objects are  
7 affected differently. But if you are motoring or  
8 moving on your own free will, the SAROPS program  
9 cannot account for that. So as weird as it is, we  
10 would prefer you not try to swim towards something,  
11 because then you're going to go against what we're  
12 drifting you as.

13 But if you go towards a stationary object,  
14 such as the wind turbine, the helo, depending on  
15 where you are, they might not be able to get to you  
16 because there's going to be the blades. They're not  
17 going to go near the blades. But we still have small  
18 boats that will be responding. Or if it's farther  
19 offshore, we'll be dispatching most likely a  
20 Coast Guard cutter out there. And they have small  
21 boats on them. They could, once they get closer,  
22 launch that small boat, get them out there with a  
23 rescue crew.

24 But if you're on the wind farm or attached  
25 to the stationary object, just like when people are

1 out in the middle of the ocean and they find a random  
2 buoy, it's great because you're on a buoy. You're  
3 safe, you're not fighting against the current or the  
4 weather anymore. But we are looking at the  
5 stationary objects out there, whether it's a wind  
6 farm turbine or a buoy, because you never know, like  
7 you said, when you're out there and your fight-or-  
8 flight instincts kick in. You're like, nope, I got  
9 to go find someone to save me. You're going to swim  
10 to the nearest thing you see. You don't want to just  
11 drift in open water. I know that that's a weird  
12 thing.

13 As for putting wind farms in fishing areas,  
14 that is not my office. I am part of the Coast Guard  
15 Office of Search and Rescue. We are only looking at  
16 their plans and making recommendations that we would  
17 like to see in order for us to work more safely, be  
18 able to conduct search and rescue. Ultimately, it's  
19 up to BOEM and BSEE where those leases are and what  
20 areas they are going to be put.

21 VICE-CHAIR ALWARD: Just to follow up.  
22 Matt Alward. I did not in any way imply that the  
23 Coast Guard is responsible for siting wind farms.  
24 I'm fully aware what agency that is.

25 Just a quick follow-up on the small boat

1     thing as far as just search and rescue operation.  
2     Have you even thought about a concept like the  
3     chopper actually has a small boat that they could  
4     deploy at sea, because they can get there before any  
5     cutter or any land-based small boat, where a rescue  
6     diver, swimmer could actually have a small inflatable  
7     that they could motor into a wind farm area to  
8     conduct the rescue?

9             I mean, we got to think outside the box  
10    when it comes to actually performing rescues within  
11    turbines, because there's nothing you can do to get a  
12    helicopter close to a turbine.

13            LIEUTENANT KENNY: That would definitely be  
14    for our aviation office because they'll know the  
15    capabilities of whether it's a fixed-wing or a helo.  
16    I know, just from the size of our helos, we could not  
17    put a boat on it. But our fixed-wings could  
18    potentially put a raft onboard and drop it as long as  
19    whoever is out there could get to the raft. But our  
20    helos wouldn't be able to.

21            CHAIR DZUGAN: Even your small helos, I  
22    believe, carry a raft if they're told ahead of time  
23    that they need one. But it's not motorized.

24            LIEUTENANT KENNY: They could -- they can.  
25    So the problem with our helos is, the more weight you

1 put on them, the less flight time they have. So if  
2 they are putting a raft on there, that is -- might  
3 not to us seem that heavy, but to the helo it is. So  
4 if that could be the determination of them actually  
5 getting out there and making it getting eyes on scene  
6 or having to stop short because they've hit low fuel.

7 CHAIR DZUGAN: Mike and then Tom.

8 MR. TERMINEL: Mike Terminel. I would  
9 recommend them working with industry. The wind farm  
10 is the next boat build boom that's happening right  
11 now, and these vessels are stationed at the wind  
12 farms. They're out there. They're out there 24/7.  
13 Coast Guard work with industry in providing support  
14 at the wind farms because they're out there. They  
15 have SOLAS-approved FRCs. They have the ability to  
16 facilitate these type of rescues. And I would think  
17 that working with industry would be a great, not  
18 solution, but support for this. Thanks.

19 LIEUTENANT KENNY: That is one of our  
20 recommendations, is having that open line of  
21 communication with the developers, whether it's, do  
22 you have personnel out there right now and can you  
23 use one of your project boats to check out what this  
24 report is? Or do you have cameras on your wind farms  
25 and can you please allow us to sync into those and

1     see what's happening out there? Could you turn off  
2     your blades to make it a little safer for our  
3     helos to fly?

4                 These are all things that we are thinking  
5     about and are requesting. But again, ultimately,  
6     it's up to BOEM and BSEE and what those developers  
7     can or cannot agree to. But I know here in  
8     District 1 up in the New England area they do have  
9     open communication with the developers for those  
10    times where we get search and rescue cases out there.

11                The majority of our search and rescue cases  
12    right now are actually from project boats, as they're  
13    still doing all of the work on getting the turbines  
14    set up. So we do have that open line of  
15    communication, but any other recommendations you have  
16    or outside-of-the-box ideas you have, please send  
17    them to either John or me and we'll get them to the  
18    appropriate offices, or the next time we talk to BOEM  
19    and BSEE, we'll start to incorporate those.

20                I'm currently in the middle of creating a  
21    Memorandum of Agreement with BOEM and BSEE on  
22    emergency response. So all of these ideas and  
23    recommendations that you have, as long as my offices  
24    and the tri-agency, BOEM, BSEE, USCG, if we can agree  
25    to them, we can potentially see it put onto paper,

1 and that would be kind of a rule for developers going  
2 on forward.

3 CHAIR DZUGAN: Thank you. Tom.

4 MR. DAMERON: Thank you, Mr. Chairman, and  
5 thank you, Lieutenant. Given what you said about  
6 weather and visibility increasing the risk for your  
7 search and rescue assets, it also increases the risk  
8 for commercial fishing vessels fishing within those  
9 wind energy areas, especially if part of that risk is  
10 now going to be that search and rescue may not be  
11 available for those vessels if there is a  
12 catastrophe.

13 If you could, when you comment to BOEM, it  
14 would be very helpful to the commercial fishing  
15 industry if you let them know about those additional  
16 risks that both the United States Coast Guard and the  
17 commercial fishing industry will have to take on in  
18 order to fish within those areas. Thank you.

19 MR. DZUGAN: Thanks, Tom. I'll let you  
20 answer, Lieutenant, first. Lieutenant, do you want  
21 to answer Tom's question or make any comments? We'll  
22 go to Mike.

23 LIEUTENANT KENNY: Is he the one that just  
24 talked?

25 CHAIR DZUGAN: Correct.



1                   LIEUTENANT KENNY: I thought that was a  
2       comment. Sorry. Can you repeat the question then?

3                   MR. DAMERON: Thank you, Lieutenant. There  
4       was no question. That was a request for you to pass  
5       that information about risk to both your assets and  
6       the additional risk to the commercial fishing  
7       industry to both BOEM and BSEE. Thank you.

8                   LIEUTENANT KENNY: Will do.

9                   CHAIR DZUGAN: Michael.

10                  MR. THIELER: Mike Thieler. I appreciate  
11       the fact that you're working on an MOA with the  
12       developers. Obviously, with three working wind farms  
13       right now generating power, it seems like that might  
14       be a little bit late, but glad to see it moving  
15       forward, nonetheless.

16                  One of my concerns being a commercial  
17       fisherman in that area is that there's no  
18       standardization among the developers of any of it.  
19       No standardization of safety policies, no  
20       standardization of AIS requirements on the perimeter  
21       or the turbines -- you know, I guess they call it a  
22       synthetic AIS.

23                  We had an issue last year with some of the  
24       turbines that were located very close to transit  
25       lanes that Gulfside and New Bedford use, and they

1        were under construction. The permit and the weather  
2        didn't allow completion of the towers, so there were  
3        several structures that were located maybe on the  
4        northern side closer to shore that were 10 or 15 feet  
5        above the water. And we felt like all of those  
6        should have AIS on them to allow the mariners to  
7        understand where they were.

8                    And according to the developers in this  
9        case, they wanted to put AIS on all of them.  
10       Coast Guard felt like there was too much clutter. So  
11       they determined that they would only do several  
12       around the perimeter. And the problem that I have is  
13       that there should be some standardization among  
14       developers as to how they're going to use the AIS to  
15       mark the perimeters and whether they're just doing  
16       every third one, whether they're just doing a  
17       perimeter.

18                   You can't have one developer requesting  
19       just the center of the project and the next developer  
20       requesting notifications or markings, identification  
21       on the perimeter. There should be one agency that's  
22       taking a lead on that. And is that something the  
23       Coast Guard would be doing rather than just granting  
24       permission, or is that something for BOEM or BSEE?  
25       Because like I said, it just -- it seems to me that

1     whatever the developers are asking, they're asking  
2     individually and there's no one looking at  
3     standardization of this.

4                 LIEUTENANT KENNY:  So for that, that is  
5     BOEM and BSEE.  The Coast Guard is only a  
6     collaborating agency when it comes to wind farms, and  
7     so that's -- we are allowed to look at some of the  
8     plans that the developers are putting forward.  We're  
9     given a comment period, and that's where we put in  
10    our recommendations.  And I know that -- I think  
11    every office within headquarters is having a comment  
12    period on these, but ultimately, again, it is up to  
13    BOEM and BSEE if they're going to accept our comments  
14    and then what that baseline or standardization for  
15    the wind farms would look like.  That will be up to  
16    them just because they're the lead agencies and we're  
17    a collaborating agency.

18                CAPTAIN NEELAND:  If I may just interject  
19    one comment here.  Unfortunately, when wind farms are  
20    being proposed, it's actually quite a complex problem  
21    set.  You know, the wind farm manufacturers are at  
22    the bottom-type depths.  Obviously, from a search and  
23    rescue standpoint and from a navigational standpoint,  
24    much more predictable would be standard.  But the  
25    reality is, the world is not all square and

1 consistent. So there's a lot that goes into it.

2 And there is dialogue and there is a work  
3 group that is occurring at multiple levels to try to  
4 improve communication and standardization as much as  
5 possible. But I just wanted to highlight, recognize  
6 that, unfortunately, it's not always possible or  
7 feasible to have the exact standardization that we  
8 may want.

9 LIEUTENANT KENNY: One more thing. I'm not  
10 sure if you have all seen it. There's a document  
11 called The Navigation and Vessel Inspection Circular  
12 Number 02-23. We call it the NVIC. But what that  
13 is, is it goes over wind farms. It has part of our  
14 recommendations in there. But it goes through the  
15 leasing program and how long that takes from the time  
16 that it's a thought to when it's actually developed,  
17 and it's not a short time frame at all.

18 But that is available to the public. So  
19 anyone is able to look at that, see what's in it,  
20 look at what the timelines are, and you'll see kind  
21 of where Coast Guard is putting comments of things  
22 that we want the developers to see, because the  
23 developers also have this. That way it's not just  
24 them going in blind to the developing process, but,  
25 again, it's whatever they decide with BOEM and BSEE

1 and what they can make work that makes sense for that  
2 wind energy area.

3 CHAIR DZUGAN: Go ahead, Jonathan, and then  
4 Michael and then Matt. And then we're going to go  
5 for a break.

6 MR. WENDLAND: Lieutenant, thank you. If  
7 you could provide me the link to that NVIC, I will  
8 forward it to the Committee in an e-mail so we don't  
9 have to chase it. If you could do that, it would be  
10 great.

11 CHAIR DZUGAN: Thank you for that.

12 LIEUTENANT KENNY: Absolutely.

13 MR. THIELER: Mike Thieler. Just to be  
14 clear, Captain, when I spoke about standardization, I  
15 wasn't speaking about the specific leased footprint  
16 or the areas. What I'm speaking about is more of the  
17 identification and standards for -- that would help  
18 not only with search and rescue but also with safe  
19 navigation.

20 CAPTAIN NEELAND: Thank you for that  
21 clarification.

22 LIEUTENANT KENNY: That's with BSEE.

23 CAPTAIN NEELAND: So Coast Guard has an MOU  
24 that we've recently updated with BOEM and BSEE and  
25 those are topics that we are trying to work with in

1 the agencies and which -- in the authority of each  
2 different agency. But there's ongoing work on that.  
3 Thank you.

4 CHAIR DZUGAN: Go ahead. You're satisfied,  
5 Michael?

6 Matt.

7 VICE-CHAIR ALWARD: You kind of answered it  
8 already with the NVIC. I was just going to suggest  
9 that, when the Coast Guard is working on their  
10 comments to BOEM and BSEE on wind farm development,  
11 you do have this Committee which is all about safety,  
12 and maybe there's a way to incorporate maybe even a  
13 subcommittee of ours to give input from the industry  
14 to the Coast Guard prior to the Coast Guard  
15 submitting their comments. It sounds like maybe the  
16 NVIC is the way to do that. We just didn't know  
17 about it, but just a suggestion. Thanks. And thanks  
18 for your time. Appreciate it.

19 CHAIR DZUGAN: Yeah. Thank you,  
20 Lieutenant. Good information for us here.

21 I propose that we stick to the timetable.  
22 Angel? Okay.

23 I propose we stick to the time, and we have  
24 a break scheduled, and we take that break. And we  
25 are a little bit behind, so think about how we can

1 move ahead when we come back. I think we're  
2 scheduled for 15 minutes. Is that sufficient for  
3 everybody? Okay. Let's get started and take that  
4 break and come back.

5 MR. WENDLAND: I'd just like to thank  
6 everybody that's online. We appreciate you calling  
7 in. And if you would like, you can depart the  
8 meeting at this point in time. Thank you, everyone.  
9 Thank you, Lieutenant. Great comms, great answers.

10 (Recess 10:38 a.m.)

11 (On record 10:47 a.m.)

12 CHAIR DZUGAN: Captain.

13 CAPTAIN NEELAND: Yeah, thank you. So I  
14 just wanted to -- right before break we were talking  
15 about offshore wind. I just wanted to provide  
16 clarity. So as far as offshore wind, there is a  
17 federal advisory committee, NOSAC, National Offshore  
18 Safety Advisory Committee. They're the federal  
19 advisory committee that's really tackling most of the  
20 wind farm issues. Within Fish SAC, obviously the  
21 focus here was to try to get some questions.  
22 Obviously it's an area of interest. But really a  
23 task -- I encourage you to engage with NOSAC because  
24 that is the federal advisory committee focused on  
25 offshore wind farm issues. So thank you.

1                   MR. WENDLAND: Thank you, Captain. Also,  
2 I'd just advise everybody, as in the past, we do have  
3 sign-up sheets. I put the sign-up sheet for today on  
4 the podium. So during a break, when we come in,  
5 whenever you find it convenient, just sign up on the  
6 sign-up sheets. We'll do that every day.

7                   And so just to recap where we are right  
8 now. We've had three of the four discussion topics  
9 that you folks asked to be discussed on June 20th.  
10 So we're on the fourth one now. And we will have  
11 Omar La Torre Reyes present.

12                  And just a recap on the question from the  
13 Committee to the advisory committee -- or to the  
14 Coast Guard, I should say. The National Commercial  
15 Fishing Safety Advisory Committee requests a report  
16 on numbers and types of injuries and deaths caused by  
17 rotational and mechanical equipment.

18                  So Omar will come up to the podium and give  
19 you a presentation on that and we'll be able to  
20 answer any questions following. Thank you.

21                  MR. LA TORRE REYES: Good morning. My name  
22 is Omar La Torre Reyes. Again, I'm from the Office  
23 of Marine Casualties Investigations and Data  
24 Analysis. I'm here to present on the casualty  
25 statistics.



1                   So overall, without taking into  
2     consideration the mechanical and rotational  
3     statistics, these are the overall statistics for  
4     commercial fishing vessel casualty investigations.  
5     So this doesn't include injuries. These are just all  
6     our investigations throughout the years. The  
7     asterisks on 2024 just means that we don't have all  
8     the data for it yet since it's an ongoing year.

9                   Next slide. So this slide -- Angel, can  
10    you go to the next one? There you go. The next one.  
11    Yeah.

12                  So this slide represents all of the death,  
13    injury, and missing statistics. So as you can see,  
14    there's -- it's gotten a lot better. Still not  
15    great. But the numbers for -- reduced from 2022 to  
16    2023.

17                  CHAIR DZUGAN: Just a quick question, Omar.  
18    Is this all causes, heart attacks, suicides, drug  
19    overdoses, or just vessel-related?

20                  MR. LA TORRE REYES: All for commercial  
21    fishing vessels.

22                  CHAIR DZUGAN: Thank you.

23                  MR. LA TORRE REYES: Next slide, the  
24    rotational slide. So this slide breaks down just the  
25    deaths, injuries associated with rotational and

1 mechanical equipment. So there's a dip in 2022.  
2 Could be that those are results from maybe Covid or  
3 maybe the fishing just wasn't happening around that  
4 year. But they went up in 2023. And so far they're  
5 down for 2024.

6 VICE-CHAIR ALWARD: Would that include gear  
7 entanglement?

8 MR. LA TORRE REYES: Any, yes.

9 VICE-CHAIR ALWARD: Even if it's not  
10 rotational, but you're setting gear, there's no  
11 mechanical going on, but the gear grabs you.

12 MR. LA TORRE REYES: Actually, I have to go  
13 back and see if that also includes gear entanglement.

14 VICE-CHAIR ALWARD: Because I know -- like,  
15 there was a death on Bristol Bay this year due to  
16 that factor. I don't know if it would be captured  
17 under this data or not.

18 MR. LA TORRE REYES: So that one is -- the  
19 one you're talking about hasn't been captured in this  
20 data yet because it's still ongoing.

21 Next slide. That concludes the information  
22 that you guys requested for that task statement. I  
23 do have some other statistics updated for the drug  
24 and alcohol and reporting for SMI. If you want to  
25 hear those as well, I can continue.

1                   So here are the statistics updated from the  
2   last meeting for --

3                   VICE-CHAIR ALWARD: Real quick, going back  
4   one slide. It looked like a big anomaly in '19. Do  
5   you have any data as to what happened in that year?

6                   MR. LA TORRE REYES: In 2019?

7                   VICE-CHAIR ALWARD: 2019. It's kind of a  
8   big jump compared to the rest of the years there.

9                   MR. LA TORRE REYES: I don't know the cause  
10   of the big jump. Actually, wasn't Scandies Rose in  
11   2019?

12                  UNIDENTIFIED SPEAKER: That is associated  
13   with mechanical.

14                  MR. LA TORRE REYES: Oh, yeah. Yeah, I  
15   honestly don't know what the big jump was. This was  
16   purely the numbers from all the mission cases that we  
17   have processed.

18                  CHAIR DZUGAN: It's great to see such low  
19   numbers compared to the past. And solo, that one  
20   casualty like the Scandies Rose can make a blip like  
21   that. I think that's what happened in 2019.

22                  MR. LA TORRE REYES: Yeah. So that wasn't  
23   rotational equipment.

24                  UNIDENTIFIED SPEAKER: The slide is  
25   rotational.

1                   MR. LA TORRE REYES: Next slide, Angel. So  
2     these are all the alcohol reporting or testing that  
3     has been done through casualties. So the first line  
4     data there is the ones where blood alcohol was -- or  
5     where alcohol was detected and they provided a blood  
6     alcohol count. The next line they did not provide  
7     the alcohol, and then the rest of them, no alcohol  
8     was detected, or the last slide is inconclusive  
9     test -- or last line.

10                  Next. So drugs. These are the stats for  
11     the drug testing. So there was an increase of  
12     positives in 2023 from 2022 and from 2021.

13                  MR. DAUGHTRY: Not statistically.

14                  MR. LA TORRE REYES: Not statistically, no.

15                  Next slide. So this slide represents,  
16     during a serious marine incident where drug testing  
17     is required and where drug testing wasn't conducted.  
18     So we're seeing some pretty low numbers on when it  
19     was required and whether it was done or not.

20                  MR. BOEHMER: Kris Boehmer. Under the  
21     understanding that the threshold for doing drug  
22     testing involved in a serious accident, the property  
23     damage threshold, didn't it change from, like, 20,000  
24     to 200,000 dollars? It took a big jump the last few  
25     years.

1                   MR. LA TORRE REYES: For a serious marine  
2 incident, it went from -- I think it was 100,000 to  
3 200,000.

4                   MR. DAUGHTRY: What year?

5                   MR. LA TORRE REYES: Recently. I want to  
6 say it was -- I have to get back to you on that date,  
7 but I think it was...

8                   MR. BOEHMER: Couple years ago.

9                   MS. HEWLETT: It was a couple years ago.  
10 It used to be, like, 20,000.

11                  MR. BOEHMER: I think it was 20 --

12                  MS. HEWLETT: It was 20 and above it.

13                  MR. LA TORRE REYES: So for reportable  
14 marine casualty, it's still 25 for property damage, I  
15 believe.

16                  MR. BOEHMER: Well, for drug testing --

17                  MS. HEWLETT: That's the number that went  
18 up --

19                  MR. LA TORRE REYES: Not for drug testing.  
20 That's just for reportable.

21                  MS. HEWLETT: I thought reportable damage  
22 went up also. It's not 25 anymore. It's like 1--  
23 now just for reportable.

24                  MR. LA TORRE REYES: As far as I know, just  
25 the serious marine incident changed.

1                   And that's it for this presentation. John,  
2   do you want me to roll into the next thing?

3                   MR. WENDLAND: Yeah. I just -- I don't  
4   want to end it there if other people have questions.

5                   Does anybody have further questions on the  
6   statistics or the previous question that you folks  
7   posed to the Coast Guard?

8                   CHAIR DZUGAN: Ben.

9                   MR. DAUGHTRY: Thank you, Chairman.  
10   Ben Daughtry. I guess I would just say that it was  
11   good information to get and surprisingly low  
12   mortalities on the rotational equipment deaths. And  
13   I think it would be great if we could know whether or  
14   not that includes entanglement of gear, because then  
15   it would even be a lower number if it didn't. So if  
16   you could get us that information possibly, that  
17   would be good information for us to have. So I was  
18   surprised at those good numbers for that. Just want  
19   to make that comment.

20                  CHAIR DZUGAN: Michael.

21                  MR. TERMINEL: Mike Terminel. I'm  
22   surprised as well, because on the last meeting the  
23   mechanical was your number two for incidents and  
24   injuries and investigations. So having those low  
25   numbers is -- yeah, that doesn't really -- maybe it

1 is that low and number two, which is good, but I  
2 expected them much higher than that as well.

3 CHAIR DZUGAN: Bob.

4 MR. DOOLEY: Thank you, Mr. Chairman.  
5 Bob Dooley here. When you say testing completed on  
6 the slide, does that reflect completed successfully  
7 as opposed to performed because you have a chain of  
8 custody and all those things to make it completed?

9 MR. LA TORRE REYES: It's going to be  
10 completed within the allowable time limits.

11 MR. DOOLEY: Once again, completed?

12 MR. LA TORRE REYES: Completed.

13 MR. DOOLEY: Does it reflect that it's a  
14 successful completion, in other words, a thorough  
15 test that passes chain of custody? I know, like, if  
16 they ship tests from Dutch Harbor to Anchorage and  
17 they might not pass chain of custody.

18 MR. LA TORRE REYES: It was completed.  
19 Just completed. Not like with chain of custody. At  
20 all.

21 MR. DOOLEY: Okay. So performed?

22 MR. LA TORRE REYES: Performed.

23 MR. DOOLEY: Okay. Thanks.

24 MR. VINCENT: Tim Vincent. One question  
25 for you. When the Coast Guard is studying some of

1     this rotational machinery, do they factor in, like,  
2     okay, this was just the hand that went into the  
3     machinery, or do they factor what -- was it loose  
4     clothing, like, for example, we had a girl with a  
5     pony tail?

6                 Where I'm going with that is, like, when  
7     you're surveying, for example, working on a boat,  
8     you're kind of always -- you know, when you know  
9     you're near a rotating machinery and it's live, I  
10    mean, it's supposed to be guarded, of course, but  
11    still there's a way it can get in there, and it just  
12    sort of seems to me that loose stuff is the stuff  
13    that's the bad stuff. That's the stuff that's going  
14    to drag people in. I was just curious if they're  
15    kind of looking at that.

16                MR. LA TORRE REYES: To my knowledge, at  
17    least from INV's point -- office, there hasn't been a  
18    study on, like, the different causes of it. We have  
19    the data. It goes into the investigations. We would  
20    just have to query and kind of categorize it, was it  
21    loose clothing or was it getting caught in it. But  
22    for these numbers it was just all the above.

23                VICE-CHAIR ALWARD: Can you explain how you  
24    have somebody missing if it's a rotational or  
25    mechanical injury? Because you'd think that's



1 something that physically happened and now you end up  
2 missing from that.

3 MR. LA TORRE REYES: Yeah. So that one  
4 could have just been that they put the number in the  
5 wrong spot. But -- so the Coast Guard counts for  
6 deaths. Missing also constitutes -- we count it as a  
7 death.

8 VICE-CHAIR ALWARD: I guess to follow up to  
9 the last couple of questions. Would NIOSH have more  
10 detailed data on this than the Coast Guard?

11 MR. LA TORRE REYES: I mean, they -- NIOSH  
12 pulls the data from our numbers. So whatever study  
13 that they did, they probably would have gone through  
14 the cases to pull that data. So they just have  
15 different -- they're looking at different things.

16 MR. WENDLAND: It's probably a good time  
17 just to interject here quickly about NIOSH. All of  
18 you know Dr. Samantha Case, who has presented at this  
19 Committee in the past. She has left NIOSH and is now  
20 working -- I believe it's for the department. So  
21 it's an interim term right now. In fact,  
22 Dr. Devin Lucas, who was the person prior to  
23 Dr. Case, was going to attend this meeting in her  
24 stead, but he came down with Covid. He notified me,  
25 said he couldn't attend.

1                   But NIOSH is in the process right now of  
2    deciding and determining if they're going to be able  
3    to continue with that position for an advisory  
4    committee in that work. So that's in the process  
5    right now. So I just wanted to update you on that.

6                   MR. BOEHMER: What department?

7                   MR. WENDLAND: Department of Health and  
8    Human Services. So that's reflective -- I think we  
9    talked in the past -- of, like, the -- which is  
10   reflected in this conversation -- like, the drug  
11   overdoses of 107,000, like, a couple years ago, and  
12   it's maintaining, I think. She's moving to that  
13   department.

14                  And I appreciate Jerry's question on, is  
15   this all inclusive, heart attacks, drug overdoses,  
16   rotational equipment, because that all -- in the  
17   stats you've got to be very clear to understand who  
18   is presenting what and what they're actually stating  
19   from those stats.

20                  CHAIR DZUGAN: Omar, I see all the numbers  
21   up here and everything. I'm assuming that, when  
22   you're going through these and pulling these cases,  
23   you probably had some opportunity to look at the  
24   cases themselves. I think you gave an example or  
25   two.

1                   MR. LA TORRE REYES: Yeah. So I didn't  
2 pull these numbers. These were pulled by INV-2. I'm  
3 presenting on their behalf.

4                   CHAIR DZUGAN: Okay. Then my question now  
5 I was going to follow with this one is not relevant.

6                   Anybody else have any questions or comments  
7 for Omar? Hearing none, really appreciate the work  
8 Coast Guard did pulling this out and dividing it into  
9 different fatality rankings. We usually don't get  
10 that kind of granularity. Thank you. Thank you very  
11 much for your work.

12                  MR. WENDLAND: So that would include our  
13 new business section of the agenda. We just finished  
14 up those four topics that the Committee asked us  
15 about. So we're very glad to be able to present  
16 those findings to you.

17                  So we're going to shift back into the old  
18 business. And with that, I'm looking at Mr. Myers to  
19 give an update to start with the regulatory project  
20 status. Mr. Myers.

21                  MR. MYERS: Thank you, Jonathan. Before I  
22 get into that update, I wanted to share two things,  
23 more so an update. It's kind of a -- it's not old or  
24 new business, but it's just an update of ongoing, s,  
25 and one thing was -- when I spoke with

1 Captain Lincoln with NIOSH, she, knowing that they  
2 would be represented here today or tomorrow, they  
3 provided me with a pamphlet that I put at the end of  
4 the table, several of them.

5 And this just kind of highlights some  
6 positives from the safety training and research  
7 grants and also the training that's out there within  
8 the fishing industry, and again, those impacts of  
9 training. And again, I welcome you to grab a  
10 pamphlet, take a look at it.

11 But it talks -- it kind of highlights some  
12 of the take-aways from injuries and fatalities on  
13 board, but also the successes of training, such as  
14 drill conductor classes and the impacts. You can  
15 see -- and I'm not sure if Angel can scroll up on  
16 that just a little bit. But with 177 drill conductor  
17 classes, there's been a -- that's impacted  
18 1,969 students.

19 There's -- over 90 percent of the trained  
20 fishermen reported that they've changed their safety  
21 practices as a result of the training and 33 percent  
22 of trained fishermen reported using skills learned to  
23 manage an emergency at sea. So again, that's a  
24 positive take-away.

25 What I've done -- this is a two-page

1 document. That has been uploaded on our CVC Fishing  
2 Vessel Safety website. So if you don't want to read  
3 that, if you scroll on our site later, we have that  
4 posted. So again, that's a positive with our  
5 partnership with NIOSH, which is always a good thing.

6 Also recently, within the last couple of  
7 weeks, our office, the Office of Commercial Vessel  
8 Compliance, has released Policy Letter 24-02, and I  
9 know many of you may have read this policy letter,  
10 but just for information, that is also on our  
11 website. And I would imagine that, when there are  
12 possible breakouts later, discussing Task 24-24, that  
13 with regards to material conditions and construction  
14 and vessel design, this may be a policy letter that  
15 may want to be looked at.

16 But that being said, the point of this is  
17 just to inform folks that this has been recently  
18 released. This policy letter which is titled "The  
19 Application of Fishing Vessel Construction  
20 Requirements," communicates the Coast Guard's  
21 thinking with regards to commercial fishing vessel  
22 construction requirements and post-construction  
23 requirements outlined in U.S. Code -- 46 U.S. Code  
24 4503(d), and what that outlines is specifics on  
25 vessel design, construction, project oversight,

1 certification involving third-party organizations.

2 And this policy letter specifically  
3 highlights the eight different sections within the  
4 statutory requirement and detailing out different  
5 options and more clarity of the different sections,  
6 and also offering hyperlinks to resources to get a  
7 better understanding of this -- again, this statutory  
8 requirement.

9 So again, I bring that up right now just so  
10 people are aware that we just released this policy  
11 letter. And we're around all week -- or not all  
12 week -- but a couple days if there's any pointed  
13 questions on this. Again, that is on our website.

14 CHAIR DZUGAN: John.

15 MR. MYERS: Yes, Mr. Chair.

16 CHAIR DZUGAN: Are you finished?

17 MR. MYERS: I am.

18 CHAIR DZUGAN: Jonathan had his hand up and  
19 has a comment.

20 MR. MYERS: I didn't see that. Go ahead.

21 MR. WENDLAND: To follow on with what  
22 Mr. Myers was saying. I know we have some of the  
23 third-party organizations in this room. So we talked  
24 about that when I went out to the West Coast about  
25 this policy letter coming out soon. So this is the

1 policy letter that I was talking about. It is up on  
2 the web page.

3 We plan to visit the East Coast, Houston,  
4 Florida within the next few weeks, hopefully two  
5 weeks, and so we'll be discussing this policy at  
6 those meetings as well. But since this policy wasn't  
7 signed on the West Coast, I just want to bring your  
8 attention to that's what we were discussing.

9 So we'll have that available and have an  
10 opportunity to do that with the East Coast, SAMS,  
11 NAMS, NAVTECH, and RINA in the next few weeks. Thank  
12 you.

13 CHAIR DZUGAN: Thank you. Thank you for  
14 sharing that.

15 I just want to make a small clarification.  
16 This is just looking at the program NIOSH and the  
17 Coast Guard have had for the last three years or so,  
18 I believe. In actuality, since the 2010 act. I'm  
19 not going to wave our own flag or anything because  
20 there are others involved with this. But we've  
21 trained over 2,400 drill classes for 25,000 people,  
22 and that's not counting NPFVOA, who has done tens of  
23 thousands of people, Fisherman's Partnership, who has  
24 done thousands of people. So there's a huge amount  
25 of training going on, at least for the drill

1 conductor training classes than this. Then NIOSH was  
2 involved with those before on a smaller level, much  
3 more smaller than we have now. So lots of work has  
4 been done in that.

5 MR. MYERS: Thanks for clarifying that.  
6 Yeah, these are recent figures.

7 CHAIR DZUGAN: And more needs to be done,  
8 and there's regions of the country that still need it  
9 that are not being addressed.

10 MR. MYERS: Thank you, Mr. Chair.

11 Mr. Dameron.

12 MR. DAMERON: Thank you for that.

13 Mr. Chair, Mr. Myers. I've had a couple questions  
14 from industry when they see a policy letter come out  
15 like this. One is, they wonder what the process is  
16 that goes into determining the policy letter, and the  
17 fact that, at the end of the policy letter, it states  
18 that this isn't a legal requirement.

19 Could you explain how the policy letter  
20 comes to be and what that statement means at the end  
21 that's not a legal requirement? Thank you.

22 MR. MYERS: Let's see. I would have to  
23 look at that statement at the end. But I believe  
24 specifically -- Captain.

25 CAPTAIN NEELAND: As far as the legal



1 statement, I think it's worth just kind of  
2 highlighting as far as Coast Guard policy guidance  
3 generally. So obviously Congress passes laws which  
4 are written into statute which get incorporated, most  
5 of them, in 46 U.S. Code. Although there's other  
6 areas that impact us.

7 From that, a number of those regulations  
8 are not considered self-executing. So we have to  
9 publish the statutes. So we then have to publish  
10 regulations. So the regulations provide that more  
11 finite detail. Sometimes regulations are fairly  
12 broad and require additional clarification, and so  
13 that's where we issue a set of policies, which is  
14 essentially that more additional clarification.

15 Policy could be a clarification or  
16 Coast Guard interpretation of a law if the law is  
17 self-executing as written, doesn't require  
18 regulations, but often it's an expansion upon a  
19 regulation.

20 So that statement on the end, the legal  
21 disclaimer, you know, it is not a -- it's not written  
22 by statute and it's not written in law. And it's our  
23 Coast Guard interpretation of the laws and statutes  
24 and how we're reading and interpreting them. So  
25 that's what that statement more or less is stating.

1                   MR. DAMERON: So that being said, could you  
2     give me a little insight on internally how that  
3     policy is used if it's not law, it's not regulation,  
4     but we've made it policy? So where does it go from  
5     there?

6                   CAPTAIN NEELAND: So that's a very broad  
7     topic. I mean, if you look at the regulation -- the  
8     laws and the regulations, a lot of them are very  
9     broad and often requires some interpretation to  
10    actually effectively implement it. You know, a  
11    recent example was following the Conception fire for  
12    passenger vessels. There was a number of laws  
13    written around means of escapes, having two means of  
14    escape from berthing areas and accommodation areas.  
15    There's regulation published which has minimum width  
16    size.

17                  But there's a lot of room for  
18    interpretation in there where the law is not  
19    necessarily as explicit, exactly where the means of  
20    egress takes you to. There's also a lot of areas  
21    where OCMI can give interpretation. And so we try to  
22    provide some guidance to give some assistance to  
23    them. That's, like, one recent example just on means  
24    of egress, which actually the law is very specific,  
25    more specific than others, where we'll do policy

1 interpretation on it.

2 But there's any number of areas where the  
3 regulation, where there's a very specific issue where  
4 industry is struggling or the Coast Guard, we're  
5 struggling with consistency and we need to provide  
6 some guidance to be able to help better implement any  
7 law or regulation.

8 CHAIR DZUGAN: I would add, too, that  
9 sometimes it doesn't go from law to policy to reg.  
10 Sometimes it goes from law to reg to policy. Oops,  
11 didn't understand. Sometimes one doesn't understand  
12 the ramifications of it until there's a regulation  
13 out and people are affected by it. So then you  
14 develop a policy for it, right?

15 CAPTAIN NEELAND: Correct. Exactly. So  
16 like, example, so there's some recent regulations.  
17 We're trying to eliminate sexual assault and sexual  
18 harassment in the maritime industry, and there's four  
19 self-executing statutes which the Coast Guard will  
20 likely develop regulations on, but in the interim,  
21 those are on the books. Everything from surveillance  
22 requirements, to signage requirements, to, if you  
23 have a safety management system, you're supposed to  
24 require and there's also a master key control, all  
25 part of that legislation.

1                   So in the absence of a regulation set, it  
2   gives our Coast Guard interpretation of what that law  
3   says and how to actually execute it in the interim  
4   until potentially regulations are further published.

5                   So there's a myriad of reasons why there  
6   may be a need for the Coast Guard to publish guidance  
7   to provide some consistency to actually effectively  
8   implement some of these laws and regulations. But  
9   again, there's -- it's very broad and there's so many  
10   different situations and specifics that it's really  
11   hard for me to be super generic.

12                  Does that answer your question, Tom?

13                  MR. DAMERON: Yes, it does. And a  
14   follow-up. You know, it's really hard for the public  
15   to see Congress pass laws, and the ones that are  
16   self-implementing, as you put it, get implemented,  
17   and then there's others that need regulations written  
18   and interpretations made, and some of those are made  
19   very quickly and some of those we're waiting 14 years  
20   around those being done.

21                  Kind of wondering what the process is for  
22   making those decisions. Is it two people in a room?  
23   Is it all the lawyers? What is that black box that  
24   this information is going in and we have no  
25   visibility in what's going to come out the other

1 side?

2 CAPTAIN NEELAND: Great question. And mind  
3 you, I'm not a lawyer and I'm not a reg writer. I'm  
4 a policy, right, so we're a policy office, Office of  
5 Commercial Vessel Compliance. But we have a number  
6 of legal staffs at headquarters, one is LRA, which  
7 they're more about the process, and they're the ones  
8 that -- where you see most of the Federal Registers  
9 come out, making sure we're following the legal  
10 processes that are required of us by Congress.

11 Then we have a separate legal staff that's  
12 implementation, like making sure that, when we are  
13 publishing policy, that we're not -- we're focused on  
14 the content in the policy and making sure -- and  
15 those two offices are often working together to  
16 making sure that a policy we write is not -- because  
17 we cannot regulate by policy, right? There's certain  
18 things we can do within policy; there's certain  
19 things we cannot do by policy.

20 But all that relies heavily on the legal  
21 staff that does that. When it comes down to the  
22 content, truly, again Office of Commercial Vessel  
23 Compliance is more a policy office. So we are trying  
24 to help set policy for our marine spectors to  
25 actually implement these laws and regulations and

1 statutes in the field.

2                   However, we're not the only office that  
3 writes policy. For example, the Office of  
4 Engineering Design Standards, if it's a very  
5 technical requirement, they will publish policy to  
6 implement some of those regulations. The Marine  
7 Safety Center that does plan review for commercial  
8 submissions, oftentimes they need to provide guidance  
9 for submissions to be able to effectively review and  
10 implement the law, so that would then be published in  
11 policy.

12                   Earlier we were talking about wind farms,  
13 right? There's NVIC, Navigation Vessel Inspection  
14 Circular. Again, policy, how to implement navigation  
15 safety concerns. So there's many, many different  
16 policy areas. Again, I feel like I'm going in the  
17 weeds, but I just want to make sure I'm trying to  
18 broadly address how the organization makes those.

19                   But, I guess, going back to your crux of  
20 the question, when law is passed, obviously we take a  
21 look at it's self-executing or not self-executing.  
22 If it's not self-executing, then they'll have to  
23 develop a regulation and the formal rule-making  
24 process I think is pretty clear, and that's very  
25 cumbersome, takes many years to implement regulations

1 often.

2 If it is self-executing, we can always  
3 issue policy, but we can issue policy anytime where  
4 we see a need to publish guidance to provide clarity  
5 to effectively implement, but we really are not  
6 supposed to be setting new standards, per se, but how  
7 to implement existing standards or clarifying the  
8 Coast Guard's understanding of a position.

9 CHAIR DZUGAN: I seem to need to ask this  
10 question every couple of years. So self-executing,  
11 14 years ago, things that seem to the public to be  
12 self-executing -- I'm going to bring up the boundary  
13 line and documented versus undocumented boats. It  
14 seems self-executing, but it seems to be difficult to  
15 execute. And it's a pretty simple thing. It's a  
16 line.

17 Can you explain that maybe again for me in  
18 a shorthand, because it keeps bugging me, so I  
19 understand it.

20 CAPTAIN NEELAND: I wasn't tracking that  
21 specific topic. So I'd have to go back and look at  
22 the boundary line, what was done a decade ago and  
23 where we currently stand on that one.

24 CHAIR DZUGAN: I want to segue to the next  
25 topic too.

1 CAPTAIN NEELAND: It's not that I'm not  
2 trying to answer. I just don't want to misspeak on  
3 that.

4 CHAIR DZUGAN: Okay. Mr. Myers.

5 MR. MYERS: Yes. Updates. Okay. So going  
6 into old business, we are -- I'm just prepared to  
7 give you a quick update on the reg project status as  
8 we traditionally do at these meetings.

9 And the Fishing Vessel Safety Final Rule is  
10 scheduled to become final on May of 2025. This  
11 was -- I have a copy of the unified agenda. This was  
12 published -- this last update was this past spring,  
13 and so yes, so 5 of 2025 we'll expect to have that  
14 reg project come final.

15 Next on the agenda -- there's no questions  
16 on that? Okay.

17 Next on the agenda are recommendation  
18 updates from the last National Commercial Fishing  
19 Vessel Safety Advisory Committee meeting last spring.  
20 And we have, I believe, nine topics, and what I'm  
21 going to do -- this may take a little -- I'll try to  
22 keep this short and concise.

23 And Angel, sir, are you able to bring this  
24 up?

25 Mr. Calderon is going to bring this up on



1 the screen. I'm not going to read through the entire  
2 15 pages of this document. It's quite extensive.  
3 But what I am going to do, with your concurrence, is  
4 I'll read the task that was accomplished during the  
5 spring meeting, I will give a basic -- I will read  
6 the Committee's recommendation in general terms and  
7 then the Coast Guard's response.

8 And now some -- there is, in between all of  
9 that, there's background information provided by the  
10 Committee. And that's where -- it may be extensive  
11 information, and that is why I want to let you know  
12 that this document is posted or will be posted on our  
13 website.

14 CHAIR DZUGAN: It is posted.

15 MR. MYERS: It is posted? Okay. I knew we  
16 had some hiccups over the posting in the last week.  
17 But yes, so this is posted if the public or the  
18 Committee wants to review it and soak in again the  
19 recommendations from the Committee and the  
20 Coast Guard's response. But for transparency today,  
21 I'll just kind of hit the key points.

22 Task 14-24. Committee make recommendations  
23 on processes to assess, document, and maintain  
24 mariner competencies to operate commercial fishing  
25 vessels of less than 200 gross tons, including local

1 knowledge and recency.

2           The Committee's Response: The Committee  
3 believes that, while accident investigation  
4 recommendations are essential for improving safety,  
5 there must be an understanding that these  
6 recommendations are part of a broader system of  
7 factoring, influencing the commercial fishing  
8 industry.

9           Consideration of these additional factors  
10 is crucial for ensuring that recommendations are not  
11 only technically sound but also particularly  
12 implementable and culturally appropriate across the  
13 diverse landscape of the commercial fishing industry  
14 in the National Commercial Fishing Safety Advisory  
15 Committee represents -- of the commercial fishing  
16 industry that the National Commercial Fishing Safety  
17 Advisory Committee represents.

18           The Committee has engaged in thoughtful  
19 consideration of these broader aspects when assessing  
20 the implementation and practicality of implementing  
21 the investigation recommendations. This approach  
22 will help ensure that safety measures are both  
23 effectively and respectfully -- respectful of the  
24 complex ecosystem within the commercial fishing  
25 community -- within which the commercial fishing

1 community operates.

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

13 The Coast Guard Response to Task 14-24:  
14 The Coast Guard concurs with their recommendation to  
15 pursue a regulatory initiative that encompasses the  
16 provisions of 46 U.S. Code 4502(g) that includes  
17 training in seamanship, stability, collision  
18 prevention, navigation, firefighting and prevention,  
19 damage control, personal survival, medical care,  
20 emergency drills, and weather.

21 Additionally, 46 U.S. Code 4502(g)  
22 stipulates the issuance of certificates upon  
23 completion of the training programs for mariners in  
24 charge of commercial fishing vessels -- of commercial  
25 fishing vessels, completion of refresher training at

1 least once every five years, and the establishment of  
2 an electronic database that confirms successful  
3 completion of the relevant training.

4 Note: The U.S. Code 4502(g) is applicable  
5 to uninspected fishing vessels, fish processing  
6 vessels, and fish tender vessels that operate beyond  
7 three nautical miles from the baseline and which the  
8 territorial seas of the United States is measured, or  
9 beyond three nautical miles from the coastline from  
10 the Great Lakes, which operate with more than  
11 16 individuals on board, and in the case of fish  
12 tender vessels, engages in the Aleutian trade.

13 Task 15-24 --

14 CHAIR DZUGAN: Matt has a question.

15 VICE-CHAIR ALWARD: Maybe I recommend we  
16 don't -- we wrote these motions, so we know what they  
17 are and they're in the public record. Maybe you can  
18 just skip down to the Coast Guard's response to each  
19 task to save a little time, if possible.

20 CHAIR DZUGAN: Yeah. Or possibly start  
21 with our "therefore," just give the --

22 VICE-CHAIR ALWARD: Not that I don't like  
23 hearing Tom's novel recited.

24 MR. MYERS: And I'm okay with it if the  
25 Committee is okay with it. Just for transparency,

1       they don't all start with "therefore," and so  
2       there's -- the recommendation is buried in the  
3       narrative in some areas. But I'm open to whatever  
4       you suggest.

5               CHAIR DZUGAN: I'm looking at the body  
6       language here, and it tells me that they'd be happy  
7       with just a synopsis of -- we trust you to give us  
8       just the basic idea of the recommendation.

9               VICE-CHAIR ALWARD: The response.

10              CHAIR DZUGAN: Yeah. We lived in that for  
11      a couple of days, so I think it's still burned into  
12      our brain.

13              MR. MYERS: Okay. So in the spirit of  
14      transparency, what I will do is I will read the  
15      recommendation, I will read the Coast Guard's  
16      response, and if there's a small capture of the  
17      Committee's thoughts -- again, these are posted  
18      online. So yes. Let's see how we can tackle this.

19              Task 15-24. Committee make -- the  
20      Description of the Task: Committee make  
21      recommendations regarding whether the Coast Guard  
22      should explore obtaining legislative authority to  
23      require fishing vessel operators of less than  
24      200 gross ton to hold a valid Coast Guard-issued  
25      Merchant Marine Credential and additional measures to

1 require crew members on commercial fishing vessels to  
2 hold crew competency certificates or Merchant  
3 Mariner's Document.

4                   The Committee's Response: We recommend  
5 that the U.S. Coast Guard consider the impact of  
6 these training requirements and the observed  
7 improvements in industry safety as a basis for  
8 closing out the current accident investigation  
9 recommendation without further regulatory action.  
10 This approach aligns with the Committee's view that  
11 the current training and safety initiatives are  
12 effectively addressing the primary safety concerns  
13 identified, thereby negating the need for additional  
14 regulatory requirements at this juncture.

15                   The Coast Guard's Response to Task 15-24:  
16 The Coast Guard notes that the National Commercial  
17 Fishing Safety Advisory Committee recommends against  
18 pursuing legislation to mandate fishing vessel  
19 operators of less than 200 gross tons to obtain a  
20 Coast Guard-issued Merchant Mariner Credential and  
21 opposing requirements for crew members on commercial  
22 fishing vessels to hold a crew competency certificate  
23 or Merchant Mariner document.

24                   The Coast Guard recognizes the significant  
25 value of training programs that fosters development

1 of critical competencies in seamanship, safety,  
2 vessel operation, and experienced-based training to  
3 enhance safety on commercial fishing vessels.  
4 Additionally, resources such as the Voluntary Safety  
5 Initiatives and Good Practices for Commercial Fishing  
6 Industry Vessels Guide and Coast Guard-accepted or  
7 approved training programs that foster competencies  
8 in seamanship, safety, and vessel operations should  
9 be considered and incorporated in all fishing vessel  
10 safety plans.

11 The role of an experienced master or person  
12 in charge of a commercial fishing vessel is essential  
13 in establishing a safety culture incorporating  
14 training concepts, developing prudent situational  
15 awareness, and embracing good marine practices by the  
16 entire vessel's crew.

17 Effective implementation of training  
18 programs and best practices are imperative to enhance  
19 the safety of the commercial fishing industry and  
20 reduce marine casualties. The Coast Guard will  
21 evaluate the development, implementation, and  
22 effectiveness of training programs and alternative  
23 programs to improve safety on commercial fishing  
24 vessels. The Coast Guard will continue to consider  
25 the effectiveness of these programs and determine if

1 future legislative authorities -- authority changes  
2 are necessary to further enhance fishing vessel  
3 safety.

4 Task 16-24. Committee make recommendations  
5 on the feasibility of a multi-year phase-in  
6 implementation that commercial fishing vessel  
7 mariners on fishing vessels of less than 200 gross  
8 tons and operating three miles beyond the baseline in  
9 near-coastal zones obtain and maintain a Merchant  
10 Mariner Credential without the TWIC identification  
11 credential requirement.

12 The Committee recommends that the  
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 without  
17 further regulatory action. This approach aligns with  
18 the Committee's view that current training and safety  
19 initiatives are effectively addressing the primary  
20 safety concerns identified, thereby negating the need  
21 for additional regulatory measures at this juncture.

22 The Coast Guard's Response to 16-24 Task:  
23 The Coast Guard notes the Committee is advising  
24 against the multi-year phase-in for a fishing vessel  
25 mariner to obtain and maintain an MMC. The



1 Coast Guard recognizes the significant value of  
2 training and the availability of educational  
3 resources, including the Good Marine Practices for  
4 Commercial Fishing Industry Vessels to enhance crew  
5 competencies and safety on commercial fishing  
6 vessels.

7 Effective implementation of training  
8 programs and best practices are imperative to enhance  
9 the safety in the commercial fishing industry and  
10 reducing marine casualties. In Task 14-24 response,  
11 the Coast Guard commented on pursuing regulatory  
12 initiatives.

13 Description of Task 17-24: The Committee  
14 make recommendations on the feasibility of a  
15 multi-year phase-in implementation that all  
16 commercial fishing vessel mariners serving as a  
17 master or operator of a fishing vessel of less than  
18 200 gross tons and operating three miles beyond the  
19 baseline in a near-coastal zone obtain and maintain  
20 an Operator of Uninspected Passenger Vessels (OUPV)  
21 Merchant Mariner Credential without a TWIC  
22 requirement.

23 The Committee recommends that the  
24 Coast Guard consider the impact of these training  
25 requirements and observe the improvements in industry

1 safety as a basis for closing out the current  
2 accident investigation recommendation without further  
3 regulatory action. This approach aligns with the  
4 Committee's view that current training and safety  
5 initiatives are effectively addressing the primary  
6 safety concerns identified, thereby negating the need  
7 for additional regulatory measures at this juncture.

8 The Coast Guard's response to Task 17-24:  
9 The Coast Guard notes the Committee's recommendation  
10 against the proposal for a multi-year phase-in for  
11 all fishing vessel mariners to acquire and maintain  
12 an Operator of Uninspected Passenger Vessel Merchant  
13 Mariner Credential. Additionally, the Coast Guard  
14 notes the Committee's wish to underscore the  
15 significance of 46 USC 4502(g), which stipulates that  
16 certain training requirements be prescribed in  
17 regulations for individuals in charge of commercial  
18 fishing vessels. In the Task 14-24 response, the  
19 Coast Guard commented on 46 U.S. Code 4502(g) and  
20 pursuing regulatory initiatives.

21 Task 18-24 Description: Committee make  
22 recommendations on life raft servicing interval  
23 impacts with the commercial fishing industry and make  
24 recommendations to the Coast Guard.

25 Motion: Request Coast Guard collect data

1 on Coast Guard-approved life raft repairs at the  
2 first service up to year 10 to determine if servicing  
3 requirements can change. This would require approved  
4 servicing requirements -- this would require approved  
5 servicing facilities to provide service records to  
6 the Coast Guard Commandant (CG-ENG-4) with pertinent  
7 information containing types and dates of repairs  
8 that occur at each servicing. To the extent  
9 possible, request Coast Guard also collect historical  
10 repair data on Coast Guard-approved life raft repairs  
11 for the last 10 years.

12 The Coast Guard's Response to Task 18-24:  
13 The Coast Guard concurs with the recommendation to  
14 collect available data on Coast Guard-approved life  
15 raft repairs at the first service and up to 10 years  
16 and to collect data on Coast Guard-approved life raft  
17 repairs for the last ten years. The data is  
18 essential to evaluate modification of life raft  
19 servicing intervals without compromising safety.  
20 However, the Coast Guard cannot collect this data  
21 without legislative change authorizing the collection  
22 of data.

23 CG-CVC-3 is coordinating with the Office of  
24 Design and Engineering Standards (CG-ENG) on the  
25 feasibility to conduct an analysis of life raft

1 servicing intervals.

2 Yes.

3 VICE-CHAIR ALWARD: Do you have any update  
4 on what the coordinating with CG-ENG is -- where  
5 you're at on that? Because I think that would -- if  
6 we need legislation, we need help on what we need  
7 to -- what that legislation needs to look like.

8 MR. MYERS: We have just engaged with  
9 CG-ENG on this topic probably within the last three  
10 months, because it's relatively recent. So I  
11 think -- well, not I think. With our discussions  
12 with ENG, we're in the scoping phases where we're  
13 trying to figure out what needs to be collected and  
14 how we can move forward.

15 I would say that there's a possibility  
16 we'll have more information to give you at the next  
17 Committee meeting, but this is preliminary scoping at  
18 this point.

19 VICE-CHAIR ALWARD: Thanks.

20 MR. MYERS: Sure.

21 CHAIR DZUGAN: If I can just interrupt for  
22 a second and just do a poll. Is there anybody here  
23 who is here to make any public comments? We  
24 scheduled some time at 10:50 for this. It's almost  
25 there now.

1                   Do we have anybody from the public here who  
2           wants to make any public comments? You have three  
3           minutes. And give you a chance to catch your breath  
4           here. Seeing none, then we'll continue.

5                   A second thing, since this might go beyond  
6           noon a little bit, are you okay going until it's over  
7           with and we're done with this? Like 12:15. We'll  
8           beat a little bit of the lunch crowd.

9                   VICE-CHAIR ALWARD: Let's just skip the  
10          motions and read the Coast Guard's response.

11                  MR. MYERS: The description of task and  
12          Coast Guard's response?

13                  CHAIR DZUGAN: Yeah, I think that's good.

14                  MR. MYERS: If everyone is happy with that,  
15          I'm happy with that.

16                  Task 19-24. Description of Task: Make  
17          recommendations to the Coast Guard on a Committee  
18          special recognition award that acknowledges  
19          substantial accomplishments and contributions to  
20          fishing industry safety.

21                  The Coast Guard's Response: The  
22          Coast Guard concurs with the Committee's decision to  
23          generate a Fishing Safety Advisory Committee  
24          recognition award that recognizes the accomplishments  
25          and contributions of Mr. Richard Hiscock's to the --

1 of Richard Hiscock to the fishing industry safety.

2 Task 20-24. Description of Task:

3 Committee make recommendations on processes to review  
4 and implement commercial fishing vessel mariner  
5 fitness-for-duty and service onboard commercial  
6 fishing vessels of less than 200 tons.

7 Fitness-for-duty and service should include an  
8 assessment of overall health and physical fitness and  
9 contain provisions for eliminating drug and alcohol  
10 usage and management of fatigue.

11 The Coast Guard's Response: The  
12 Coast Guard concurs with the Safety Advisory  
13 Committee's recommendation to further initiatives  
14 that enhance health and safety programs, foster  
15 industry education and awareness, enhance  
16 collaboration with health care providers, and  
17 incorporate best practices to manage  
18 fitness-for-duty, drug and alcohol abuse, and  
19 management of fatigue to vessel safety plans.

20 The Coast Guard will consider these topics  
21 and incorporate relevant content to the 2024 review  
22 of the Voluntary Safety Initiatives and Good Marine  
23 Practices for Commercial Fishing Vessel Industry  
24 Guide.

25 Additionally, the Coast Guard will consider

1 incorporating relevant drug and alcohol, substance  
2 abuse resources into the CVC-3 website.

3 The Coast Guard notes that the Committee  
4 concluded that, while safety, health, and well-being  
5 of mariners are of the utmost importance, mariner  
6 fitness-for-duty standards, including assessments of  
7 overall health, physical fitness, and managing drug,  
8 alcohol usage and fatigue, may not be feasible  
9 without imposing significant financial and  
10 operational burdens on the commercial fishing  
11 industry and these responsibilities should rest with  
12 the vessel owners and operators.

13 The Coast Guard does not concur that the --  
14 with the Committee's statement that there is no  
15 financial -- that there's no financial or other  
16 benefit to implementing drug and alcohol tests,  
17 programs as outlined in 46 CFR Part 16 or that the  
18 management of drug and alcohol usage may not be  
19 feasible without imposing significant financial and  
20 operational burdens on the commercial fishing  
21 industry.

22 Several studies have been conducted that  
23 demonstrate multiple health, financial, and corporate  
24 operational benefits resulting from employers  
25 implementing an integrated drug-free workplace

1 supported by a drug and alcohol testing program.  
2 Intoxicated operations are a known safety risk to  
3 workers. Costs incurred by the employer from an  
4 employee suffering injury or death can carry a  
5 significant financial burden.

6 Additionally, the National Safety Council  
7 has identified that employers establishing a  
8 drug-free workplace supported by a drug and alcohol  
9 testing program have significantly less absenteeism  
10 and employee turnover.

11 Lastly, the National Safety Council also  
12 cites research that employees identifying employee  
13 substance and use disorders and -- let me read that  
14 again. Lastly, the National Safety Council also  
15 cites research that employers identify employee  
16 substance use disorder via a drug and alcohol-free  
17 workplace reap significant financial benefits by  
18 mitigating the risks created by failing to identify  
19 and treat substance misuse.

20 These findings are consistent with the  
21 Coast Guard's own observations of significant  
22 post-casualty drug and alcohol positivity rates for  
23 commercial fishing vessels. Recent work published by  
24 CG-INV-2 indicates a four-fold increase of  
25 post-casualty positivity rates in the commercial



1 fishing vessel events that other segments of the  
2 regulated industry where Coast Guard chemical testing  
3 regulations apply.

4 The Coast Guard will evaluate initial --  
5 initiatives that enhance fishing vessel mariner  
6 overall health and physical fitness-for-duty,  
7 including efforts to eliminate drug and alcohol usage  
8 and management of fatigue. The Coast Guard will  
9 consider the effectiveness of these initiatives and  
10 determine if future actions are necessary to further  
11 enhance safety -- the safety of mariners.

12 Task 21-24. Committee develop guidance and  
13 make recommendations on fatigue-limiting strategies,  
14 as well as work/rest hour logging requirements.

15 The Coast Guard's Response to Task 21-24:  
16 The Coast Guard concurs that fatigue-combating  
17 strategies outlined in Section 12 of the Voluntary  
18 Safety Initiatives and Good Marine Practices for  
19 Commercial Fishing Vessels Guide provides valuable  
20 guidance for commercial fishing vessel crews to  
21 adopt.

22 The Coast Guard agrees that the  
23 Committee -- with the Committee recommendations that  
24 vessel owners and operators should incorporate  
25 fatigue awareness and management in their training

1 programs, understand how fatigue impacts safety and  
2 performance, and incorporate measures and manage and  
3 mitigate fatigue and sleep deprivation, particularly  
4 during periods of high workloads.

5           Fatigue is known to play a contributing  
6 role in casualties whereas other types of human  
7 factors are present, i.e., situational awareness and  
8 operator decision-making. The Coast Guard encourages  
9 the adoption of Navigation and Vessel Inspection  
10 Circular (NVIC) 02-08, the current endurance  
11 management system, NVIC, which provides a system of  
12 proven practices for managing endurance, risk  
13 factors, and effective operational safety and member  
14 efficiency with maritime industry. This NVIC is  
15 posted on our Coast Guard website. That's NVIC 02 of  
16 '08.

17           Additionally, during our 2024 review of the  
18 Voluntary Safety Initiatives and Good Marine Practice  
19 Guide updates, we will analyze combating fatigue and  
20 incorporating to the additional content if needed.

21           Lastly, Task 22-24. Description of Task:  
22 Committee analyze fatigue and sleep deprivation  
23 impacts with the commercial fishing industry and make  
24 recommendations to the Coast Guard.

25           The Coast Guard's Response to 22-24: The

1 Coast Guard notes the Committee recommendation for no  
2 action on Task 22-24, in that the Committee  
3 recommendation for Task 22-24 is reflected in  
4 Task 21-24 recommendations.

5 The Coast Guard underscores Task 21-24  
6 comments that encourage the adoption of NVIC 02-08,  
7 which provides a system of proven practices for  
8 managing endurance risk factors that affect  
9 operational safety and crew member efficiency in the  
10 maritime industry.

11 That is the end of the task updates,  
12 Mr. Chair.

13 CHAIR DZUGAN: Thank you.

14 MR. MYERS: Yes, sir.

15 CHAIR DZUGAN: And any comments?  
16 Questions? Where are we in the schedule now?

17 MR. WENDLAND: Yeah, Mr. Chairman, if I  
18 may. Building this agenda is a little bit of an art  
19 and a science. We don't know how long things are  
20 going to take. So I think I can bring us up to speed  
21 and get us out of here by essentially maybe five  
22 after if we just continue on here, if that's okay.

23 CHAIR DZUGAN: I think that would be good.

24 MR. WENDLAND: Great. Next part of the  
25 agenda is just the Best Practice Guide. I just want

1 to let everybody know that this Best Practice Guide  
2 is on our Web page. And just for the court reporter  
3 purposes, you can get to that Web page by Googling  
4 CG-CVC-3 off to the left you'll see "Meetings," and  
5 under "Meetings, 2024," that's this meeting and the  
6 prior Florida meeting. You can see all the meetings  
7 below that.

8 So within the 2023, the Best Practice Guide  
9 has been placed up and it's up on the screen now. So  
10 what we did is we took everybody's comments, the  
11 coordinator's comments, we sent it out to them. We  
12 took all the comments in the past meetings and  
13 implemented those into the Best Practice Guide.

14 So we're going to have a discussion about  
15 that in tomorrow's part of the agenda, tomorrow  
16 afternoon. So you'll be able to provide any  
17 additional comments on that. So it's there for your  
18 review and to look at tonight.

19 I would want to make a comment just on a  
20 couple things. We added a title page to that and  
21 just -- we changed the title based on one of the  
22 coordinator's recommendations to include industry.  
23 So it's just not commercial fishing vessels, it's  
24 commercial fishing industry vessels. So we modified  
25 that compared to your recommendations to include fish

1 tenders and processors as part of that perhaps.

2 We also updated the introduction to the  
3 Best Practice Guide, and there's two new sections of  
4 that guide as well. One is watch standing and then  
5 the follow-up is the additional inputs to good  
6 seamanship.

7 So all that is in there. And you can look  
8 at that and review it tonight, and we'll have that  
9 discussion tomorrow.

10 I see Mr. Alward has a question.

11 CHAIR DZUGAN: Matt.

12 VICE-CHAIR ALWARD: Probably is not  
13 possible, but is there a redline version of the  
14 original document and all the changes we could review  
15 tonight as well?

16 MR. WENDLAND: No. I don't have the  
17 redline. I didn't keep the redline. Yeah, there's  
18 a -- I mean, it's a --

19 VICE-CHAIR ALWARD: Probably a lot of them.

20 MR. WENDLAND: Yeah, it was. But it's --  
21 you can review that, and it's conclusive. So I  
22 suppose I could go back and provide both versions or  
23 whatever. But, yeah, I didn't save the full redline,  
24 because, quite frankly, we had to take it out of the  
25 old format that it was in and we put it into this new

1 format. So there would have just been lines and  
2 lines.

3 CHAIR DZUGAN: Good. So suggest to the --  
4 or if there's any disagreement or heartburn with  
5 breaking for lunch now and then taking our -- any  
6 comments about that or any alternatives to eating? I  
7 can't think of any. It's 12:01 now. So if we can  
8 stick with our original plan for lunch, we'll come  
9 back at 1:15 still. I think we'll need a little  
10 extra when we're having to sit down for meals. I  
11 don't see a lot of food trucks out on the street  
12 here.

13 So we'll be back. We have some subjects to  
14 make up time for, but I think we can be more  
15 expeditious after lunch. Look forward to seeing  
16 everybody back at 1:15 here.

17 One quick question. Do we have a place to  
18 break out in this building?

19 MR. WENDLAND: We do. We have two breakout  
20 rooms.

21 CHAIR DZUGAN: Okay. We'll deal with that  
22 when we come back. Thank you.

23 (Lunch recess 12:02 p.m.)

24 (On record 1:21 p.m.)

25 MR. WENDLAND: So looking at the agenda, in

1 essence, we're all caught up and we're going to start  
2 off with Mr. La Torre Reyes, Omar, just kind of  
3 giving a quick snapshot of the investigations that we  
4 had posted on our Web and advised you of for the  
5 reading-aheads. So give a quick introduction on that  
6 and then we'll go right into the reading of the  
7 taskings by Mr. Myers.

8 Just as a reminder again, we have four new  
9 taskings for the group and one continuation tasking,  
10 which was the subcommittee on communications.

11 So I'm just trying to look around the room.  
12 It looks like we've still got a couple more people  
13 settling in here.

14 Did anybody have any questions or concerns?  
15 Again, we've got the sign-up sheet. It looks like  
16 everybody did a good job on that. And just as a  
17 reminder for tomorrow, I will remind you again, the  
18 meeting for everyone will be at 0800 rather than 0900  
19 that kicked off for today. So it will be 0800.

20 All right. Well, it looks like everybody  
21 is settled in. And I will turn it over to  
22 Mr. La Torre Reyes. Omar.

23 MR. LA TORRE REYES: Good afternoon,  
24 everybody. I'll be real short and sweet because I'm  
25 already approaching that food coma level, so I'm sure

1     you guys are as well.

2                 But there's three tasks. The first three  
3     tasks that were on the list have to do with reviewing  
4     some marine casualties and safety recommendations.

5                 The first task statement right there is  
6     review marine casualty investigations linked to fire  
7     and smoke detection devices on commercial fishing  
8     vessels and make a recommendation to the Coast Guard.

9                 So from the open investigations currently,  
10    there's four cases that have recommendations dealing  
11    with fire -- what was it -- fire and smoke detection  
12    devices.

13                The second task statement, review  
14    commercial fishing vessel marine casualty cases that  
15    resulted from structural failures which resulted in  
16    sinking and total loss of the vessel and make  
17    recommendations to the Coast Guard on preferred  
18    standards for material conditions constructions and  
19    design to improve vessel seaworthiness. There's two  
20    current open investigations. Excuse me. Let me  
21    revise what I just said. The investigations are  
22    closed, but the recommendations are open. There's  
23    two associated with structural integrity.

24                Then for the third task statement, 25-24.  
25    Make recommendations to the Coast Guard on



1 implementing a safety management system for  
2 commercial fishing vessels less than 200 gross tons  
3 (factoring 33 Code of Federal Regulations subpart  
4 96.120). And there's three cases with open  
5 recommendations for those.

6 So I'm assuming that everybody had a chance  
7 to read those investigations that were on the  
8 Register, so I won't go into them or we'll be here a  
9 while.

10 So it's a lot less cases than the last  
11 couple of meetings. So there's that.

12 MS. HEWLETT: Are there four or three?

13 MR. LA TORRE REYES: What's that?

14 MS. HEWLETT: Tasks.

15 MR. LA TORRE REYES: There's three. I  
16 don't know where that four came from.

17 MS. HEWLETT: You even said there were  
18 four. And there's four listed. This marine casualty  
19 investigation is listed under new tasks.

20 CHAIR DZUGAN: If I may, I think  
21 communications, we're picking that one up?

22 MS. HEWLETT: No. That was separate.

23 MR. LA TORRE REYES: There should only be  
24 three.

25 MR. MYERS: There's a continuation on the

1 website and then there's the recommendation award.

2 CHAIR DZUGAN: We closed that one out.

3 It's in the minutes exactly stated that way. There's  
4 only three.

5 MR. HEWLETT: There's only three. Barb,  
6 there's only three.

7 MR. LA TORRE REYES: This agenda says four.

8 MS. HEWLETT: The agenda says four. It  
9 says something about the fourth task and there's  
10 marine casualty investigations fire; marine casualty  
11 investigation -- that's another point -- preferred  
12 standards of materials; and the SMS. So --

13 MR. LA TORRE REYES: I think that's  
14 probably a typo.

15 MS. HEWLETT: Okay. Typo works. I got it.  
16 Thank you.

17 MR. LA TORRE REYES: So that's all I had.  
18 Next task statements will be Joe.

19 CHAIR DZUGAN: We need to divide into our  
20 subcommittees at this point. I think we know what  
21 those task statements say at this point. We should.

22 Does anybody feel like they need more  
23 information on those task statements in terms of what  
24 the intent is? I'm on the top of page 3 now. I'm up  
25 for establishing the subcommittee chair at this

1 point.

2 And I think there's three subcommittees  
3 that are obvious that are new ones. And I would have  
4 you consider that Matt take the fire smoke detection  
5 ones, fire -- kind of safety equipment task.

6 Oh, I'm sorry. Captain.

7 CAPTAIN NEELAND: Sorry, Mr. Chair. We  
8 actually need to formally -- we need to formally read  
9 and accept the tasks. So just overview and  
10 background.

11 VICE-CHAIR ALWARD: Do we have to read  
12 them? Can't just say we accept them?

13 MR. MYERS: Correct. For the record, we  
14 recommended that we read them so they're reflected as  
15 such.

16 The first one is Task Statement 23-24,  
17 which is to review -- let me back up. I propose that  
18 these four we take as a slate. In other words, I'll  
19 state them, I'll go on to the next one, the next one,  
20 the next one, and then we'll approve them or not as a  
21 slate. If there's any objections to that, let me  
22 know now. You can let me know after we're done.

23 Review marine casualty investigations  
24 linked to fire and smoke detection devices on  
25 commercial fishing vessels. Make recommendations to

1 the Coast Guard.

2 Task Statement 24-24. Review commercial  
3 fishing vessel marine casualty cases that resulted  
4 from structural failures which resulted in sinking  
5 and total loss of vessel. Make recommendations to  
6 the Coast Guard on preferred standards for material  
7 conditions, construction, and design to improve  
8 vessel seaworthiness.

9 Third one, Task Statement 25-24. Thank  
10 you. Make recommendations to the Coast Guard on  
11 implementing a safety management system for  
12 commercial fishing vessels less than 200 gross tons  
13 (factoring 33 Code of Federal Regulations 96.120).

14 Do we have the continuation one? The  
15 continuation one was 10-24 -- or 23. 10-23. If you  
16 have the language for that, I'll let you say it.

17 CAPTAIN NEELAND: Yeah. So Task 10-23.  
18 Description of Task: Continue to review the  
19 development of the CVC-3 publicly accessible website  
20 that contains information related to fishing industry  
21 activities, including vessel safety inspection,  
22 enforcement, hazards, training and outages of the  
23 Rescue 21 system.

24 CHAIR DZUGAN: Yes, Matt.

25 VICE-CHAIR ALWARD: Matt Alward. I move

1       that we accept the four tasks as outlined.

2               CHAIR DZUGAN: Omar.

3               MR. LA TORRE REYES: Excuse me. So I  
4       figured out what the fourth one was. So it wasn't a  
5       marine casualty one. The fourth one was the craft --  
6       the NCFSAC special award, was the fourth one.

7               CHAIR DZUGAN: We pulled that out.

8               MS. HEWLETT: Oh, okay.

9               MR. LA TORRE REYES: That's what the fourth  
10      one was. So only three were associated with marine  
11      casualties. And then there's the fifth, which is the  
12      continuation of the website.

13              MS. HEWLETT: Okay. Thank you.

14              VICE-CHAIR ALWARD: Just to be clear, the  
15      one on the award we closed out at the last meeting,  
16      so that is not on the table.

17              CAPTAIN NEELAND: So just for  
18      clarification, the award -- agreed to actually do the  
19      award but to craft the language for the award. So  
20      that's what's on the table.

21              VICE-CHAIR ALWARD: Oh, now it's more  
22      clear.

23              Then I move we accept the five tasks as  
24      outlined.

25              CAPTAIN NEELAND: Do you want to read the

1       award?

2                   MR. MYERS: I think we pretty much just did  
3       it. Craft a posthumous special recognition award  
4       that recognizes accomplishments and contributions of  
5       any advocates of fishing vessel safety, forward to  
6       the Committee for consideration and task contents,  
7       submit recommendations. Anything else you want to  
8       say?

9                   VICE-CHAIR ALWARD: No. I just made a  
10      motion and there's no second.

11                  MR. DAMERON: I second. Tom Dameron.

12                  CHAIR DZUGAN: Tom, second. Any  
13      discussion? Again, we've decided that we'd accept  
14      them as a slate.

15                  So any opposition? Hearing none, we can  
16      adopt those four as -- five now by unanimous consent.  
17      Thank you.

18                  Barbara, you're willing to still be chair  
19      of the communications?

20                  MS. HEWLETT: I can be. I wasn't before,  
21      but I will.

22                  CHAIR DZUGAN: If you'll do that. Anybody  
23      care to pick up the recognition award one? I will  
24      free myself to do that one if it's okay --

25                  VICE-CHAIR ALWARD: We can ask the

1 subcommittee to put some language together and bring  
2 it.

3 CHAIR DZUGAN: Yeah. I would like to do  
4 that rather than a subcommittee. I think there's  
5 more work that needs to be done on that in terms of a  
6 proposal. Our last meeting we were shooting meteors  
7 all over the place. Lots of good ideas but never a  
8 concrete plan. So I'd really like to have time to do  
9 that.

10 So I'm thinking I would really like time to  
11 be able to put that in writing a little bit more and  
12 then present it, maybe not even at this meeting. Or  
13 I'd like to do this at this meeting -- I'll take that  
14 back -- and work on -- whoever wants to work on that  
15 with me. And then we'll see how the timing goes, but  
16 maybe bring it up at the next meeting so we can see  
17 how feasible that is. It's more of a feasibility  
18 thing. It's nothing I haven't suggested before. I  
19 had a plan the last time we met.

20 Barbara.

21 MS. HEWLETT: Barb Hewlett. So about two  
22 weeks ago I sent out kind of a blast e-mail to all  
23 the Committee members to take a look at the website  
24 that we've been talking about for the last couple  
25 years, and said if you had any comments, questions,

1 changes, likes, don't likes, to jot it down, write it  
2 down.

3 Did anybody have a chance to go through it?  
4 Because I sent the link. I mean, so if I'm going to  
5 take this to Angel, I just would take any of your  
6 suggestions. You can e-mail or write it on a piece  
7 of paper, give it to me before you break up into your  
8 subcommittees or just let me know what your thoughts  
9 were.

10 CHAIR DZUGAN: I haven't heard any  
11 objections from accepting these as a slate. So  
12 hearing none, we'll accept those unless you have one,  
13 Ben?

14 MR. DAUGHTRY: No. I was just saying your  
15 mic is not on.

16 VICE-CHAIR ALWARD: Your mic is not on.

17 CHAIR DZUGAN: I thought we had a second  
18 over here. Tom. So that's done.

19 The next step is, how do we want to divide  
20 up the subcommittees? We can divide them up into two  
21 subcommittees and two groups. The other thing we can  
22 do is definitely set up three separate ones on the  
23 new ones, 23, 24, and 25, two in one room and one in  
24 the other. And then leave the communications one as  
25 a group that we could all add input into. That's



1 Plan A.

2 Or Plan A is to do four of them  
3 simultaneously. Plan B is to do three of them  
4 simultaneously and keep the communications out for  
5 the whole group. Anybody?

6 MR. TURNER: David Turner. I suggest that  
7 we break them into two subgroups, given the schedule  
8 constraints that we have. I don't know that we have  
9 time to come back together as a whole group to talk  
10 to communications.

11 CHAIR DZUGAN: Any other comments on that?  
12 Yes, Captain.

13 CAPTAIN NEELAND: Just one comment. You're  
14 welcome to complete and make recommendations at the  
15 conclusion of this meeting. But if you need to go  
16 beyond this meeting, there's nothing that mandates  
17 you need to give recommendations at the conclusion of  
18 the meeting. So for any of the tasks. Thank you.

19 CHAIR DZUGAN: That was going to be my  
20 question next. Ben.

21 MR. DAUGHTRY: I'll just say that in  
22 Jacksonville, or Dana Beach, whatever, we were able  
23 to go through nine different tasks with two  
24 subcommittees in a three-day meeting. I don't see  
25 why we can't break these up into two groups and get

1       this done.

2                   CHAIR DZUGAN: Plan C. I like that idea  
3       too.

4                   MR. DAUGHTRY: One of the things that we  
5       were concerned about was making sure we tried to have  
6       representation on the groups as much as possible,  
7       spreading out geographically from a fisheries  
8       standpoint, but also all the nonfisheries folks as  
9       well in trying to make sure that each group had some  
10      insurance representation. Whatever we could do to  
11      best equally break that group up, and I thought that  
12      was a good plan and something I would suggest for  
13      this meeting.

14                  CHAIR DZUGAN: Let's just look at Plan C  
15      here, breaking them up into two groups, both taking  
16      two topics. The two topics that seem to go together  
17      the best might be -- trying to think of time, too,  
18      how long they'll take.

19                  Any ideas on how to group them? Six of one  
20      and half dozen of the other.

21                  MR. VINCENT: Tim Vincent. I'm just  
22      thinking 24-24, it's the sinking and material  
23      condition and then fire, fire alarms.

24                  CHAIR DZUGAN: Sounds good to me. And then  
25      the second group will meet over SMS and the website

1       communications.

2               Having said that, and hearing no  
3       objections -- still no objections to Plan C. How  
4       many people would be willing to sit with the two  
5       groups working on fire, smoke, and standards on  
6       material? Show of hands just to kind of get a  
7       balance. Hands down.

8               And that leaves six people, I believe, to  
9       work on SMS. Raise your hands just so we can see  
10      you. I think that that would be okay.

11              VICE-CHAIR ALWARD: Do we really want to do  
12      nine and six?

13              CHAIR DZUGAN: We had nine and now we have  
14      four. So I'm missing a couple of people.

15              MR. BOEHMER: I don't think you counted me.

16              MR. ROSVOLD: I'll go with SMS.

17              CHAIR DZUGAN: You'll go with SMS? Okay.  
18      Good.

19              So let me see again, for 23 and 24, raise  
20      your hands once more. Eight. Okay. Great.

21              We will have to rearrange seats to fit in  
22      these two groups. But we've got the whole half of  
23      the room.

24              MR. ROSVOLD: There's two rooms available,  
25      isn't there? Well, they've got our names on it down

1 at the end of the hall.

2 CHAIR DZUGAN: Okay. We do have two  
3 complete rooms.

4 MR. WENDLAND: Mr. Chairman, we do have two  
5 rooms set aside. Exit the doors, go down to the  
6 left. They're directly across from the elevators. I  
7 believe one might be named Spruce, but I'll walk down  
8 there just to make sure.

9 UNIDENTIFIED SPEAKER: Got our name on it.

10 MR. WENDLAND: Yeah, it should be all set  
11 to go.

12 CHAIR DZUGAN: Okay. Good.

13 I just want to remind people again to keep  
14 your -- I didn't get to say this at the beginning.  
15 Be nice to each other. Really appreciate the way  
16 that -- except for Matt -- I've appreciated the way  
17 people have reacted over the years. You've been  
18 professional, even though sometimes we have really  
19 intense, passionate ideas about things that are  
20 different than everybody else, but we've always  
21 managed to be respectable to each other about that.  
22 So continue that.

23 Try to make your recommendations concise.  
24 I'd like you to make them concise enough so they can  
25 stand alone and they give the background information

1 on the back of the sheet of paper or on the top or  
2 the bottom so it's just a lot easier for the  
3 Coast Guard to deal with and for ourselves when we're  
4 thinking about what the main topic is. I think that  
5 would be really helpful.

6 If it helps, I have these -- we've used  
7 these before in the past, these recommendation forms  
8 for writing something down in case -- although we did  
9 get pad and paper.

10 VICE-CHAIR ALWARD: Angel, do we have the  
11 Word document? I think we got that last year and we  
12 can just type right into it.

13 MR. WENDLAND: If we get that document to  
14 the subcommittee chairs, that way they can just do it  
15 and edit as they go and then they can just submit it  
16 to --

17 VICE-CHAIR ALWARD: You didn't set chairs,  
18 either, Jerry.

19 CHAIR DZUGAN: I think I just did when I  
20 mentioned you for -- yeah, so let's -- yeah, I was  
21 looking at three. We're only going to do two now,  
22 each group taking two topics. I had Matt and David.  
23 I would suggest Matt for this one, working with David  
24 on that. One of you can be the scribe, vice chair,  
25 whatever you want to call it between you.

1 VICE-CHAIR ALWARD: I'm not the scribing.

2 CHAIR DZUGAN: Okay. Well, there you go.

3 That's been decided.

4 CHAIR DZUGAN: Or Tom.

5 MR. DAMERON: I'll scribe.

6 CHAIR DZUGAN: The other group is with SMS.

7 We're with SMS and then communications.

8 MR. DAMERON: Didn't we put those together?

9 CHAIR DZUGAN: Yeah. She can share. You  
10 can scribe. All power is in the hands of the editor,  
11 the scribe.

12 MR. WENDLAND: Just for the record and  
13 clarity, can we just articulate who is the chair for  
14 each subcommittee verbally?

15 VICE-CHAIR ALWARD: I'm calling the  
16 subcommittee dealing with fire and structural  
17 Subcommittee 1, and I am the chair, Matt Alward.

18 CHAIR DZUGAN: For subcommittee 24-24?

19 VICE-CHAIR ALWARD: Subcommittee 1.

20 CHAIR DZUGAN: For the second subcommittee,  
21 who is the chair?

22 MS. HEWLETT: I'll be the chair for  
23 Subcommittee 2, Barbara Hewlett, with Tom as my  
24 scribe.

25 CHAIR DZUGAN: Thank you, Jonathan. Yeah,

1       so I think we are ready, unless there's anything else  
2       you gentlemen want to add. I think we're ready to  
3       split into rooms and come back as per schedule.

4               MR. MYERS: Mr. Chair, if I could suggest  
5       that the committee that reviews the website design be  
6       here so we can put it up on the screen.

7               CHAIR DZUGAN: So the SMS subcommittee will  
8       also be here. And the other two committees will take  
9       a walk down the hallway. Well, one committee that  
10      has two task statements.

11              (Subcommittee breakout session)

12              MR. WENDLAND: Welcome back. So just a  
13      couple things. I know the rooms were pretty warm. I  
14      was tapped on the shoulder and said, hey, can we do  
15      something about this? So I'm going to reach out to  
16      the facility folks here and see if we can try to get  
17      those breakout rooms a little bit cooler for you. So  
18      working on that.

19              CHAIR DZUGAN: Was it the folks from  
20      Florida?

21              MR. WENDLAND: It was, actually. So it  
22      sounded like some awesome conversations, some good  
23      progress was made in the breakout groups. Everybody  
24      was civil and it sounded awesome. So that's what  
25      we're looking for. So keep up the good work.

1                   And I think at this point in time,  
2   Mr. Chairman, it would probably be a good  
3   opportunity -- we're coming back right in the public  
4   comment opportunity, so if you want to lead that or  
5   ask that.

6                   CHAIR DZUGAN: Yeah. If there's anybody  
7   here from the public that wants to make any comments,  
8   limited to three minutes, please stand up and state  
9   your name. I don't think I see anybody myself.

10                  MR. WOODLEY: I don't want you to not feel  
11   love. Hi, everyone. Good afternoon. My name is  
12   Chris Woodley. I'm the executive director of  
13   Groundfish Forum.

14                  I just had one comment. I wanted to thank  
15   the Coast Guard for putting out the guidance on new  
16   construction, the policy letter that was released  
17   last week. Recapitalizing the fishing fleet is  
18   really, really important, and there are many, many  
19   obstacles to doing that. There's significant  
20   economics involved. There's a lot of head winds into  
21   making that happen. But the one thing that the  
22   Coast Guard can be helpful in is providing clear  
23   guidance to owners who may be interested in building  
24   a new boat.

25                  So I thought that the guidance that came



1 out was very helpful, particularly for boats that are  
2 over 79 feet. The way I interpreted it is that if  
3 you're going to build a new boat and it's over  
4 79 feet, it needs to be built to load line, classed  
5 to load line, that's it. Very straight-forward and  
6 it's consistent with the other -- consistent with the  
7 load line statutes.

8 I think it's a little bit more confusing on  
9 the issue between -- for boats that are between 50  
10 and 78 feet because class is still involved, but to  
11 my knowledge -- and maybe I'm wrong about this -- but  
12 to my knowledge, I don't believe the class societies  
13 have standards for commercial fishing vessels that  
14 are between 50 and 78 feet.

15 So I don't know to what extent the  
16 Coast Guard has had conversations with the  
17 classification societies, but I do know that there is  
18 a Det Norske Veritas, Germanischer Lloyd is having a  
19 conference in Seattle in November. And I think that  
20 given the interests with many components of the  
21 Pacific Northwest fleets to build new boats, I think  
22 that will be a good opportunity to highlight this  
23 policy letter for people so that they understand what  
24 they're looking at, and it may also be an opportunity  
25 to speak with the folks at Germanischer Lloyd to see

1 if we can get some kind of common understanding of  
2 how the class societies will class boats that they  
3 don't currently have standards for.

4 So that's my comment. Thank you.

5 CHAIR DZUGAN: Thank you, Chris. Any  
6 comments or questions?

7 CAPTAIN NEELAND: Chris, thank you for the  
8 feedback. We appreciate that feedback as we work and  
9 try to provide the best and clear guidance out there.  
10 We will have representatives from CVC-3 at that  
11 meeting. So we look forward to the feedback and the  
12 discussions and how we can move forward to ensure the  
13 safety of the fleet. So thank you for that.

14 CHAIR DZUGAN: Anybody else wish to make  
15 any comments? Seeing nothing -- somebody else, take  
16 it over, Jonathan.

17 MR. WENDLAND: Sure. Thanks, Mr. Chairman.  
18 Just to let everybody know, I did send you an e-mail  
19 regarding what we talked about with the SAR rep. The  
20 Lieutenant provided the NVIC and also the point of  
21 contact for the VHF, DSC. So you should have that  
22 information now. So if there's anything else you  
23 need on that, you can reach out to me. But you  
24 should all have received an e-mail.

25 Just looking at the agenda here,

1 Mr. Chairman -- I'll leave this up to you -- but we  
2 have a break period. So I'm assuming people may have  
3 had time to use the facilities before we came back  
4 here, but maybe not. So if they have, I would  
5 suggest maybe just plowing through and not taking  
6 that break. But I'll leave that up to you folks.

7 CHAIR DZUGAN: Yeah. Any objections to  
8 that, in taking a break at the end of the day? We'll  
9 get out of here 10 or 15 minutes early then, or more.

10 MR. WENDLAND: Okay. So thank you for  
11 that. So there really is the final day one thoughts,  
12 and I'll just leave this, pass it back to Coast Guard  
13 leadership.

14 Mr. Myers, if you have any day one  
15 thoughts. If not, Captain Neeland, and we can pass  
16 it back after that to the Chairman and then the DFO  
17 can recess the meeting once we have the conclusion of  
18 all this.

19 MR. MYERS: Thank you, Jonathan. No. I  
20 think, in general, things went very good today. We  
21 had a couple hiccups that we worked through, and I  
22 think the real gelling came about with the breakout  
23 sessions, which I was happy to sit in on a couple of  
24 them and hear the back-and-forth deliberation and  
25 brainstorming. So I think what we're going to get

1 tomorrow is a result of good discussions from today.  
2 So at least from my standpoint, I think very  
3 successful. So I look forward to tomorrow.

4 Captain.

5 CAPTAIN NEELAND: Thank you, everyone. I  
6 think, again, a good meeting today. Hopefully found  
7 the presentations useful. If you have feedback, you  
8 can provide it to us offline and we'll try to  
9 incorporate it for the next meeting.

10 Really good, insightful dialogue that I  
11 heard between the two different subcommittees and a  
12 lot of good questions. So I'm looking forward to  
13 tomorrow as I continue to work through the tasks and  
14 hear what the committee has to recommend --  
15 recommendations the committee has. So thank you.

16 VICE-CHAIR ALWARD: Question. As a  
17 Committee, are we allowed to have the Committee  
18 response to comments submitted through the  
19 Federal Register that didn't pertain to the tasks?  
20 Like many of you submitted this comment about  
21 navigational aids. Is it something we're even  
22 allowed to consider as responding as a Committee or  
23 not since it wasn't part of the agenda?

24 MR. WENDLAND: I don't think there's any  
25 problem with, you know, having a discussion, right?

1 I mean, if you want to have a discussion on what was  
2 submitted, that's certainly flyable. And if there's  
3 any kind of recommendations that's applicable, then,  
4 you know, Coast Guard will take a look at that.

5 Captain.

6 CAPTAIN NEELAND: Yeah, I think, you know,  
7 during public comment, the public could obviously  
8 make any -- as long as it's available, that is  
9 accessible, I think the Committee can have a  
10 discussion.

11 CHAIR DZUGAN: So we can speak as members  
12 of the public in that sense?

13 MR. WENDLAND: I think you're speaking as a  
14 Committee.

15 CHAIR DZUGAN: Well, do we want to hear  
16 from the Committee members first or is this -- the  
17 subcommittees first and their progress or do you want  
18 to take yours first?

19 VICE-CHAIR ALWARD: What are you talking  
20 about?

21 CHAIR DZUGAN: That you wanted to comment  
22 on one of the --

23 VICE-CHAIR ALWARD: No. I was just asking  
24 if we could. I didn't say I had any comments. I  
25 might tomorrow have comments on this comment that was

1 submitted. But I do not have anything for you right  
2 now.

3 CHAIR DZUGAN: I thought you were ready to  
4 do something now.

5 Okay. Well, let's hear from the  
6 subcommittee chairs. Maybe starting with  
7 Barb Hewlett's group.

8 VICE-CHAIR ALWARD: That's for tomorrow.  
9 We still have subcommittee meetings tomorrow morning.

10 CHAIR DZUGAN: I understand that. I'm just  
11 talking about, how did your --

12 MS. HEWLETT: Final thoughts?

13 CHAIR DZUGAN: Yeah, just thoughts on it.  
14 That's all. Not expecting any motions at this point.

15 MS. HEWLETT: I can definitely -- it's  
16 Barbara Hewlett -- give some thoughts of today's --  
17 our Subcommittee Number 2. We talked about  
18 communications and then the SMS systems.

19 The communications, Angel tweaked a few  
20 more things on the website. We all looked at it and  
21 agreed that it was a pretty good little deal going on  
22 there and we all had a few more ideas. And I think  
23 Angel is going to make a few little changes and make  
24 it available again for all of us to look at it one  
25 more time before it goes live. We think it's a great

1 idea, has a lot of good information, and it's basic  
2 and simple. I'm sure we can bring it up tomorrow.  
3 So we pretty much closed that. We were able to  
4 finish that.

5 The other one, we definitely had a lot of  
6 discussion. We're kind of a big boy, little boy,  
7 just need to come up with a few ideas. But we had a  
8 lot of really good discussions of that today. And we  
9 got a little homework tonight, and when we reconvene  
10 tomorrow, we'll have something to say. Thank you.

11 CHAIR DZUGAN: Subcommittee chair. Matt.

12 VICE-CHAIR ALWARD: We had a lot of good  
13 robust conversation that's still going on, and we'll  
14 continue in the morning and we'll bring  
15 recommendations tomorrow.

16 CHAIR DZUGAN: Should we -- well, we've got  
17 about 15 minutes if we include the break that we're  
18 not taking. Anything else in the next 15 minutes  
19 that we have time for that you'd like to cover?  
20 Anybody? That's a wrap-up, or should we just call  
21 this a wrap at this time?

22 We could take a look at some of the things  
23 the Committee -- well, I guess we don't have much to  
24 say about that right now, so we'll save that for  
25 tomorrow too.

1 VICE-CHAIR ALWARD: Communications is done  
2 and we can close it out now. You want to do that?

3 CHAIR DZUGAN: Yeah. We could do that, but  
4 it means going through the updates and --

5 VICE-CHAIR ALWARD: In the next 15 minutes?

6 MR. CALDERON: No.

7 CHAIR DZUGAN: I think that might be a  
8 little bit fast too.

9 So I think, if nobody else has anything  
10 relevant to say, talk about, I think we can recess  
11 until --

12 VICE-CHAIR ALWARD: It's up to the DFO to  
13 do that.

14 CAPTAIN NEELAND: Yeah. If there's no more  
15 committee business for today, I am good with us  
16 recessing until 0800, 8:00 a.m. tomorrow morning.

17 VICE-CHAIR ALWARD: Same deal for shuttles  
18 in the morning? Sign up?

19 MR. WENDLAND: Yes. We'll have the 0720.  
20 Did that work pretty well for everybody, 0720 getting  
21 here? Was that good timing? Or you want a few extra  
22 minutes? 0730?

23 VICE-CHAIR ALWARD: That's about when it  
24 left anyway.

25 MR. WENDLAND: That's what I figured. So



1 we'll leave it at 0720 for the shuttle. Those that  
2 cannot make that shuttle are free to Uber to get here  
3 by 0800.

4 CHAIR DZUGAN: I had one request for people  
5 who were sitting in this corner for the subcommittee.  
6 If you walked away with my notes of the agenda and my  
7 notes are on them, just check your paper file. It's  
8 not in mine. Okay. That's all I had.

9 MR. WENDLAND: The question is, how secure  
10 is this room? I would not leave anything of value in  
11 the room. I mean, it's just one of those things. It  
12 will be shut, but I wouldn't do it.

13 CHAIR DZUGAN: We'll see you tomorrow.

14 (Proceedings recessed at 4:28 p.m.)  
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1 DAY TWO PROCEEDINGS

2 WEDNESDAY, SEPTEMBER 11, 2024

3 8:00 A.M.

4 -oOo-

5 MR. WENDLAND: Good morning, everybody. If  
6 we could settle in. 0800. Okay. Good morning.  
7 Welcome back to day two. Day two of the final days  
8 here in Anchorage, Alaska.

9 For those in the audience, if there's any  
10 new public here, we just want to advise that we do  
11 have two public comment periods built into today.

12 Also, in the case of any type of emergency,  
13 the exits are -- it's advised to go out the stairways  
14 and up rather than taking the escalator or the  
15 elevator.

16 I just want to draw some attention to  
17 Mr. Wilwert, Scott Wilwert, before we start up here  
18 today. He just sent me a note that he's not well.  
19 So he's trying to recover here. He showed up  
20 yesterday and had an ailment. And I neglected to  
21 mention him yesterday.

22 So the reason why we are in here today and  
23 at Alaska for the first time ever under this  
24 Committee's purview is in large part to Scott. He  
25 did a lot of leg work here, talked to the people. So

1 I just wanted to mention his name and the value, as  
2 well as the sector here, that contributed to the  
3 efforts to get us here into Alaska. So thank you to  
4 Scott.

5 Also I want to mention that you should  
6 think about some dates here for the next meeting,  
7 dates and location as we go through the day.  
8 Hopefully by the end of the day in the comment  
9 periods we can have that discussion. But just as a  
10 reminder to think about what dates work well and  
11 location. Time frame, March, April. Staying away  
12 from Easter during those months is probably a good  
13 reference point to think about. But whatever you  
14 folks think, we can certainly entertain on that.

15 I also wanted to mention that vetting  
16 committee that we discussed last meeting, 45 days  
17 from this meeting was the ideal time frame to have  
18 that vetting committee for your ideas for the next  
19 meeting. That would put us out to roughly around  
20 October 25th, which is a Friday, or the 28th, which  
21 is a Monday. So my recommendation on that would be  
22 around Wednesday, October 19th to have that meeting,  
23 and just to bring your thoughts and ideas to the  
24 Coast Guard.

25 So we kind of want to stick to that. This

1 time it was a little bit later. We had it on  
2 June 20th, I believe, and that puts a lot of pressure  
3 on developing the agendas and getting to the people  
4 in time up the chain. So if we move that and try to  
5 stick to that 45-day window, I think it helps  
6 everybody within the Coast Guard and also the  
7 department.

8 VICE-CHAIR ALWARD: Hey Jonathan.

9 MR. WENDLAND: Sir.

10 VICE-CHAIR ALWARD: A question on that.  
11 Will the Coast Guard have your agenda items ready by  
12 that time? It's also part of the vetting committee,  
13 is to review the Coast Guard's attention to those  
14 items.

15 MR. WENDLAND: I would like to say yes on  
16 that, but I'm going to defer to my leadership on  
17 that.

18 CAPTAIN NEELAND: Yeah. If we're going to  
19 hold them to that, we should have our topics so we  
20 can fully share them with the vetting committee.  
21 Otherwise, we're not being fully transparent, and the  
22 goal is to be transparent and foster good  
23 communications. So we will aim to make that same  
24 deadline.

25 VICE-CHAIR ALWARD: We will aim as well.

1                   MR. WENDLAND: So there's the aim. So I  
2 think to do that, we advised last meeting that  
3 anybody on this committee can participate in that. I  
4 think there was a mention in the bylaws now for at  
5 least two people, but anyone can join in from the  
6 committee.

7                   So do we want to -- I'm not sure if it's  
8 you, Matt, or the Chairman that wants to advise the  
9 Coast Guard of your ability to attend that meeting  
10 and that date, or those dates, so we can have that  
11 set up just so we have a direct communication. You  
12 know, I think last time we were waiting and didn't  
13 receive it. So if that time frame comes up, I can  
14 send a reminder.

15                  VICE-CHAIR ALWARD: I think we did appoint  
16 actual committee members, but we invited the full  
17 committee to participate, anyone who wanted to, which  
18 I think is a good practice to continue. And yes, I  
19 would request that you send a reminder, like, at  
20 least three weeks before and everyone can kind of,  
21 like, look at their schedules and make sure we can  
22 get the most convenient time within the time frame.

23                  MR. WENDLAND: Okay. So your suggestion  
24 then is just to send it out to the full Committee and  
25 not to the Chair or the Vice-Chair?

1                   VICE-CHAIR ALWARD: I think you can start  
2     with the Chair and Vice-Chair. We can send it out to  
3     the Committee from us.

4                   MR. WENDLAND: I will do that, then. Okay.  
5     Thank you.

6                   Also there was a discussion last night. I  
7     received several questions about terms, your terms,  
8     and I figured I'd just have that open dialogue now.  
9     We're in our fourth meeting. Your term is a  
10    three-year term. So, in essence, that means there's  
11    two meetings left for your initial term.

12                  As the bylaws state and whatnot, you can  
13    serve two consecutive terms. There's a lot of leeway  
14    that the Coast Guard has on this and how we want to  
15    proceed, and there's different reasons for that. One  
16    is staggering. You don't want a full committee to be  
17    off and replace a full committee in the middle of  
18    things sometimes.

19                  And so those are internal dialogues that we  
20    are going to need to have with leadership on how we  
21    want to proceed on that. But, in essence, we could  
22    do a -- replace nobody or a third, two thirds, or  
23    all. So depending on how we want to do that. And we  
24    could just leave it for two terms and nobody is  
25    replaced, right. So there's different things that

1       happen with that.

2                   DFOs, you know, captains come into the  
3       office and captains leave in the office, so we need  
4       to get those thoughts on the table on how best to  
5       proceed that makes this Committee very viable moving  
6       forward.

7                   So just so you know on that, there's a lot  
8       of options that we have, and I just wanted to have  
9       that discussion with you. Is there any questions  
10      with that?

11                  CHAIR DZUGAN: When does solicitation come  
12      out for those? Next year? Usually how much in  
13      advance?

14                  MR. WENDLAND: Yeah. So that's something  
15      that we will be talking about. So we don't have to  
16      go out for solicitation because we don't have to  
17      replace anybody, but typically to get that and to get  
18      it through the whole process and vetted up, I would  
19      say it's almost a year process to do that. Because  
20      the people that are like yourselves, it's vetted all  
21      the way up through the White House, right, so it's a  
22      big chain of command there.

23                  CHAIR DZUGAN: In my experience, usually  
24      when there's a change in leadership in the  
25      White House, it also makes it even more extended.

1 MR. WENDLAND: It does, yeah.

2 CHAIR DZUGAN: And there's some backlogs.

3 MR. WENDLAND: Right. So there's things in  
4 play here, right, congressional changes in the  
5 White House, executive. All those things come into  
6 play. So those are all the things that we're going  
7 to be taking a look at and how best to proceed. But  
8 I just want to let you know that you're good for  
9 another year, and when we know how we're going to  
10 proceed, we'll definitely let you folks know as well.

11 Kris.

12 MR. BOEHMER: Kris Boehmer. I'm a  
13 little -- is it two or three terms we're supposed to  
14 be able to serve? Bylaws seem to say three.

15 MR. WENDLAND: That would put us -- you're  
16 right. You're correct. I'm sorry. It's three terms  
17 on the books. So you are correct. It's three terms,  
18 and that would put -- essentially they wrote it so  
19 it's all the way to the end of the charter. So the  
20 charter goes for the nine years, three terms.

21 MR. BOEHMER: Okay. It would just seem to  
22 me that, as much going on, as long as it takes to do  
23 things, it would be good to start thinking about a  
24 staggered replacement so that a whole new committee  
25 doesn't come on and it's dead in the water. So I



1 would really like to look towards that.

2 MR. WENDLAND: We're thinking about it.

3 That's why I'm bringing it up, yeah.

4 Anybody else? Okay. Great.

5 Mr. Rosvold, you had a great idea that you  
6 mentioned to me this morning. Do you want to bring  
7 that up regarding the magazine?

8 MR. ROSVOLD: Eric Rosvold. I suggested to  
9 Jonathan that the committee all get subscriptions to  
10 this magazine, which is Coast Guard Proceedings.  
11 Sounded like a good idea to me. There's a lot of  
12 good information in there.

13 MR. BOEHMER: Free.

14 MR. ROSVOLD: Thank you.

15 MR. WENDLAND: So that magazine -- first of  
16 all, a show of hands. How many people have ever  
17 heard of that magazine?

18 MR. BOEHMER: I did ten minutes ago.

19 MR. DAUGHTRY: Me too.

20 MR. WENDLAND: It's almost everybody. So  
21 out of that, how many people get the magazine? Show  
22 of hands. So I will put a sign-up sheet over here,  
23 and if you want to get that magazine, I know you can  
24 get it digitally and I don't know if they stopped the  
25 mail copy for new folks or not, but I'll look into

1       that, or if it can be sent --

2               MR. BOEHMER:  It doesn't appear so.

3               MR. WENDLAND:  It's still in there, yeah.

4       So I think it's a great idea because, if you haven't  
5       read that, there's a ton of information in it.  Super  
6       valuable.  I stack the copies in my room and I'm  
7       running out of space in my condo because of those  
8       things.  But very valuable.  And if you're  
9       interested, we'll put a sign-up sheet and we'll  
10      forward that to the correct people to get that either  
11      e-mailed or sent out to you, however you prefer.

12              Tom.

13              MR. DAMERON:  Thank you, Mr. Chair.

14      Tom Dameron.

15              MR. WENDLAND:  Thank you for the promotion.

16              MR. DAMERON:  I was addressing the Chair  
17      and then responding to you.

18              When I first joined the committee 12, 13,  
19      14 years ago, the first thing that -- the first thing  
20      that happened was I was sent in the mail a copy of a  
21      blueprint for a national program, which was a study  
22      done by some national research institute.  It was a  
23      few-year study.  It was packed with good information  
24      on what the researchers determined was needed for  
25      commercial fishing vessels in the United States to

1 improve safety. And at some point, staff stopped  
2 sending those out to new committee members. I think  
3 that would be something very beneficial to continue.

4 MR. WENDLAND: You've been on the committee  
5 longer than I have, and I don't remember myself or  
6 anybody sending that out, that I know about, on  
7 staff. So that was -- what year was that?

8 CHAIR DZUGAN: That was 1989. Just right  
9 after -- if I may, right after the 1988 -- any  
10 conjunction with the 1998, 1987.

11 MR. WENDLAND: What I'm trying to say is  
12 I'm not familiar with that. So we can have that  
13 discussion. If you feed me the information I need to  
14 have, then I'll take a look at that. Because I'm  
15 totally unaware of what you're referencing.

16 MR. DAMERON: It was a very extensive,  
17 conclusive study by all the smartest researchers at  
18 the time. That much hasn't changed in fishing vessel  
19 safety since then, and I think it would be beneficial  
20 for the Committee to have access to that information.

21 MR. WENDLAND: I'll look into it.

22 CHAIR DZUGAN: I'd like to second that for  
23 the Committee to have those, because it's a time  
24 capsule. It took place just as the initial Safety  
25 Act was passed, so it was looking backwards, as it

1 has to. And looking forward now, since that time, I  
2 think it's really illustrative of how much progress  
3 has been made.

4 So I'd suggest it for everybody. It's kind  
5 of like a baseline. We have one or two copies. I  
6 think they called it the Gray Book. That was the  
7 nickname for it. And if there's a box of them around  
8 in the office someplace that made the move, it would  
9 be valuable to have.

10 MR. WENDLAND: Probably in the National  
11 Archives. I mean, I'm actually not kidding on that.  
12 When we switched buildings and switched levels and  
13 switched cubes and shrunk cubes, we were allowed --  
14 everyone could carry, like, two books and everything  
15 else kind of went to the National Archives or got  
16 tossed out. But we can look into that.

17 Okay. That's all I have. So Mr. Chairman,  
18 I can turn this back over to you and general comments  
19 and then if we want to...

20 CHAIR DZUGAN: I'd like to turn it over to  
21 anybody else, senior staff.

22 CAPTAIN NEELAND: Thank you, Mr. Chair.  
23 Just as we get started today, there's a couple of  
24 things I just want to just kind of highlight or just  
25 kind of point out.

1                   Many of you, I'm sure, looked at the  
2     calendar. Today is September 11th, and I'd like to  
3     just take a few moments. 23 years ago today  
4     terrorists turned several aircraft into weapons and  
5     ultimately killed nearly 3,000 Americans and injured  
6     over 6,000 people in New York City, Arlington, and  
7     Shanksville, Pennsylvania.

8                   I'm sure none of us will forget those  
9     horrific events of that day. And many of us were  
10    impacted. Some of us may even know individuals that  
11    perished in that event. I would like to, before we  
12    get too far into the agenda today, just take a few  
13    moments of silence just to mark the events of  
14    September 11th, 2001.

15                  (Moment of silence)

16                  CAPTAIN NEELAND: Thank you.

17                  CHAIR DZUGAN: Thank you, Captain.

18                  CAPTAIN NEELAND: If I may, one other thing  
19    I'd like to just highlight. Our work today is as  
20    relevant as it ever is. And I'd just like to point  
21    out or just inform you that yesterday Coast Guard  
22    Station Neah Bay in Washington state rescued two  
23    fishermen about three miles offshore off the fishing  
24    vessel -- crabbing vessel Takara II. The vessel had  
25    caught fire, and fortunately, there were no injuries

1 from that incident. But that just highlights the  
2 importance of all the tasks and the work that we're  
3 going -- have ongoing, specifically of a Task  
4 Statement 23-24 where we're looking at fire and smoke  
5 detection.

6 So unfortunately, we still have work to do  
7 to try to improve safety, but we have come a long  
8 way, and this incident ended positively in that there  
9 were no injuries from it. But I'd like to just share  
10 that, just a realtime incident that does relate to  
11 the work we're actively working on today.

12 So with that, I look forward to our  
13 discussions and continued work. Thank you for the  
14 time, Mr. Chair.

15 CHAIR DZUGAN: Thank you. I think we're  
16 moving to subcommittee direction/expectations.

17 So we're going to break into our  
18 subcommittees again and continue our work.  
19 Procedurally, I would like to, and it's being  
20 suggested to me, first of all, like we said  
21 yesterday, review what you've written, be concise,  
22 get rid of anything that's unnecessary in terms of  
23 background, and bring a cogent motion to us to vote  
24 on.

25 Procedurally, I think we might change it a

1     little bit. I appreciate you, Mr. Dooley, bringing  
2     that up. We'll bring your motion up, we'll wait for  
3     a second until we get it up on the board so all can  
4     see. And I think, again, procedurally it's a little  
5     bit easier to play word mechanic on the motion. And  
6     when we think we've got the words where we want them  
7     to be, whether you're for it or against it, then we  
8     can move to a second and then we can move to a  
9     discussion as a group. So that's the way we'll do  
10    that instead of waiting for the second and moving on.

11                 That's all really I have, I think, unless  
12    anybody else has something they want to say to the  
13    group.

14                 Jonathan.

15                 MR. WENDLAND: Just looking at the agenda,  
16    the public comment period will be at 1400. 2:00 p.m.  
17    would be the first comment period for the public.

18                 CHAIR DZUGAN: Okay. Good. I think we can  
19    break into our groups again if you'd like to, and  
20    hopefully you've got a cooler room this morning for  
21    the group that's going to go in the small room. And  
22    we can pick up where we left off yesterday.

23                 Anybody else need to make any comments,  
24    suggestions? Okay. We'll meet back here. We'll  
25    work out your break time. You've got break time

1 scheduled for 10:15, if that works for your  
2 subcommittees, and I'll keep in touch with both of  
3 them to see where we are with time. And wish you all  
4 well.

5 (Subcommittee breakout session)

6 MR. WENDLAND: Also, while we have this  
7 little break in the action here, I just want to  
8 advise everybody, two e-mails were sent out to the  
9 group. One was for the Proceedings magazine. So  
10 we'll leave it up to you how you want that. And if  
11 you do, there's an e-mail that advises you you can  
12 get it online or have it sent to you. But you have  
13 to furnish some information to the link we provided.

14 In addition to that, the Gray Book that  
15 Mr. Dameron was speaking to and Mr. Jerry, the  
16 baseline, we also provided a link to that book so you  
17 can actually view that online or you can purchase it  
18 as well.

19 So those are the two things for action on  
20 our part. We did send that information to you via  
21 e-mail. And big thanks to Angel Calderon for looking  
22 that information up and being able to provide it. So  
23 we're not going to have a sign-up sheet for that.  
24 Everything went to you via e-mail. Thanks.

25 MR. DAMERON: So bottom line is,



1 Coast Guard is not purchasing it for Committee  
2 members?

3 MS. HEWLETT: I thought it was free.

4 MR. WENDLAND: You're talking about the  
5 Gray Book? The baseline book? Yeah. I don't think  
6 we're purchasing it. You have the opportunity to get  
7 it online or buy it.

8 MR. BOEHMER: You can download it for free.

9 MR. WENDLAND: You can download it, yeah.  
10 I haven't downloaded it myself, but you may be able  
11 to view it. I suspect you might be able to download  
12 it, but I haven't gone there myself.

13 CHAIR DZUGAN: We're waiting here a little  
14 bit, Jonathan and staff and members, to get  
15 connectivity back again, it looks like, before we  
16 can -- it looks like we're ready for a few motions.  
17 And when we get that, we can start again in earnest.

18 (Pause in proceedings)

19 VICE-CHAIR ALWARD: Matt Alward,  
20 Subcommittee 1 chair.

21 The description of task: Review marine  
22 casualty investigations linked to fire and smoke  
23 detection devices on commercial fishing vessels.  
24 Make recommendations to the Coast Guard.

25 This is actually Subcommittee 1

1 recommendation:

2 Subcommittee 1 recommends that the VC5/C  
3 section of the Commercial Fishing Industry Vessel's  
4 Best Practices Safety Guide be amended to the  
5 following language:

6 C. At a minimum, each vessel should have  
7 the following detectors installed: Heat detection  
8 for galleys and enclosed spaces containing internal  
9 combustion engines (ICE). Any galley in each space  
10 containing ICE should have detectors with locations  
11 and quantity to be in accordance with manufacturer's  
12 specifications. Alarm system should be capable of  
13 notifying an individual in any accommodation or work  
14 space where they may be normally -- where they may  
15 normally be employed.

16 Smoke detection. Each fishing vessel  
17 should be equipped with a means to detect smoke in  
18 living spaces, including sleeping quarters and  
19 laundries, but not galleys equipped with heat  
20 detectors. This may be accomplished by an installed  
21 detection system or by using individual  
22 battery-operated detectors meeting UL-217. Alarm  
23 systems should be capable of notifying the individual  
24 in any accommodation or work space where they may  
25 normally be employed.

1                   Carbon monoxide. Carbon monoxide detectors  
2   should be installed in accommodation spaces adjacent  
3   to spaces with internal combustion engines and  
4   exhaust stacks.

5                   Alarm maintenance. All detection equipment  
6   should be maintained, inspected, and replaced in  
7   accordance with the manufacturer's recommendations.

8                   Regarding the safety recommendations  
9   related to the loss of the Lucky Diamond, the  
10   subcommittee agrees with the Recommendations Number 1  
11   and 2 and requests the Coast Guard to take action  
12   with the clarification that this should not be  
13   restricted to vessels 50 feet and over.

14                  Furthermore, the subcommittee agrees with  
15   Safety Recommendation 7.a. of U.S. Coast Guard  
16   investigation reported on the Miss Dolores fire and  
17   also Safety Recommendation 2 of the U.S. Coast Guard  
18   investigation report on the Peruga fire. We  
19   recommend the language specified above the Commercial  
20   Fishing Industry Vessels Best Safety Practices Guide  
21   be considered for these regulations. Subcommittee 1  
22   recommends the U.S. Coast Guard close this  
23   Task 23-24.

24                  CHAIR DZUGAN: Any discussion on the motion  
25   by the full Committee? Tom.

1                   MR. DAMERON: So I'm not sure if I  
2 understood the intent of this. Is this going into  
3 the Industry Vessels Best Safety Practice Guide or is  
4 it going into regulations?

5                   VICE-CHAIR ALWARD: We're recommending two  
6 different things, as the motion says. One is this is  
7 added in -- that the Best Practices Guide is amended  
8 to include this language; and two, we're agreeing  
9 with recommendations from the Coast Guard that call  
10 for rule-making and are saying that this language  
11 that we're including in the Best Safety Practices  
12 Guide be guidance for the regulation, basically is  
13 what the motion says.

14                  MR. DAMERON: Tom Dameron again. So could  
15 you remind me what the Safety Recommendation 7.a. is?

16                  VICE-CHAIR ALWARD: Yes. I'll do your  
17 homework for you.

18                  7.a. It is recommended that the Commandant  
19 of the Coast Guard establish regulations under  
20 Title 46 Code of the Federal Regulations Part 28  
21 requiring all commercial fishing industry vessels to  
22 have fire detection systems installed to detect  
23 engine room fires. That's their recommendation. But  
24 we're recommending the language that we -- because  
25 they're just talking about engine rooms. We talked

1 about galleys and any enclosed spaces, combustible  
2 engines.

3 MR. DAMERON: Tom Dameron again. Just a  
4 little bit more clarification. So is the  
5 recommendation coming out of the subcommittee that we  
6 put into regulations fire detection for galleys, crew  
7 quarters, and engine rooms?

8 VICE-CHAIR ALWARD: No.

9 MR. DAMERON: No.

10 VICE-CHAIR ALWARD: Just galleys and any --  
11 galleys and enclosed spaces containing internal  
12 combustion engines.

13 CHAIR DZUGAN: Ben, you had a --

14 MR. DAUGHTRY: Thank you, Mr. Chair.  
15 Ben Daughtry. Tom, for kind of further  
16 clarification, we wanted this in the Best Practices  
17 so that it is initiated now versus going straight  
18 into regulation, which could take 15 years to  
19 actually happen. So we wanted it going into  
20 Best Practices and starting that process now with an  
21 eye for potential future regulation that may take  
22 some years to actually approve.

23 VICE-CHAIR ALWARD: Following on that, I  
24 would also add that the Coast Guard does not have  
25 legislative congressional authority to enact this

1 regulation. We're just recommending that they  
2 initiate it. Just for discussion, I don't think the  
3 Coast Guard could actually do it until Congress tells  
4 them to. Then they can initiate a rule-making.

5 So we want it in the Best Practices now,  
6 and we agree that it should be a regulation. How  
7 that actually happens isn't part of our purview here.  
8 We're just making that recommendation that we agree.

9 CHAIR DZUGAN: Any other comments from the  
10 Committee? Go ahead, Captain.

11 CAPTAIN NEELAND: Yeah. If I just may ask  
12 a question. So under c.1. you reference a galley and  
13 internal -- spaces containing internal combustion  
14 engines should have heat detectors, location and  
15 quantity to be in accordance with manufacturer  
16 specifications. Can you provide some clarification?  
17 I assume you mean the fire detection or whatever  
18 system, or are you talking about engine manufacturer?  
19 Just a little clarity would be helpful.

20 VICE-CHAIR ALWARD: Yes. Manufacturer of  
21 heat detector's specifications. So location and  
22 quantity for space -- volume and space.

23 CHAIR DZUGAN: That was Matt speaking.

24 VICE-CHAIR ALWARD: Matt Alward. Do you  
25 want to amend that to add that in there to make it

1 more clear for you? Was that clarification enough?

2 CAPTAIN NEELAND: I appreciate the verbal  
3 clarification. I think it's always good for your  
4 formal recommendations and there's no question that  
5 you're -- which manufacturer recommendation. That's  
6 just my recommendation. Thank you.

7 VICE-CHAIR ALWARD: Angel has got the  
8 control. So in accordance with, right after with,  
9 before manufacturer, heat detector manufacturer  
10 specifications.

11 CHAIR DZUGAN: Any objections to that  
12 addition?

13 VICE-CHAIR ALWARD: You got an extra space  
14 in there.

15 CHAIR DZUGAN: I don't see any objections.  
16 Eric.

17 MR. ROSVOLD: Eric Rosvold. I didn't have  
18 an objection, but I was curious. On number 2, did  
19 you guys spend any time talking about what smoke  
20 detectors work? We haven't been able to find one  
21 that works without alarming every time somebody takes  
22 a shower. I'm just curious.

23 VICE-CHAIR ALWARD: I don't have a shower  
24 on my boat, so I don't run into that problem. Ben  
25 has an answer.

1 MR. DAUGHTRY: Thank you, Mr. Chair.

2 Ben Daughtry. What we did talk about a lot, Eric,  
3 was putting the heat detectors in areas where we knew  
4 smoke detectors wouldn't work, like engine rooms and  
5 galleys. And we understand and knew that if these  
6 things were continuously going off, that people would  
7 disarm them, and so that's what we were trying to  
8 avoid with the best of our ability by keeping smoke  
9 detectors out of engine rooms and galleys  
10 specifically.

11 I also don't have a shower on my vessel so  
12 I don't know that issue. I would also suggest, if  
13 you had only cold water perhaps in your shower, it  
14 wouldn't be a problem.

15 MR. ROSVOLD: Eric Rosvold. Right. I get  
16 that. But yeah, the problem with smoke detectors  
17 are, is they're constantly alarming you on a small  
18 boat because you've got stuff going on.

19 But what -- I had a fire on the boat last  
20 winter, and what would have saved us wasn't the smoke  
21 detector, but would have been a heat indicator in the  
22 ceiling of the wheelhouse that got hot enough where  
23 the electronics actually melted before there was any  
24 fire with smoke. I get the heat detection part  
25 better than I do the smoke detection part. Thank



1       you.

2                   CHAIR DZUGAN:   Captain.

3                   CAPTAIN NEELAND:   Just a quick comment.  I  
4       know UL has updated their standards for smoke  
5       detectors to try to address some of those problems  
6       with the false activation on it.  So my  
7       recommendation is maybe, if I could take a look at  
8       the updated standard, see if the new UL standard is  
9       adequately addressing those concerns that were  
10      brought up with the false activation.  So thank you.

11                  CHAIR DZUGAN:   Any other comments?  Frank.

12                  MR. VARGAS:   Frank Vargas.  Yeah, I was  
13      just looking at the website here, and there is a lot  
14      of marine-approved detectors on the site.

15                  CHAIR DZUGAN:   Thank you.  Captain again.

16                  CAPTAIN NEELAND:   Just to expand.  I mean,  
17      UL, effective this past June 30th, they updated their  
18      standard -- I believe it's UL-217 -- which is  
19      supposed to reduce those nuisance alarms which were  
20      previously identified.

21                  CHAIR DZUGAN:   Matt.

22                  VICE-CHAIR ALWARD:   It would be great  
23      actually if you could maybe get that input just so we  
24      have that.

25                  If there's no other questions or comments

1 on this as written, do we have a second?

2 CHAIR DZUGAN: We don't need a second for  
3 this.

4 VICE-CHAIR ALWARD: What do you mean we  
5 don't need a second for this? It's a motion.

6 CHAIR DZUGAN: From the subcommittee.

7 VICE-CHAIR ALWARD: Yes. We need a second.

8 CHAIR DZUGAN: Okay.

9 MR. DAMERON: Not out of the subcommittee.  
10 Subcommittee just goes to the floor.

11 CHAIR DZUGAN: Michael Terminel.

12 MR. TERMINEL: I was going to second it.

13 CHAIR DZUGAN: That was a second. Thank  
14 you.

15 VICE-CHAIR ALWARD: Do we need to turn this  
16 into a motion?

17 MR. DAMERON: What?

18 CHAIR DZUGAN: I think we need to turn it  
19 into a motion. It's a task that we...

20 VICE-CHAIR ALWARD: I move that the full  
21 committee adopts Subcommittee 1's recommendation on  
22 Task 23-24 as written.

23 MR. TURNER: Second.

24 CHAIR DZUGAN: Thank you. That was  
25 David Turner for the second.

1 Any discussion now that it's been moved and  
2 seconded?

3 Hearing no further discussion, does  
4 somebody wish to call for the motion? I mean, call  
5 for the question, excuse me.

6 MR. DOOLEY: Call for the question.

7 CHAIR DZUGAN: Question's been called.  
8 Mr. Dooley, thank you.

9 All in favor of saying aye, signify by  
10 raising your hand. It looks like it's unanimous, 15.  
11 That motion is passed.

12 Do you have anything else to bring forward?

13 VICE-CHAIR ALWARD: Not on Task 23-24.

14 CHAIR DZUGAN: Moving on.

15 VICE-CHAIR ALWARD: Move on to task -- Matt  
16 Alward. We move on to task -- that same document you  
17 were on.

18 Task 24-24. Review CFV marine casualty  
19 cases that resulted from structural failures which  
20 related in sinking and total loss of the vessel.  
21 Make recommendations to the Coast Guard on preferred  
22 standards for material conditions, construction, and  
23 design to improve vessel seaworthiness.

24 Subcommittee 1 recommendations:

25 Subcommittee 1, on reviewing the two cases

1 highlighted as part of this task, has the following:  
2 Regarding the loss of the vessel Randi, the  
3 subcommittee concludes insufficient information has  
4 been provided to effect a recommendation related to  
5 structural failures. The MISLE incident  
6 investigation report for FV Randi sinking/loss of  
7 life, contains a recommendation to establish new  
8 standards.

9 The subcommittee recommends, instead of an  
10 alternative action, that the Coast Guard should  
11 promote the Commercial Fishing Industry Vessels Best  
12 Safety Practices Guide in place of development of new  
13 regulations for these existing vessels.

14 Regarding the loss of the vessel Capt John,  
15 the subcommittee recommends that the Commercial  
16 Fishing Industry Vessels Best Practices Safety Guide  
17 be amended to include a new section under  
18 Section VIII C, which reads as follows:

19 C. Each machinery or cargo space to  
20 include fishholds and the lazarette of a vessel,  
21 regardless of the completeness of internal  
22 water-tight integrity, should be equipped for  
23 dewatering the lower portions of the space. This may  
24 be accomplished via a bilge suction in that  
25 compartment from a bilge manifold connected to a

1 dedicated pump or its own installed dewatering pump.  
2 In the case of a vessel which carries a portable  
3 pump, described in Section B above, dewatering of  
4 cargo or void space may be accomplished by connecting  
5 the independent pump to an above-deck fitting  
6 permanently installed and maintained accessible  
7 during vessel operation.

8 Furthermore, the subcommittee agrees with  
9 the Safety Recommendations Number 1 through 4 of the  
10 Capt John MISLE incident investigation report and  
11 recommends the U.S. Coast Guard act upon them with  
12 the clarification that Number 2 should be applicable  
13 to all districts and not just Sector Puget Sound.

14 Based on the cases provided, Subcommittee 1  
15 additionally recommends that the U.S. Coast Guard  
16 close this Task 24-24.

17 CHAIR DZUGAN: Do you want to make a  
18 motion? This is the motion?

19 VICE-CHAIR ALWARD: Do we want to have a  
20 discussion and wordsmith first?

21 CHAIR DZUGAN: Any discussion? Any  
22 discussion on the language in this? Hearing no  
23 discussion on the language.

24 VICE-CHAIR ALWARD: I move the full  
25 Committee adopts Subcommittee 1's recommendation for

1 Task 24-24. Matt Alward.

2 MR. DAUGHTRY: This in Ben Daughtry. I  
3 second.

4 CHAIR DZUGAN: Is that a second or a  
5 question.

6 CHAIR DZUGAN: Ben Daughtry, second.

7 Discussion? Seeing no answer to  
8 discussion, care to call -- anybody wish to call for  
9 the question?

10 MR. DOOLEY: Call for the question.

11 CHAIR DZUGAN: Question has been called,  
12 Bob Dooley.

13 All those in favor of the motion, signify  
14 by raising your hand. Motion passes unanimously.  
15 Moving on.

16 VICE-CHAIR ALWARD: I'll note further, the  
17 agenda of the subcommittee did also write a motion  
18 that we will recommend regarding the Best Practices  
19 Guide, but we will bring that up during that  
20 discussion on the agenda. That's all we have from  
21 Subcommittee 1.

22 CHAIR DZUGAN: Great. Thank you. Thank  
23 you for your work. Good work.

24 On to Subcommittee 2. Tom.

25 MR. DAMERON: I have a comment before we

1 start the Subcommittee 2. It would be very helpful  
2 to me if we were going to refer to recommendations  
3 that come out of the investigations, that the text  
4 from that recommendation is included in the motion.  
5 Thank you.

6 CHAIR DZUGAN: So do you have -- Tom, do  
7 you have a motion -- task to be put up for  
8 discussion?

9 MR. DAMERON: I don't. But I will make a  
10 motion that further future motions, when referring to  
11 tasks that come out of Coast Guard investigations,  
12 include the text of those recommendations for the  
13 full committee.

14 CHAIR DZUGAN: We have a motion on the  
15 table. Anybody want to second that? I see a second.

16 MR. BOEHMER: Kris Boehmer. I'll second  
17 that.

18 CHAIR DZUGAN: Discussion? Ben.

19 MR. DAUGHTRY: Mr. Chair, Ben Daughtry.  
20 Thank you. I would like to maybe refer to  
21 Coast Guard on whether that is necessary, being that  
22 those recommendations are in the investigation and  
23 the report, whether we're making it more complicated  
24 by adding all of that back in and repeating it or if  
25 that actually adds value to the Coast Guard in doing

1       so.

2                   CHAIR DZUGAN: That was a question for the  
3 captain, I believe.

4                   CAPTAIN NEELAND: So I think at the end of  
5 the -- the best way to view it is, how is the safety  
6 recommendation going to be read? And when they look  
7 at the Committee's recommendation, do they have all  
8 the read-ahead documents accessible? So by combining  
9 them into one, it makes a stand-alone document which  
10 provides any reader to be able to understand what is  
11 being recommended.

12                   If you leave it as two separate documents,  
13 that just becomes more challenging for somebody who  
14 is not here or does not have easy access to both  
15 documents to fully understand what the recommendation  
16 of the Committee is. Therefore, we could support  
17 either way. However, I think, when you look at your  
18 audience who may read this later on, it just helps  
19 provide clarity without them having to cross-  
20 reference documents.

21                   CHAIR DZUGAN: Tom.

22                   MR. DAMERON: Thank you, Mr. Chair.  
23 Tom Dameron. And as far as being a Committee member  
24 that didn't work on that subcommittee work, if I look  
25 back to the Jacksonville meeting, we had 9, 10, 11,



1 tasks, and to think that a Committee member that  
2 didn't work on the subcommittee might know what  
3 Recommendation Number 3 out of a specific Coast Guard  
4 investigation is just not realistic. So I think  
5 that -- I think that it would benefit us all to know  
6 exactly what we're talking about when we're looking  
7 at these motions. Thank you.

8 CHAIR DZUGAN: Ben.

9 MR. DAUGHTRY: Ben Daughtry. Thank you,  
10 Mr. Chair. With that concept in mind as we refer to  
11 the Commercial Fishing Best Practices, and the time  
12 we had a question about what that was, I mean, do we  
13 do the same thing when we're referring then to  
14 another document? And that's a question that's just  
15 open here for discussion at this table. How far do  
16 we take that? Because that's a -- I think that's  
17 part of it.

18 And then the next thing I think that we  
19 need to maybe discuss, since we seem to be moving  
20 ahead a little bit, we just passed some motions and  
21 we could come back and include that back in, that  
22 information back in. We might have time to do that  
23 today if that's the way we want to move forward from  
24 here. Do we want to consider retracting those that  
25 were just unanimously voted in and put those in? So

1       just all points of discussion.

2                   CHAIR DZUGAN:   Matt Alward.

3                   VICE-CHAIR ALWARD:   Can you repeat the  
4       exact words of the motion that we don't have on the  
5       screen?

6                   CHAIR DZUGAN:   Pretty simple one-sentence  
7       motion.

8                   MR. DAMERON:   My motion was to, when  
9       referring to Coast Guard recommendations that come  
10      out of investigations, that the Committee is  
11      referring to, that we include the text from those  
12      specific recommendations herein.

13                  VICE-CHAIR ALWARD:   So I look at this  
14      motion as a motion telling everyone how they have to  
15      make motions, which I don't even know is really  
16      allowed.   So personally I can't support this motion.  
17      We can make it a general practice, but a motion  
18      demanding how I make a motion, or anyone else at this  
19      table makes a motion, I don't think is even -- I  
20      don't know.   Maybe it's allowed under Robert's Rules.  
21      I don't know.   That's a pretty weird situation.  
22      Personally, I'm opposed to this motion for that fact  
23      alone.

24                  CHAIR DZUGAN:   David.

25                  MR. TURNER:   David Turner here.   I'd say

1     it's common in these documents to reference the  
2     specific section of the CFR or Best Practice Guide or  
3     something else and we have a discussion, period. And  
4     anybody who has any question can request that that be  
5     read out, displayed up on the monitor. We have the  
6     ability to have these things shown to the Committee  
7     during the discussion period.

8             CHAIR DZUGAN: I'll give Michael a chance.

9             MR. THIELER: Mike Thieler. If you take  
10    this specific recommendation out without the entire  
11    investigation, you lose relevance. So I think it's  
12    important, if you're going to use that specific  
13    recommendation, that you really need to have the  
14    whole document, not just part of it.

15            CHAIR DZUGAN: Matt Alward.

16            VICE-CHAIR ALWARD: I'll also point out  
17    that the public has access to the meeting page to all  
18    these investigations, and they're referenced in the  
19    motion. So anybody from the public who sees the  
20    motion that the Committee passed has the full  
21    capability to actually go reference what's referenced  
22    in the motion. If they care enough to get into that  
23    kind of detail, I'm pretty sure they're going to read  
24    the document.

25            CHAIR DZUGAN: Any other discussion on this

1 topic? Somebody please call for the question.

2 MR. DAUGHTRY: I'll call for the question.

3 Ben Daughtry.

4 CHAIR DZUGAN: Ben. Question has been  
5 called. All in favor of -- before we move on,  
6 anybody need that repeated, the motion? We all  
7 understand what the motion is for? Let's get that up  
8 on the wall first.

9 MR. DAUGHTRY: Since we have time,  
10 Mr. Chair, can I comment further --

11 CHAIR DZUGAN: Yes.

12 MR. DAUGHTRY: -- as we're waiting on that?  
13 This is Ben Daughtry again. So I understand Tom's  
14 concern. I take Coast Guard's recommendation in that  
15 seriously, and then I also understand what  
16 Matt Alward said, which is, whether or not that can  
17 be forced in any kind of motion that we put. So  
18 whether moving forward that becomes our best  
19 practices or recommended in something that we decide  
20 to do, whether this motion fails or not I think is  
21 something that we can still do and discuss.

22 CHAIR DZUGAN: Is that satisfactory?

23 MR. DAMERON: That is satisfactory.

24 CHAIR DZUGAN: For your language?

25 MR. DAMERON: Yes. And I'd like to point

1 out that there was several recommendations in this  
2 motion that were referred to, and I thought that by  
3 having these included in the motion would permit me  
4 not to ask the question, because, I mean, I'd like to  
5 know what all those are, and I don't have the -- I  
6 don't have the benefit of knowing what those  
7 recommendations are without asking the -- without  
8 asking the subcommittee to elaborate on the motion.  
9 Thank you.

10 CHAIR DZUGAN: Thank you. Any other  
11 comments on this motion? Go ahead, Matt.

12 VICE-CHAIR ALWARD: I totally get that, but  
13 I guess we're supposed to be having discussions, so I  
14 don't have any problem with you asking those  
15 questions of the motion. Personally I like writing  
16 much shorter motions than some other people at this  
17 table. So I'm going to write motions how I write  
18 motions and they can be passed or not or discussed or  
19 amended.

20 CHAIR DZUGAN: The question has been  
21 called. Question has been called.

22 All those in favor of the motion, signify  
23 by raising your hand.

24 Those opposed. Motion fails 14 to 1.  
25 Thank you.

1                   Anything else on your plate -- your slate?

2                   VICE-CHAIR ALWARD: Matt Alward. That is  
3                   it from Subcommittee 1.

4                   CHAIR DZUGAN: Again, thanks to you and  
5                   your committee for all your hard work the last few  
6                   days.

7                   Can we hear from the Subcommittee Number 2?

8                   MS. HEWLETT: Barb Hewlett. I'm not used  
9                   to this. Yeah, we have all of our motions and  
10                  recommendations ready to go and I believe I can throw  
11                  the floor to Tom, as he was our awesome note-taker,  
12                  slash, scribe. Go ahead, Tom.

13                  MR. DAMERON: Tom Dameron. This is a  
14                  motion to close out Task Statement Number 10-23. The  
15                  National Commercial Fishing Safety Advisory Committee  
16                  hereby moves to close out Task Statement Number  
17                  10-23, continue review of the development of the  
18                  CG-CVC-3 publicly accessible website containing  
19                  information related to the fishing industry  
20                  activities, including vessel safety, inspections,  
21                  enforcement, hazards, training, and outages of the  
22                  Rescue 21 system.

23                  The subcommittee has completed its review  
24                  of the website, provided appropriate suggestions for  
25                  improvement, and the U.S. Coast Guard has indicated

1       that these suggestions will be incorporated into  
2       future website edits. Therefore, Task Statement  
3       Number 10-23 is considered complete.

4               CHAIR DZUGAN: Do we have a second for that  
5       motion?

6               VICE-CHAIR ALWARD: He didn't make a  
7       motion.

8               CHAIR DZUGAN: I heard the phrasing. At  
9       the very beginning was he was presenting a motion.

10              MR. VINCENT: Tim Vincent. Second.

11              MR. DAMERON: Motion to close out.

12              CHAIR DZUGAN: And who was that?

13              VICE-CHAIR ALWARD: Tim Vincent.

14              CHAIR DZUGAN: Tim Vincent. Thank you,  
15       Tim. Any discussion? Matt.

16              VICE-CHAIR ALWARD: I just want to thank  
17       the subcommittees -- multiple subcommittees that have  
18       worked on these issues for several meetings now.  
19       Appreciate the work you've done and glad we got to a  
20       place where we're going to have this up for  
21       everybody. I fully support the motion. Thanks.

22              CHAIR DZUGAN: Yeah. Personally I saw a  
23       lot of good things after that. As fishermen, I would  
24       be interested in having access to all in one place.  
25       I thought everybody did a pretty good job of being

1 pretty inclusive on that. So thank you.

2 All in favor of the motion? Go ahead, Ben.

3 MR. DAUGHTRY: If it's not too late for a  
4 discussion or comment.

5 CHAIR DZUGAN: No.

6 MR. DAUGHTRY: Is it possible to pull that  
7 website up and go through a few changes? Once again,  
8 our subcommittee was tied up with other things. We  
9 haven't seen any of those things and what was done.

10 CHAIR DZUGAN: Yeah. That would be  
11 appropriate.

12 MR. DAUGHTRY: Thank you.

13 CHAIR DZUGAN: See you in the dark there,  
14 Barb.

15 MS. HEWLETT: Yeah, Barb Hewlett. When he  
16 pulls this up, there is a lot to it, and when we say  
17 close it, it doesn't mean that changes can't be made  
18 in the future. It is a website, so things can change  
19 up and down, and if you see something, you know, in  
20 the future when you're looking at it and have a  
21 suggestion, it can still be edited.

22 Basically what we're doing is basically  
23 taking it off the floor as an issue at every single  
24 meeting that we talk about. So this will basically  
25 close the task, but doesn't mean that changes still



1 can't be made.

2 MR. DAUGHTRY: I certainly hope that's the  
3 case with websites.

4 MS. HEWLETT: No. But it's not shutting it  
5 where you can't make a decision on it anymore.

6 CHAIR DZUGAN: Jonathan.

7 MR. WENDLAND: So just for clarity then.  
8 You're going to recommend keeping the communication  
9 subcommittee open now?

10 MS. HEWLETT: No.

11 MR. WENDLAND: You're recommending, after  
12 today, to close the communication subcommittee?

13 MS. HEWLETT: Yes. I believe that was the  
14 purpose, to close the subcommittee part of this.

15 MR. WENDLAND: So there's two things. You  
16 have the task that you're closing and --

17 MS. HEWLETT: Correct.

18 MR. WENDLAND: -- then you also have the  
19 subcommittee that's enacted. So the subcommittee is  
20 enacted currently on communication. So I'm just  
21 trying to get clarification if you're trying to seek  
22 to continue and remain open in the enactment of the  
23 communication subcommittee so changes can be moved  
24 forward within that subcommittee, or are you saying  
25 that you want to close that subcommittee?

1 MS. HEWLETT: I'm going to throw this to  
2 Mr. Myers. Yesterday we had a discussion about  
3 basically closing the subcommittee, because Angel  
4 basically said that we could still make changes in  
5 it, but we were basically taking the subcommittee and  
6 the task -- closing both of them or...

7 MR. MYERS: Joe Myers here. The way I'm  
8 tracking with this, I believe it's that the  
9 subcommittee is satisfied with the framework and the  
10 updates to this website. Therefore -- and again,  
11 going off of what the subcommittee has conveyed, that  
12 you feel that it is at a good spot where you can  
13 close this task out. As such, there's no further  
14 need for the subcommittee.

15 That being said, it has also been passed  
16 that this is a living, breathing, website and, for  
17 example, if later on at a different date there's a  
18 recommendation that something has to be edited or  
19 tweaked or added to it, we could do that very easily.  
20 So if this task was closed out, that does not mean  
21 the website is closed out. It continues on.

22 Did I hit that pretty accurately, to answer  
23 the question?

24 MR. WENDLAND: My recommendation moving  
25 forward, Mr. Chairman, would be to, at least in the

1 near term, keep the subcommittee enacted for any  
2 future changes, so if -- the subcommittee, not the  
3 task. So that if you do decide to come back and  
4 change things in between now and then, it would be  
5 easier to do so.

6 CHAIR DZUGAN: I'm going to take these in  
7 order here. So Tom and Barb and then Angel.

8 MR. DAMERON: So the motion does close out  
9 the task. The motion in no way closes out the  
10 subcommittee as written.

11 CHAIR DZUGAN: Barb.

12 MS. HEWLETT: So then it sounds like we may  
13 have to change the wording of the motion to include  
14 closing out the subcommittee? Mr. Myers? No.

15 CHAIR DZUGAN: Coast Guard staff.

16 MS. HEWLETT: You're all shaking your heads  
17 no.

18 CAPTAIN NEELAND: Thank you. So obviously  
19 there's a task statement which the Committee should  
20 make a recommendation, make a decision on that. As  
21 far as keeping the subcommittee open or the  
22 subcommittee closed, I will leave that at the  
23 discretion of the committee itself and the chair.

24 I will state, though, without tasking, the  
25 subcommittee has nothing to act upon. So it would be

1 a standing subcommittee without an action item. So  
2 you don't necessarily have to close the committee,  
3 but without a specific task, the subcommittee has  
4 nothing to work on.

5 CHAIR DZUGAN: Jonathan.

6 MR. WENDLAND: So if changes -- if you did  
7 want to make changes to the website in the future,  
8 you would have to enact the subcommittee to do so if  
9 it's closed out.

10 CAPTAIN NEELAND: So just to provide  
11 clarification. The committee can always make  
12 recommendations, and if they close out the  
13 subcommittee, they can always re-enact it at some  
14 point. But this subcommittee is not necessary to  
15 provide feedback on the website in the future.

16 MR. WENDLAND: Yes, sir.

17 CHAIR DZUGAN: So does the mover wish to  
18 change any of the language with the consent of the  
19 second or keep the motion as it is?

20 MS. HEWLETT: Barb Hewlett. Keep the  
21 motion as it is on the floor.

22 CHAIR DZUGAN: Can we hear that motion once  
23 more?

24 MR. DAMERON: Tom Dameron. Motion. Close  
25 out Task Statement Number 10-23. The National

1 Commercial Fishing Safety Advisory Committee hereby  
2 moves to close out Task Statement Number 10-23,  
3 continue review of the development of the CG-CVC-3  
4 publicly accessible website containing information  
5 related to fishing industry activities, including  
6 vessel safety, inspections, enforcement, hazards,  
7 training, and outages of the Rescue 21 system.

8 New paragraph. The subcommittee has  
9 completed its review of the website, provided  
10 appropriate suggestions for improvement, and the  
11 U.S. Coast Guard has indicated that these suggestions  
12 will be incorporated into future website edits.  
13 Therefore, Task Statement Number 10-23 is considered  
14 complete.

15 CHAIR DZUGAN: Any other discussion on the  
16 motion as stated? Hearing no discussion, somebody  
17 wish to call for the question?

18 MR. VINCENT: Tim Vincent. Call for the  
19 question.

20 CHAIR DZUGAN: That was Greg Londrie? Tim  
21 Vincent. Sorry. You are dark over there. Question  
22 has been called.

23 All in favor of the motion as it stands,  
24 please raise your hand. I see unanimous 15 for the  
25 motion. It passes unanimously. Thank you. Next

1 time we need to bring little light things that we can  
2 put in our hands.

3 Subcommittee Number 2. Tom, do you have  
4 anything else you would like to bring to the table?  
5 And before -- while you're looking at that, I will  
6 note that it is a quarter to noon. If people feel  
7 like they want to get out a little bit early for  
8 lunch and we can start earlier, I would entertain  
9 that, but somebody has to say that there's interest  
10 in that or just keep going till noon.

11 VICE-CHAIR ALWARD: Matt Alward. I  
12 recommend we break a little early for lunch because I  
13 feel that this one might take a little more than  
14 15 minutes. Maybe not.

15 CHAIR DZUGAN: Do I hear any objections to  
16 that? Barb.

17 MS. HEWLETT: Barb Hewlett. We had three  
18 that we actually worked on. One of them is going to  
19 probably take a lot longer, but the other one is  
20 pretty short and sweet. Maybe we can knock that  
21 little one out before lunch and then we'll have more  
22 time for discussion after lunch.

23 CHAIR DZUGAN: That sounds great. If it  
24 gets extended, we'll make sure we cut it short later.  
25 Okay. We have one short and sweet motion.

1 MR. DAMERON: That's the recognition award.  
2 We haven't done that yet.

3 CHAIR DZUGAN: I can -- I think I've got  
4 it -- you've got it right in front of you?

5 MR. DAMERON: I do.

6 CHAIR DZUGAN: Yeah, let's try that.

7 MR. DAMERON: Tom Dameron. Motion to table  
8 action on Task Statement Number 26-24, Commercial  
9 Fishing Vessel Safety Advisory Committee posthumous  
10 special recognition award.

11 Motion. The National Commercial Fishery  
12 Safety Advisory Committee moves to table further  
13 action to Task Statement Number 26-24, craft a  
14 National Commercial Fishing Safety Advisory Committee  
15 posthumous special recognition award until the next  
16 scheduled National Commercial Fishing Safety Advisory  
17 Committee meeting.

18 Justification. The committee needs  
19 additional time to coordinate with other entities  
20 that should be involved in the award. Number two,  
21 additional discussion is needed to determine how the  
22 award will be presented and how its impact on  
23 industry safety advocacy can be maximized.

24 The motion aims to allow the National  
25 Commercial Fishing Safety Advisory Committee members

1      adequate time to thoroughly consider these aspects  
2      before finalizing the award structure. Task  
3      Statement Number 26-24 will be added as a priority  
4      agenda item at the next meeting.

5                    CHAIR DZUGAN: Is there a second to that  
6      motion? I see Barb. Thank you.

7                    Discussion? Captain.

8                    CAPTAIN NEELAND: Sorry. Just as a point  
9      of clarification, my understanding is your intent is  
10     you'd like to work on the award between this meeting  
11     and the next meeting. So to do that, technically the  
12     work should be done in a subcommittee, and establish  
13     a subcommittee to allow continuation of the work.  
14     Thank you.

15                  VICE-CHAIR ALWARD: That's exactly what I  
16     was going to recommend. Sounds like we need a  
17     subcommittee to be able to do this work in terms of  
18     if we want to -- do you need an official motion or  
19     can the Chair just create a subcommittee?

20                  CAPTAIN NEELAND: I'll have to check the  
21     bylaws on it, but I --

22                  CHAIR DZUGAN: The Chair can name a  
23     subcommittee -- a Chair for the subcommittee. I hate  
24     to pull somebody at the last minute and name them,  
25     but if anybody who has been involved with this to



1       this point is interested, we'll use that as some  
2       guidance.

3               Captain.

4               CAPTAIN NEELAND: Just, again, a point. I  
5       think the motion you have forward is to table it, but  
6       that's, I don't believe, your intent. Your intent is  
7       to allow a subcommittee to evaluate and continue  
8       development of the award, is my understanding, so I  
9       just wanted to point that out.

10              CHAIR DZUGAN: Good catch. Yeah, Matt.

11              VICE-CHAIR ALWARD: I move to table this  
12       motion until time certain after lunch so it can be  
13       wordsmithed.

14              MS. HEWLETT: Sorry about that.

15              CHAIR DZUGAN: Second for that?

16              MR. DAUGHTRY: Second. Ben Daughtry.

17              MR. THIELER: Second.

18              CHAIR DZUGAN: I see Michael over there,  
19       Michael Theiler. Okay. So we're going to table this  
20       until after lunch. We'll meet back here at -- give  
21       people their same hour and 15 minutes, which 1:15, as  
22       per schedule, I believe. 1:15.

23              Again, so before we break, thanks everybody  
24       for their work yesterday and today, and enjoy your  
25       lunch, and we'll see you back here at quarter after

1 the next hour.

2 (Lunch recess 11:51 a.m.)

3 (On record 1:30 p.m.)

4 MR. WENDLAND: Welcome back. Took one day  
5 too long to get a nice piece of halibut in my  
6 stomach, but the cod sufficed -- the black cod  
7 sufficed yesterday. So hope everybody had as  
8 pleasant a lunch as I did.

9 So we left off with the subcommittee  
10 reporting back and we also had a nice chat regarding  
11 committees and subcommittees. And so just for the  
12 record, we do have an ongoing subcommittee, the  
13 vetting committee of this committee, that meets  
14 45 days after this meeting, typically around that  
15 time frame.

16 It's also known that when the subcommittees  
17 are done with their tasks, they should be closed out.  
18 So just going to leave you with that. So that's how  
19 we'll proceed, depending on how you guys want to do  
20 that. That's just the formalities of it.

21 Taking a pause here just because I see the  
22 Chairman and Tom working through some things.

23 CHAIR DZUGAN: Matt.

24 VICE-CHAIR ALWARD: We had a motion that  
25 was tabled until time certain after lunch. So this

1 motion is now on the floor as written. Maybe  
2 thinking you might have some amendment for it.

3 MR. DAMERON: Mr. Chair. Yes, I have an  
4 amendment for the motion to table action on Task  
5 Statement Number 26-24.

6 The motion reads: The National Commercial  
7 Fishing Safety Advisory Committee moves to table  
8 further committee action on Task Statement Number  
9 26-24, craft a NCFSAC posthumous special recognition  
10 award until the next scheduled NCFSAC meeting and set  
11 up a subcommittee to work on developing, finalizing  
12 the award structure.

13 Justification. The committee needs  
14 additional time to coordinate with other entities  
15 that should be involved in the award. Additional  
16 discussion is needed to determine how the award will  
17 be presented and how its impacts on the industry  
18 safety advocacy can be maximized. This motion aims  
19 to allow NCFSAC members adequate time to thoroughly  
20 consider these aspects before finalizing the award  
21 structure. Task Statement 26-24 will be added as a  
22 priority agenda item at the next meeting.

23 CHAIR DZUGAN: If we -- you include the  
24 words table in here in the second sentence?

25 MR. DAMERON: Yes.

1 CHAIR DZUGAN: We need to create a  
2 subcommittee for this.

3 MR. DAMERON: Yes.

4 CHAIR DZUGAN: And if you do this and work  
5 on this between now and the next meeting in the fall,  
6 and if we table it now, we won't be able to work on  
7 it over the summer. So I was thinking maybe  
8 substituting the words where it says move to table  
9 for further action in the task statement, in other  
10 words, keep it open so that we can work on -- so the  
11 subcommittee can do some work on that.

12 Does that make sense? This was tabled, I  
13 think, just for the lunch period, that we were at  
14 lunch.

15 VICE-CHAIR ALWARD: Matt Alward. The  
16 motion was tabled, but it's now back on the table.  
17 Now you're offering an amendment to the motion  
18 because you made the motion.

19 CHAIR DZUGAN: The amendment would be to  
20 take out to table.

21 VICE-CHAIR ALWARD: You guys were supposed  
22 to work on this over lunch.

23 CHAIR DZUGAN: For the intent of what we  
24 want to do, we want to keep this alive, this motion,  
25 to carry it over to the next meeting so that we can

1 do Number 1 and Number 2. In addition, we want to  
2 create a subcommittee to be able to work on that so  
3 it's not just a subcommittee of one person.

4 And I was wondering -- we can use this as a  
5 vehicle to do that, one motion, or if we have to make  
6 two different motions. But I don't know how we set  
7 up the subcommittee when we close this one.

8 MR. DAMERON: Mr. Chair, I believe that  
9 this tabled further Committee action -- full  
10 Committee action on the task. It didn't prevent us  
11 from setting up a subcommittee.

12 CHAIR DZUGAN: Okay. Matt.

13 VICE-CHAIR ALWARD: Question for staff.  
14 Matt Alward. Does this work for their intended  
15 purpose? Should we have a motion that just simply  
16 creates a subcommittee and tasks it with...

17 CAPTAIN NEELAND: I think for clarity  
18 purposes -- thanks for the question. For clarity  
19 purposes, I think it's better to just have a clean  
20 motion where you just create a subcommittee and task  
21 the subcommittee to work on the task between now and  
22 the next full Committee meeting.

23 CHAIR DZUGAN: As a separate motion?

24 VICE-CHAIR ALWARD: One motion?

25 CHAIR DZUGAN: As one motion?

1 CAPTAIN NEELAND: That can be done as one  
2 motion, yes.

3 VICE-CHAIR ALWARD: Matt Alward. If you  
4 guys don't have this wordsmithed right now, maybe I  
5 suggest you just withdraw the motion that's currently  
6 on the table, because we know that's not what it's  
7 going to be, and then when you're ready, we can  
8 reintroduce the new motion.

9 MR. DAMERON: What motion is currently on  
10 the table?

11 VICE-CHAIR ALWARD: As was written before  
12 lunch. There was a motion on the floor before lunch.  
13 That motion was tabled until time certain after  
14 lunch. So that motion as written currently is on the  
15 table. It has not been amended yet. So we have a  
16 motion on the floor. You could just vote on that  
17 motion and vote it down, or you could withdraw your  
18 motion as opposed to trying to amend it on the fly  
19 right now. You can actually write it up.

20 MR. DAMERON: Is this the motion that is --  
21 okay.

22 CHAIR DZUGAN: Matt.

23 VICE-CHAIR ALWARD: I'm going to offer an  
24 amendment. So the National Commercial Fishing Safety  
25 Advisory Committee moves to create a subcommittee

1 which is tasked to take action on Task Statement  
2 Number 26-24.

3 CHAIR DZUGAN: Period.

4 VICE-CHAIR ALWARD: Well, you can include,  
5 craft a Fish SAC posthumous special recognition award  
6 and then strike, until the next scheduled meeting.

7 CHAIR DZUGAN: And strike the  
8 justifications.

9 VICE-CHAIR ALWARD: I don't care.  
10 Justifications should not be in a motion.

11 MR. DAMERON: Could you repeat that again  
12 so that Angel can make edits on the fly. The maker  
13 of the motion --

14 VICE-CHAIR ALWARD: I'm offering an  
15 amendment to the motion that's on the floor. The  
16 motion there will now read: The National Commercial  
17 Fishing Safety Advisory Committee moves to create a  
18 subcommittee tasked with -- tasked, e-d -- and then  
19 strike table, and then strike -- after recognition  
20 award, period, strike that last part of the sentence.  
21 You can probably remove that comma.

22 So that would be the motion and then you  
23 don't need to -- that's the motion. That's my  
24 offered amendment. You do not have a second.

25 MR. DAMERON: The maker of the motion

1 agrees with the amendment.

2 VICE-CHAIR ALWARD: I think we offered an  
3 amendment.

4 MR. DOOLEY: I second it.

5 VICE-CHAIR ALWARD: Bob seconds it. Call  
6 the question on the amendment.

7 CHAIR DZUGAN: So the question has been  
8 called on this amendment as written. Can we see that  
9 up there one more time?

10 The motion as it's read, we're going to get  
11 rid of the justifications. I'm just going to read  
12 you the part that we're voting on, is the first three  
13 lines.

14 The National Commercial Fishing Vessel  
15 Safety Advisory Committee moves to create a  
16 subcommittee tasked with further action on Task  
17 Statement Number 26-24, craft an NCF SAC posthumous  
18 special recognition award. End of motion.

19 Do we have a first and second? You called  
20 for the question.

21 VICE-CHAIR ALWARD: Matt Alward. It's  
22 technically you have a question on amending the  
23 motion and then we'll have to vote again on the  
24 motion as amended.

25 CHAIR DZUGAN: So is there any disagreement



1 with the amendment?

2 Hearing no disagreement with the amendment,  
3 we'll bring the motion back to the -- we'll bring the  
4 full motion back, the one I just repeated, and the  
5 first paragraph on the screen, which I'm not going to  
6 read it again unless somebody really needs it. I  
7 think it's pretty clear now.

8 Do we have any other discussion on it?  
9 Somebody call for the question, please. David.

10 MR. TURNER: I call the question.

11 CHAIR DZUGAN: David is first on the draw.  
12 Question has been called.

13 All in favor of the motion, signify by  
14 raising your hand. It passes unanimously. The  
15 motion has been passed.

16 Now that the motion has been passed, we'd  
17 like to set up a subcommittee to help work on the --  
18 I'm going to propose the Subcommittee Number 2 to  
19 work on this in the interim between now and the next  
20 meeting in terms of setting up some of the aims and  
21 formalizing some of the strategy for awarding of the  
22 memorial.

23 Is there any opposition to creating that  
24 subcommittee from anyone? Can we adopt that by  
25 unanimous consent then?

1                   VICE-CHAIR ALWARD: You have the authority  
2     to just appoint an authority.

3                   CHAIR DZUGAN: Hearing there's not any  
4     opposition to it, then the committee members who were  
5     part of the Committee 2, they will be the  
6     subcommittee for this group. If somebody else wants  
7     to join that subcommittee, they can. It's up to you.  
8     And I would ask people to maybe do that now so we can  
9     know who we have to work with. Anybody else wish to  
10    join that subcommittee just on this award and the  
11    structure for the award?

12                  MR. ROSVOLD: Or unjoin?

13                  CHAIR DZUGAN: Or unjoin, sure.

14                  MR. ROSVOLD: I don't think I'm an  
15    appropriate member for that group.

16                  CHAIR DZUGAN: That will be amended -- or  
17    in the transcript and I made a note of that.

18                  Anybody else wishes to unjoin or join?  
19    Seeing no other volunteers, the committee has been  
20    established. There was no objection to that, right,  
21    to the motion itself?

22                  Jonathan.

23                  MR. WENDLAND: Mr. Chairman, just a couple  
24    comments on that. I know Subcommittee Number 2 was  
25    called the Communications Subcommittee, correct, so

1 in essence, then that subcommittee, to my knowledge,  
2 has not been closed out by the committee. So  
3 therefore, it might make sense to either rename your  
4 new committee -- new subcommittee so it's not called  
5 Subcommittee 2, and that can be closed if you so  
6 desire.

7 In addition to that, the public has to be  
8 invited to the subcommittee. And how we addressed  
9 that last time, rather than getting into the FR  
10 business, this is a public meeting, we would put on  
11 record whoever the chair is for that subcommittee  
12 that you're creating and provide that person's e-mail  
13 address so the public has notice and opportunity to  
14 participate.

15 CHAIR DZUGAN: Matt, comment?

16 VICE-CHAIR ALWARD: I thought I saw a hand  
17 up.

18 CHAIR DZUGAN: What's the feelings of the  
19 subcommittee on that, on Jonathan's comments? Are  
20 you in favor of closing it out, what we have right  
21 now, and setting up another subcommittee? I kind of  
22 thought of that Committee Number 2, because they are  
23 in communications, and I see some of the work being  
24 done here is a communications, PR, marketing  
25 ourselves as an entity. So, in general, I thought it

1       might fit in under here. But if somebody feels that  
2       needs to be separate. Matt.

3               VICE-CHAIR ALWARD: I mean, we just  
4       created -- this motion just created a subcommittee  
5       tasked with one specific task, so I'd just call it  
6       the Award Subcommittee.

7               CHAIR DZUGAN: Any opposition to that name  
8       change?

9               VICE-CHAIR ALWARD: It's not a name change.  
10       We just created a new subcommittee through this  
11       motion. Subcommittee 2 is Subcommittee 2, which is  
12       kind of part of the Communications Committee, which  
13       is something also doing. This is a new subcommittee.  
14       You can place those wherever you want.

15              CHAIR DZUGAN: The Award Subcommittee. So  
16       that's another change. Any disagreement with this  
17       change? We've all voted on this already. I think we  
18       need to vote again on this.

19              VICE-CHAIR ALWARD: You're allowed to name  
20       committees.

21              CHAIR DZUGAN: Okay. So we're naming that  
22       committee with the new name, and we don't need to  
23       vote on it. You're right. Matt.

24              VICE-CHAIR ALWARD: Are you done with that?

25              CHAIR DZUGAN: Done.

1 VICE-CHAIR ALWARD: While we're talking  
2 about committees, I move to dissolve the  
3 Communications Subcommittee.

4 CHAIR DZUGAN: Is there a second to that?  
5 David. That's a second?

6 MR. TURNER: Uh-huh.

7 CHAIR DZUGAN: Any discussion on that?

8 VICE-CHAIR ALWARD: Pursuant to advice from  
9 staff, since that subcommittee has completed its task  
10 and has no current task, it should be dissolved.

11 CHAIR DZUGAN: Any comments? Anybody  
12 opposed to this motion? Hearing no opposition, it's  
13 passed.

14 MR. WENDLAND: Mr. Chairman, one other  
15 comment. With the new Awards Subcommittee that was  
16 just created, it would be helpful to have that chair  
17 of that subcommittee and the e-mail address provided  
18 on record so the public has notice.

19 CHAIR DZUGAN: Tom, would you mind chairing  
20 that?

21 MR. DAMERON: Jerry, do you want to chair  
22 that?

23 CHAIR DZUGAN: Sure.

24 MR. ALWARD: You can chair a subcommittee.

25 CHAIR DZUGAN: Yeah. I want to ask some

1 others before I throw my hat in the ring. So I will  
2 be willing to chair that subcommittee. Thank you.  
3 So for the record, to make sure you got that, I,  
4 Jerry Dzugan, will head the subcommittee on the --  
5 the Awards Subcommittee.

6 MR. WENDLAND: Mr. Chairman, do you want to  
7 provide your e-mail address so the public can reach  
8 out if they so desire to participate?

9 CHAIR DZUGAN: And for the record, my  
10 e-mail address is jerry@amsea.org.

11 Move on? Angel, ready?

12 Do we have any other hanging business? Oh,  
13 yeah, we have the big hanging business here. Yeah.  
14 So go ahead.

15 MR. DAMERON: Mr. Chairman, it's not that  
16 big. I have a motion for the National Commercial  
17 Fishing Safety Advisory Committee regarding the  
18 adoption of Fishing Vessel Safety Management Systems,  
19 FVSMS.

20 Whereas, the United States commercial  
21 fishing industry remains a profession with ongoing  
22 and emerging safety challenges leading to preventable  
23 fatalities and injuries; and whereas, a safety  
24 management system promotes a proactive and systematic  
25 safety culture encouraging open, nonpunitive

1 reporting of safety concerns, and has been  
2 demonstrated to reduce accidents across various  
3 maritime sectors; and whereas, effective  
4 implementation of a safety management system on  
5 commercial fishing vessels will foster continuous  
6 risk identification, adherence to safety policies,  
7 and improvement of safety practices through regular  
8 equipment inspections, drills, and training while  
9 improving situational awareness; and whereas, current  
10 regulatory frame work, such as 33 CFR Part 96, are  
11 tailored to vessels covered under SOLAS and do not  
12 reflect the operational realities of commercial  
13 fishing vessels necessitating a sector-specific  
14 approach; and whereas, the Towing Safety Management  
15 System, TSMS, has enhanced safety within the towing  
16 industry, establishing a clear precedent for adoption  
17 of a practical and tailored safety management system  
18 for commercial fishing vessels; and whereas, safety  
19 training programs that emphasize seamanship, vessel  
20 operations, and situational awareness are critical to  
21 building the competencies necessary to improve  
22 commercial fishing vessel safety and accepted  
23 training programs should be integrated into all  
24 commercial fishing vessel safety plans; and it's  
25 resolved that the committee recommends the adoption

1 of an FVSMS tailored to the unique risks of  
2 commercial fishing, would allow vessel owners to  
3 utilize a safety management system under Part 28 to  
4 meet all the necessary documentation requirements,  
5 thus enhancing safety outcomes.

6 The FVSMS framework should emphasize  
7 proactive risk management, requiring regular  
8 documentation of safety policies, equipment  
9 inspections, maintenance, drills, and training, and  
10 ensuring continuous compliance with U.S. laws and  
11 applicable standards.

12 The committee recommends that the  
13 U.S. Coast Guard develop the FVSMS regulations in a  
14 manner that limits safety management system data  
15 usage exclusively for enhancing safety and preventing  
16 future accidents. The data should not be used for  
17 legal or criminal proceedings, except in cases of  
18 gross negligence, willful misconduct, or criminal  
19 intent, thereby ensuring the safety reporting and  
20 that the safety reporting culture remains protected.

21 CHAIR DZUGAN: Is there a second to that  
22 motion?

23 MR. BOEHMER: I'll second that.  
24 Kris Boehmer.

25 CHAIR DZUGAN: Any discussion?



1 Michael Terminel and Tom.

2 MR. TERMINEL: Michael Terminel. So I've  
3 been involved with safety management systems, IMS  
4 systems for 25 years. They are legal documents,  
5 period. There's no getting around that. So I just  
6 want to make sure it's not -- it's not the  
7 Coast Guard that's going to say whether or not it's a  
8 legal document or not. You're doing this and it's  
9 part of your safety management system. It is all  
10 admissible in court, period.

11 So I don't -- it's not really a Coast Guard  
12 decision on that one. These will be legal documents,  
13 period. So I just wanted to put that out. And I've  
14 been involved with court cases where this stuff has  
15 been subpoenaed, and it's something that will  
16 definitely come back later.

17 CHAIR DZUGAN: Tom.

18 MR. DAMERON: Thank you, Mr. Chairman.  
19 First, to address Mike's point, Congress has already  
20 passed laws that we need to document the conducting  
21 of drills, giving emergency instructions, and  
22 inspecting of equipment, and those documentations --  
23 that documentation would be just as admissible as any  
24 documentation in a safety management system.

25 I want to point out that the Coast Guard's

1      reply to Task Number 15-24 that required commercial  
2      fishing vessel operators hold United States  
3      Coast Guard-issued Merchant Mariner Documents, which  
4      we discussed down in Jacksonville, Florida, the  
5      Coast Guard said that they were going to evaluate and  
6      continue to consider future legislative authority  
7      changes to further enhance safety of commercial  
8      fishing vessels if we did not make progress in  
9      establishing the safety culture aboard commercial  
10     fishing vessels, if we did not incorporate training  
11     concepts aboard commercial fishing vessels, if we  
12     didn't develop prudent situational awareness aboard  
13     commercial fishing vessels, and embrace good marine  
14     practices by the entire crew.

15                Now, I've been involved with safety  
16     management systems and their use for quite a number  
17     of years, and safety management systems -- and  
18     according to the blueprint for a national program,  
19     which, throughout the conclusions and recommendations  
20     of that research, says that a systematic approach to  
21     safety management is the way to elevate safety in the  
22     commercial fishing industry.

23                And if those of us in the industry want to  
24     continue to be self-regulated and not to be subject  
25     to U.S. Coast Guard Merchant Marine Documentation, if

1 we are really going to take this bull by the horns  
2 and do it ourselves, this is the opportunity to do  
3 that.

4 A safety management system is the  
5 systematic approach that tells you, shows you what  
6 you need to do, when you need to do it, how you need  
7 to do it, and it documents it for you when you're  
8 done. The only thing that the fisherman needs to do  
9 is the actual safety management practice, checking  
10 the high water alarm, checking the hydrostatic  
11 release, testing the EPIRB that he's supposed to be  
12 doing anyway, and then telling the safety management  
13 system, I did do this at this time.

14 So I would strongly recommend that this  
15 committee at least makes it an option for a safety  
16 management system to be used to document what we  
17 should all be doing anyway. Thank you.

18 CHAIR DZUGAN: Michael Terminel.

19 MR. TERMINEL: Michael Terminel. So the  
20 safety management systems that are in place with  
21 subchapter M, with subchapter T-boats, with I-boats,  
22 with subchapter K, with all these other vessels,  
23 there is third-party audits. Okay? Whether it be  
24 ADS or whether the subchapter M has third-party  
25 organizations, just like the fishing vessels that go

1 and do these audits.

2 So you're not totally free to do what you  
3 want. You will be subject to annual audits, whether  
4 it's -- whether it's -- I'm pretty sure you're going  
5 to have to have an internal audit. So you do it  
6 internally once a year. And then when the auditor  
7 comes, they look at your internal audit, and they use  
8 that as a footprint. But they have their own things  
9 that they go, oh. So they're double-checking to make  
10 sure these things are done.

11 It's not because you have the safety  
12 management system Coast Guard is not going to be  
13 involved anymore. Because they will be looking at  
14 these audits that are done yearly. So thank you.

15 CHAIR DZUGAN: Tim Vincent and then Butch.

16 MR. VINCENT: Question for you, Mike. I'm  
17 assuming the fisherman is going to pay for those  
18 third-party audits? That's a yes. I get that as  
19 yes.

20 Then my other question is, how -- on this  
21 suggestion of the SMS, how -- are you going all the  
22 way down, like is it going to be inside of three  
23 miles, or have you guys thought about, like, you  
24 know, is it everybody, is it industry-wide? Where  
25 does that lie at this point?

1 MR. DAMERON: Mr. Chair.

2 CHAIR DZUGAN: Go ahead, Tom.

3 MR. DAMERON: I think that's open-ended at  
4 the moment. The way this motion was originally  
5 written, it was originally intended as an option for  
6 only those vessels that needed a Certificate of  
7 Compliance during our -- during our editing of this.  
8 That's one of the things that -- that's one of the  
9 things that came out. So when that came out,  
10 that's -- you're correct. That's not clear in the  
11 way this is written. But it was for those that  
12 operated outside of three miles or with more than  
13 16 people.

14 CHAIR DZUGAN: Butch.

15 MR. HEWLETT: My question about it is, so  
16 every morning I check my oil, I got to write down I  
17 checked my oil. Every time I put a screw in the  
18 boat, now I'm going to have to write down in the boat  
19 where I put a screw. Every time I replace my shives  
20 and my shive plate, I'm going to have to document all  
21 that too? I mean, because, to me, if I got to  
22 document all that stuff, I got to have -- you know,  
23 it's going to run an hour, two hours a day of  
24 paperwork. That's just a question I got. I mean, is  
25 it that critical?

1 CHAIR DZUGAN: Tom and then Michael.

2 MR. DAMERON: So Butch, this is intended to  
3 document the items that Congress has already passed  
4 laws that we have to document, and that's our drills,  
5 that's our instructions, and that's the inspection of  
6 our emergency equipment. So your EPIRB, your fire  
7 extinguishers are emergency equipment. The shoes on  
8 your scallop dredge are not.

9 CHAIR DZUGAN: Michael.

10 MR. TERMINEL: So safety management  
11 systems, IMS, when this first came out 25 years ago  
12 or so when I was on inspected ships, the companies  
13 went all out, and our document book was probably  
14 5,000 pages. That was just overwhelming. And what  
15 they came up with was, if it's written in that policy  
16 for your safety management system, you have to do it,  
17 and you have to show proof that you're doing it.

18 Well, now those companies that had a  
19 5,000-page document, it is now like 120 pages.  
20 They've cut it down to the bare minimum of what they  
21 need to do to carry on their operation, what they  
22 feel for their industry they need. Some of them have  
23 the behavioral-based safety systems, oil pollution  
24 control, things of that nature, all the way to  
25 mechanical and things like that.

1                   Now, you get some of the big drill ships  
2   and things like that, they've got a very robust  
3   safety management system and a mechanical system for  
4   things like that. Because you've got ten engineers  
5   working, so you got to know what one hand is doing  
6   for the other so you don't get hurt.

7                   But for the fishing vessels, in my opinion  
8   it would be a very -- much smaller in scale. You  
9   wouldn't have -- you know, you could go as far as  
10   your safety meetings. I do the PNI out in the  
11   Bering Sea for some of the guys on the Deadly Catch  
12   and I've talked to those guys, say, so let me see  
13   your safety meetings when you put the crab pots over.  
14   They just look at me like I'm nuts. But the PNI  
15   clubs want to see that.

16                  So some of this is driven by insurance once  
17   you get these safety management systems, and some of  
18   it is driven by your internal company what you do.  
19   So I think you can put -- there's going to be a  
20   certain limit of what your regulatory requirements  
21   are going to be to put in it, but a lot of these  
22   companies scaled that way down, because at first it  
23   was crazy. I mean, we had binders and binders on the  
24   ship that we had to abide by, and you had to show  
25   proof that you did everything in there. And now

1       they've kind of scaled back quite a bit on that. So  
2       that's what I got.

3                   CHAIR DZUGAN: Ben.

4                   MR. DAUGHTRY: Ben Daughtry. Thank you,  
5       Mr. Chairman.

6                   Can you just repeat -- you mentioned that  
7       the idea was to be for vessels that needed to be --  
8       to have the sticker, to have that dock inspection  
9       that is currently voluntarily, I guess, until  
10      regulations are written. Can you just, once again,  
11      say that and what that cutoff is? Sorry.

12                  MR. DAMERON: Yeah. If I misspeak, the  
13      Coast Guard can correct me. So the Certificate of  
14      Compliance is for those commercial fishing vessels  
15      that operate outside of three nautical miles or with  
16      more than 16 persons aboard.

17                  And if -- while I have the mic, if I could  
18      just follow up on what Mike said. A lot of these  
19      companies that have a safety management system and  
20      someone has done a binder drop on their boat and  
21      they've got two thick-ass binders that end up -- that  
22      are on the shelf and that nobody is doing anything  
23      with, when they have an actual safety management  
24      system on board and that safety management system is  
25      something they're following on a daily, weekly,



1      monthly basis, it tends to get scaled down to what  
2      you're actually going to do on the daily, weekly,  
3      monthly basis.

4                      And if you have a structure for taking care  
5      of the safety management aboard your boat and it's a  
6      scaled-down structure to what you're actually doing,  
7      that's what we're looking for, and that's really what  
8      industry needs to be able to show that we are able to  
9      do if we want to be a self-regulated industry.

10                     If not, the Coast -- if we're not able to  
11      show that, the Coast Guard, in time, will move ahead,  
12      and if we're not able to show that we have -- that we  
13      have truly embraced safety, we'll end up with  
14      Merchant Marine Documents and it will be put upon us.

15                     I think this is the opportunity for us to  
16      show that we can take this bull by the horns and  
17      be -- have our own destiny in our hands and show that  
18      we can be a safer industry.

19                     CHAIR DZUGAN:    Matt.

20                     VICE-CHAIR ALWARD:    Matt Alward.    There's a  
21      lot here.    First of all, the Coast Guard can't just  
22      go ahead and say you didn't take the bull by the  
23      horns so we're going to require you to be licensed  
24      mariners.    Congress would have to do that.    So the  
25      threat to the Committee is, if we don't take action,

1 Congress might take action, not the Coast Guard might  
2 take action.

3 So I don't even think this is a motion.  
4 It's a resolution, first of all. So I don't know why  
5 we're not doing it in a resolution, but we could do  
6 it that way. Usually all the rest has a motion and  
7 there's rationale that's not part of the motion,  
8 which will be the whereases.

9 But if we just take these three points as  
10 the motion, it's kind of confusing, because the  
11 committee recommends that's the adoption of an FVSMS  
12 tailored to the rest of the fishing industry would  
13 allow vessel owners to utilize an SMS under Part 28.  
14 That's just -- I don't even know what that's saying.  
15 It's saying that we recommend that, if we did adopt  
16 it, it would allow the use of an SMS under Part 28.  
17 It's not saying, let's write regulation under Part 28  
18 to require it.

19 I'm confused that you're actually -- then  
20 the third point says, Committee recommends the  
21 Coast Guard develop the FVSMS regulations, so that is  
22 saying write regulations, but it's not really clear  
23 that it's even asking to write regulations.

24 So first I have some structural issues  
25 before actually even talking about the heart and soul

1 of the motion. I don't know if you could address  
2 those. It's a very confusing -- this is confusing  
3 what we're actually asking for.

4 CHAIR DZUGAN: Do you want to try to  
5 address those now, Tom, or do you want to let us get  
6 to the next question first, the next person to ask a  
7 question or comment first?

8 I'm going to do this. I'm going to refer  
9 to the next person who wants to make a comment and  
10 give you a little bit of a chance to think.

11 Eric.

12 MR. ROSVOLD: Eric Rosvold. You know, I  
13 look at this, I just keep thinking about the  
14 checklist generator that we use before we do an  
15 inspection, and it sort of covers those points, and  
16 at that time I do my inspection and I'm good to go.  
17 I mean, I'll get my Certificate of Compliance, boat  
18 is ready to go fishing. We already have a checklist  
19 generator. It's sort of what you're asking for here.  
20 Thank you.

21 CHAIR DZUGAN: Go ahead, Tim.

22 MR. VINCENT: Tim Vincent. My question is  
23 for Captain Mark or Joe. I kind of -- the way I  
24 under -- and you can correct me if I'm wrong here --  
25 but on Certificate of Compliance as it relates to the

1 Coast Guard safety decal, I believe that's like a  
2 fish processor has a Certificate of Compliance, and I  
3 think everything else is just the -- well, the  
4 Dockside Safety Examination where you get a decal and  
5 it's two years.

6 So it sort of leads me to believe like --  
7 I'm just thinking out loud here, I guess, but kind of  
8 like I don't want to confuse, like, oh, no, the  
9 Certificate of Compliance is no big deal or whatever.  
10 It is a pretty big deal. You're going pretty far up  
11 the food chain when Certificate of Compliance  
12 actually starts.

13 MR. MYERS: Joe Myers speaking. Yes,  
14 currently you are correct. COCs, Certificate of  
15 Compliances, pertain to fish processors. There is,  
16 within the final rule that is yet to be final, that  
17 the reg project that will include COCs for other  
18 fishing vessels, but that has not come to be yet.  
19 So -- and I was going to mention that, but I  
20 appreciate you bringing that up.

21 So when we're talking COCs, we don't want  
22 to take that out of context, because, as we know, we  
23 have a reg project underway, but today the majority  
24 of the fishing fleet are not required to carry a COC.  
25 The exam says signed by Dockside Exam 5587 evidenced

1 by a fishing vessel decal. Over.

2 MR. VINCENT: I don't want to get into the  
3 weeds here at all, but one thought. Eric just  
4 brought up something that I found interesting  
5 actually, which might be something for consideration  
6 at the next meeting. But he's absolutely right that  
7 the checklist generator, in my opinion, is absolute  
8 solid gold for fishing vessel safety, and I think  
9 it's wildly underutilized right now. In fact, I  
10 asked Mike Rudolph about that earlier today.

11 And maybe in the future if we could do  
12 something that you had to utilize the checklist  
13 generator and do it and then log it, that might be a  
14 real simple way to move way up the food chain really  
15 fast on this.

16 MR. MYERS: Joe Myers. Follow up on that  
17 if I can. Yes. And just so everyone understands,  
18 and I'm sure most of you do understand, the checklist  
19 generator captures the majority of elements already  
20 captured on that 5587 Dockside Exam form, but it is a  
21 user-friendly tool for the operator to use to tailor  
22 the exam to their vessel specifics.

23 So you're right, it's a quick user-friendly  
24 tool, but in the end, it will accomplish what that  
25 dock-side exam form accomplishes.

1                   CHAIR DZUGAN: I have a question. I am  
2    torn by this one. I think SMS system is good for a  
3    lot of situations, or some variation of it, like you  
4    suggested, something that accomplishes some of the  
5    same things.

6                   The way it reads right now, it says fishing  
7    vessels. I want to know where the bottom line is in  
8    fishing vessels. I don't even think it's mentioned  
9    beyond three miles here. Is this for all fishing  
10   vessels, even if you're fishing the beach? Is it  
11   beyond three miles? Are there any -- I think of --  
12   again, we're in a state that's got thousands of  
13   people fishing out of small vessels in rural Alaska  
14   villages, and I don't -- to us in this room seems  
15   like it's not that big a lift to do.

16                  To those folks who are in small communities  
17   with lack of communication, lack of internet, having  
18   just gone through two weeks of no internet myself,  
19   I'm kind of being reminded of what that's like when  
20   trying to working with officialdom and bureaucracies.  
21   I'm concerned about the cost. If 10 or 20 bucks a  
22   month doesn't seem like a big deal to us, it's a big  
23   deal in a lot of places.

24                  And we're talking about thousands of boats.  
25   I'm thinking about Bristol Bay where you're fishing

1 for six months -- six weeks out of the year in small  
2 boats that are 32 feet or less. Thinking of the rest  
3 of the country that we visited, the Gulf of Mexico  
4 with groups whose English is not their first  
5 language. The Portuguese on the East Coast, Spanish  
6 speakers, Vietnamese, etcetera, etcetera. I'm just  
7 not seeing where a breakpoint is.

8 I tried to bring this up a couple times in  
9 the subcommittee, like, can we look at vessels over  
10 79 feet, can we look at vessels over 58 feet? I  
11 mean, what's -- the way it's stated right now,  
12 it's -- there's no bottom. And that's my -- one of  
13 my biggest concerns. Not that I'm opposed to it for  
14 certain vessels, but for that fleet that's under  
15 58 feet, I am concerned. And that's my concern.

16 I would like to break from this  
17 conversation for a minute just so we can get to the  
18 agenda. We'll come back to it. Quickly, I just want  
19 to ask the question for anybody in the public who may  
20 have been here and sitting here or who has been here  
21 if they want to make any public comments, can we do  
22 that, accept that?

23 Is there anybody here that is here to make  
24 any public comments? Just a reminder that your  
25 comments are just three minutes or less. This is

1 your opportunity to make a public comment on anything  
2 regarding fishing vessels. Seeing none, we can get  
3 back to the meeting.

4 Although, I would also make a call for a  
5 break, because I could really use a break right now.  
6 I had too much to drink at lunch.

7 MR. DAUGHTRY: I'll second that.

8 (Recess 2:19 p.m.)

9 (On record 2:33 p.m.)

10 CHAIR DZUGAN: We're going to come back  
11 after our short recess here. For the good of the  
12 order here, I'm going to suggest that we take a few  
13 more comments, if there's any way to improve this,  
14 perhaps, if anybody has any idea of the existing  
15 motion as it stands. Go ahead.

16 MR. LONDRIE: Greg Londrie. You raised a  
17 good point, Jerry, when you talked about specifically  
18 the fleet in the Gulf and language issues but then  
19 referred back to length of -- size of vessel. And at  
20 79 foot, it wouldn't even get close to the Vietnamese  
21 fleet, because they're operating mostly 90 to  
22 100 foot. So it's an issue.

23 CHAIR DZUGAN: Tom.

24 MR. DAMERON: I have some edits that might  
25 satisfy Matt's concerns. This might read: The



1 Committee recommends that the adoption of an FVSMS  
2 for those vessels that operate outside of three  
3 nautical miles or with more than 16 POV tailored to  
4 the unique risk of commercial fishing and would allow  
5 vessel owners the option to utilize an SMS under  
6 Part 28 content to meet all necessary documentation  
7 requirements, thus enhancing safety outcomes.

8 CHAIR DZUGAN: So you're saying vessels  
9 over three miles from the baseline? Yeah.

10 Matt.

11 VICE-CHAIR ALWARD: While that maybe makes  
12 it a little more clear that this would advise you,  
13 it's still not remotely clear if we're actually  
14 asking to create regulation requiring SMSs for now  
15 vessels who operate more than three nautical miles  
16 and whatever the rest was.

17 It's still not even clear what we're asking  
18 for, to me. It's not saying -- it's just saying the  
19 Committee recommends that the adoption of the safety  
20 management system. It's recommending the adoption  
21 of. But you can fix that and I still don't support  
22 this motion at all, personally.

23 CHAIR DZUGAN: Tom.

24 MR. DAMERON: So I believe the last  
25 paragraph: The Committee recommends that the

1 U.S. Coast Guard develop fishing vessel safety  
2 management system regulations in a manner that limit  
3 SMS data usage exclusively for enhancing safety and  
4 preventing future accidents.

5 So in the -- resolve that in one. It  
6 specifically points that owners are able to use this  
7 as an option to use an SMS to meet all necessary  
8 documentation requirements, and under paragraph 3 it  
9 is clear that we'd be asking for fishing vessel  
10 safety management system regulations.

11 CHAIR DZUGAN: Go ahead, Matt.

12 VICE-CHAIR ALWARD: I have a question for  
13 Coast Guard. Matt Alward. Under the current  
14 regulations and soon-to-be-adopted new rules  
15 requiring more documentation, if somebody voluntarily  
16 had an SMS system, would that meet all the  
17 reporting -- or documentation requirements that are  
18 currently in regulation? If we don't have -- does  
19 the Committee have to recommend an SMS would allow  
20 satisfy those requirements, or if you follow an SMS,  
21 would it already satisfy those requirements?

22 MR. MYERS: Joseph Myers speaking. And my  
23 initial take on that question is there are two  
24 separate things. You have the dockside example, for  
25 example, which covers a variety of safety equipment

1 items and other items. And then you have a tailored  
2 safety management system that may be based on your  
3 business model and a variety of maintenance and  
4 safety criteria within your business plan, your  
5 safety model, so I think which could include the  
6 listed items on the 5587 Dockside Exam form, but it's  
7 not an automatic changeover, or they don't equal out.

8 So I would say that they are two different  
9 items, or can be two different items or topics.

10 VICE-CHAIR ALWARD: I guess, then, to that,  
11 this language wouldn't change that fact. They're two  
12 different items.

13 MR. MYERS: I'm not sure what the question  
14 is.

15 CHAIR DZUGAN: Would you repeat that, Matt?

16 VICE-CHAIR ALWARD: I mean, this Number 1  
17 and the resolve I think is trying to say, if you had  
18 a safety management system, that it should satisfy  
19 the recording -- recording requirements, like drills  
20 and safety orientations and then soon-to-be, come  
21 next May, also a maintenance safety equipment. Those  
22 are the three things that, under regulation, we have  
23 to -- are going to have to document. If you  
24 documented those in as safety management system, that  
25 would satisfy the document -- satisfy regulation.

1                   MR. MYERS: Joe Myers. I would say you're  
2     right. It could satisfy that, but you would have to  
3     look at the tailored safety management system to make  
4     sure it encompasses those items so that it's not a  
5     necessary go. You'd have to look at the document and  
6     verify that it satisfies all those requirements. So  
7     I would say, yes, I'd agree there's a possibility.

8                   CHAIR DZUGAN: Eric.

9                   MR. ROSVOLD: Eric Rosvold. I think when  
10    Tom first wrote this document, he thought it could  
11    take the place of a Certificate of Compliance.  
12    Mr. Myers explained to us that it cannot. You'll  
13    still have to have a Certificate of Compliance. So  
14    this makes it awkward reading through this now when  
15    you take that out. Because before it was one or the  
16    other. And Mr. Myers explained, no, Certificate of  
17    Compliance will always be there.

18                  CHAIR DZUGAN: That's a big thing.

19                  MR. ROSVOLD: Yeah.

20                  MR. MYERS: Joe Myers speaking. Just to  
21    clarify with the Committee and the public so everyone  
22    understands what we were talking about. In  
23    clarifying the COC, Certificate of Compliance, that  
24    is a document that will reflect certain safety  
25    equipment, firefighting equipment, for example, how

1 much PFDs you may be required to have on board  
2 depending on your route, etcetera. So that's not a  
3 substitution for a safety management system. It's  
4 simply a document reflecting certain safety equipment  
5 and vessel particulars on a vessel.

6 CHAIR DZUGAN: Any other questions or  
7 suggested modifications? Michael Terminel and then  
8 David.

9 MR. TERMINEL: So the way I'm reading this  
10 is, for the commercial side right now that requires  
11 an ISM, safety management system, if the vessel is  
12 500 gross tons or more, it's required to have the  
13 safety management system, but if it's not SOLAS  
14 class, ISM isn't required, correct? That's to  
15 Coast Guard.

16 CAPTAIN NEELAND: Part 96, yes.

17 MR. TERMINEL: So even in the inspected  
18 world, it doesn't start till 500 gross tons? It's  
19 voluntary below, but at 500 gross tons in SOLAS  
20 class, then it's mandatory. Under that it's  
21 voluntary.

22 CAPTAIN NEELAND: Keep in mind there's a  
23 bunch of different vessel types and different  
24 subchapters, so the applicability varies. So  
25 internationally there is ISM convention where that

1      kicks in. I would have to double-check. I believe  
2      it's 500. However, domestically there are a number  
3      of vessels less than that that are required via  
4      regulation for a safety management system under the  
5      inspected vessels.

6               CHAIR DZUGAN: We're getting close to the  
7      time. Michael.

8               MR. THIELER: It just seems to me at this  
9      point that, at least speaking for the fishermen in  
10     the room, that we're getting into something that we  
11     don't quite understand yet, and while we're still  
12     working on the fundamentals here, we're already  
13     trying to graduate into something that's much more  
14     complicated.

15              I'm not saying that I wouldn't be opposed  
16     to someone voluntarily using it or voluntarily  
17     getting involved with the safety management system in  
18     a smaller boat, but I'm not sure if, as a group, the  
19     commercial fishing fleet is there just yet. And I'd  
20     be very uncomfortable trying to promote something  
21     that isn't very well understood by the fleet.

22              CHAIR DZUGAN: Yes, Bob.

23              MR. DOOLEY: This is really troubling to  
24     me. I'm looking at it from -- I've run large boats  
25     and owned large boats, I've owned small boats and

1 live in a community that have predominantly small  
2 boats that really have an economic struggle to stay  
3 alive. And you talk about \$100 here and \$1,000  
4 there, that's big money for them. So to me, over  
5 time, since this discussion of safety has come to the  
6 forefront, we have a safer industry in general, and  
7 it continues to get safer every day, in my view.

8 I also see that we have stuff that we've  
9 pushed that we haven't implemented and haven't -- has  
10 not come to fruition, and we don't need to grab  
11 another apple off the tree before we know what the  
12 first ones are doing. And I think -- so if we have  
13 two-year mandatory safety inspections and a checklist  
14 indicator -- or a generator, we have that. We've  
15 heard that that's working. That's bringing safety to  
16 the top of the list. And it's evidenced even in the  
17 voluntary perspective.

18 I mean, I -- I mean, I think we -- in  
19 California right now we have a fishing fleet that  
20 can't fish crab because of whales. They can't fish  
21 salmon because of drought and river conditions. You  
22 know, restricted in rock fish to areas where small  
23 boats are having a hard time getting to. We have  
24 other issues coming with wind and all these things  
25 that are restricting fishing, and they're variable.

1 They're variable. Living is being threatened every  
2 day.

3 And I'll tell you, I think we have to be  
4 really cognizant that a one-size-fits-all program  
5 demanding some more is a bad thing. I don't have any  
6 qualms saying, if you want to use QuickBooks, go  
7 ahead and buy it and use it. If you want to have  
8 somebody verify it. But I think we have a system  
9 contemplated that we haven't seen the results of yet.  
10 And before we go jumping into something like this and  
11 mandating it, I don't think -- I'm just not for it.  
12 So thank you.

13 CHAIR DZUGAN: Tom. And then we're going  
14 to move --

15 MR. DAMERON: To the question, sure. There  
16 was nothing in this motion that mandated anything.  
17 And you can use QuickBooks to track what you pay your  
18 baby-sitter and that's all you use QuickBooks for.  
19 And you can use QuickBooks to run a multi-million  
20 dollar company, and that's what you use QuickBooks  
21 for. This isn't mandating anything. This is  
22 allowing vessel owners to utilize a safety management  
23 system under Part 28 to meet necessary document  
24 requirements. These are already document  
25 requirements. We're not putting any additional



1 requirements on commercial fishing vessels.

2 And the -- and maybe if you can go down to  
3 the 3, maybe paragraph 3 should be the first  
4 paragraph where it says, The Committee recommends  
5 that U.S. Coast Guard develop a fishing vessel safety  
6 management system regulations in a manner that limit  
7 SMS data usage exclusively for enhancing safety and  
8 preventing future accidents.

9 This wasn't intended to mandate that  
10 anybody uses it. It was intended to give the  
11 fishermen another option under the regulations to  
12 document what they're going to have to document  
13 anyway, and that is the inspection of all their  
14 emergency equipment, the conducting of their drills,  
15 and then the giving of their emergency instructions  
16 to the crew. That's all coming down the road anyway.

17 CHAIR DZUGAN: Matt, do you still want to  
18 make a comment?

19 VICE-CHAIR ALWARD: We just heard from our  
20 trusted member of the Committee that the Coast Guard  
21 doesn't have legal authority to say what SMS data is  
22 used for or not used for. It can be legally  
23 subpoenaed. It makes things a little more clear on  
24 an unclear motion to me.

25 But if the approach had been, like,

1 recommending the use of safety management systems  
2 section be added in the Best Practices Guide, that's  
3 kind of what you're talking about, but that's not  
4 this approach. We're talking about writing  
5 regulations, and once you go down that road, I don't  
6 know.

7 So I appreciate that explanation, which  
8 would have been helpful if you started our  
9 conversation with that, but I still don't support the  
10 motion.

11 CAPTAIN NEELAND: Butch.

12 MR. HEWLETT: Butch Hewlett. Aren't we  
13 already doing all this? We're already doing this.  
14 Dockside exams and everything. We're already  
15 documenting this. I don't -- I don't understand.

16 CHAIR DZUGAN: I'm going to entertain  
17 anybody who would like to call the question.

18 MR. ROSVOLD: I call the question.

19 CHAIR DZUGAN: That was Eric. The question  
20 has been called. All who are in favor of this motion  
21 as it stands, as it's on the board, signify by  
22 raising your hand. Three.

23 Those nays, raise your hands. 12. That  
24 adds up to 15. So the motion fails 12 to 3. And  
25 we're going to move on.

1                   I don't know -- let me ask a question. I  
2   don't know if we can bring this up again at a future  
3   meeting or if this is just a dead end and we need to  
4   close this one out. I seek guidance on that from  
5   staff.

6                   CAPTAIN NEELAND: So thank you,  
7   Mr. Chairman. So as far as guidance, I mean the task  
8   has been assigned. You can -- a couple of different  
9   options. You can leave a subcommittee open to  
10   continue to review and take a look at this. You  
11   could also agree to table it till the next meeting  
12   and readdress it at the next meeting. Or if the  
13   Committee can come up to an agreement on a motion,  
14   essentially, to respond to the task, you could  
15   obviously close it during this meeting. I think  
16   those are the three options that you really have and  
17   go from there.

18                  CHAIR DZUGAN: Kris. Thank you, Captain.

19                  MR. BOEHMER: Kris Boehmer. I just have a  
20   question. If we move to close it at this meeting,  
21   does that mean it would -- could it be brought up  
22   again or could it be brought up as another task to  
23   look at at a future date?

24                  CAPTAIN NEELAND: So, I mean, if you close  
25   it, we can always -- we can always add another task.

1     There's no restriction to bringing this up again. My  
2     recommendation, though, is for you to consider, if  
3     you close it, it's still on record it's been tasked,  
4     but there will be essentially no response to the  
5     Committee.

6                 So I don't think that's -- my personal  
7     recommendation is I don't think that's probably the  
8     best way for the Committee to move forward. But  
9     I'll -- Mr. Alward.

10                VICE-CHAIR ALWARD: I'm going to make a  
11     motion. I move to table Task Statement 26-24 until a  
12     future meeting.

13                MR. DAMERON: I second.

14                CHAIR DZUGAN: Any opposition to the  
15     motion? Second? And the motion is passed by  
16     consent. Well, thank you, all.

17                Looking at the agenda. We're down to  
18     Review Voluntary Best Practices. Do you have a Best  
19     Practices Guide?

20                MR. WENDLAND: Angel, if you could --  
21     Mr. Chairman, we'll get that called up here in a  
22     minute onscreen.

23                Just as a refresher -- we talked about this  
24     briefly yesterday -- we took all the input from the  
25     committee and all the recommendations in the past, I

1      guess -- what is it -- past three meetings and  
2      implemented everything that was recommended to the  
3      Coast Guard into the Best Practice Guide. We also  
4      reached out to the coordinators, asked them to review  
5      the guide, provide us input as an update. We took a  
6      look at that, vetted some of that, implemented  
7      probably 95 percent of what was fed back to us on  
8      that.

9                      So just the big changes here. One of them,  
10      obviously, right on the front cover, we renamed it  
11      from the Voluntary to the Commercial Fishing Industry  
12      Vessel Best Safety Practices Guide. And that's a  
13      slight variation from what the committee provided us.  
14      And the fact that we added Industry Vessels. And  
15      that's to include fish tenders, fish processing  
16      vessels.

17                     On page 2, while the second part going  
18      down, we just implemented a change number, because we  
19      felt it was important as we go, you know, where we  
20      are in the process and to keep track of those changes  
21      and when they were signed off.

22                     So this currently is in draft form, and  
23      just for awareness, there's some formatting that  
24      we'll go back and review and get that all cleared up,  
25      but it's pretty much the content that we're asking

1 the committee to review -- or to review over the  
2 homework period and the time leading up to this  
3 meeting to see if anything was missed and your  
4 thoughts or any recommendations.

5 In addition to that, there were two  
6 sections of the guide that were added, and that again  
7 was partly on recommendations. XIII, which is Watch  
8 Standing, and XIV, which was added to -- it was  
9 labeled Additional Inputs to Good Seamanship. And  
10 that's all the way towards the back of the guide.

11 So those were the new sections added.  
12 Other than that, it was just adding your  
13 recommendations to each different section. We did  
14 that.

15 And the other thing that we did when we  
16 reviewed this was that, in the old guide, there was a  
17 number of "shalls," right? And so this is a Best  
18 Practice Guide, and so we took a look at that and  
19 just changed the "shalls" to "shoulds." So if you,  
20 in your review, ever saw a "shall" in this, those are  
21 the kind of things we're looking for that we might  
22 have missed as well.

23 So at this point in time, I mean, I could  
24 go through it section by section or just ask for the  
25 Committee's input, because I believe you've all

1 reviewed it, and get your thoughts on that.

2 And I will say, if I can just add one  
3 thing, Mr. Alward did find my secret hidden message  
4 in there, and there's a duplicate item, which was in  
5 Lifesaving and Communication Equipment. So Number II  
6 and Number III. Number II, it was a mayday placard.  
7 So Number II.A that was also listed in Number III.E.  
8 So that was taken out. It's not reflected on the --  
9 or is it? Do you have the one up there where I  
10 deleted I believe -- yeah. So it was deleted out of  
11 Lifesaving Equipment and kept in Communications  
12 Equipment. So we addressed Mr. Alward's concern.

13 And I'm kidding in the fact that I put that  
14 in there as a secret hidden message. It was a  
15 duplicate. So that was my mistake. But anyway, for  
16 questions? Sir.

17 CHAIR DZUGAN: David.

18 MR. WENDLAND: Mr. Turner.

19 MR. TURNER: So Section V.A and B appear to  
20 be duplicates of each other?

21 VICE-CHAIR ALWARD: I think I pointed that  
22 out.

23 MR. WENDLAND: I'm sorry. I missed it.

24 MR. TURNER: Section V.A and B appear to be  
25 duplicates of each other.

1 MR. WENDLAND: Noted. Thank you.

2 MR. LONDRIE: Greg Londrie. One question  
3 we had in our subcommittee. Is the guide going to be  
4 available in languages other than English?

5 CHAIR DZUGAN: That's a good idea.

6 MR. MYERS: Joe Myers speaking. I guess  
7 that, if there's a need, we can look at that, and so  
8 I would say up to further discussion, not knowing all  
9 the background.

10 MR. LONDRIE: Specifically to the shrimp  
11 fleet. I mean, Spanish and Vietnamese would be the  
12 two that would lead our industry by far.

13 MR. MYERS: And again, I think that's a  
14 good point to bring up, and I think we can look at  
15 that. I know we have Spanish covered, I think.

16 MR. WENDLAND: And in the past we've --  
17 just for awareness purposes, we've actually done that  
18 for placards and things like that. We've addressed  
19 that down in the Gulf. So there's folks at  
20 headquarters that can speak those languages and  
21 probably can do that. We might be able task them  
22 with that if so desired. I'm told AI can do it, too,  
23 but I couldn't verify it, so we're not going to go  
24 there.

25 CHAIR DZUGAN: Bob.



1                   MR. DOOLEY: Thank you, Mr. Chair. A  
2   couple little things. Under Refrigerant, Number X,  
3   Refrigerant Safety, I think there needs to be an  
4   added F on that. I'm not a good author on this,  
5   but --

6                   MR. WENDLAND: I'm sorry. Could you just  
7   reference the number?

8                   MR. DOOLEY: X.F -- or X.E. Refrigerant  
9   Safety. I'm proposing on F, an additional paragraph  
10   on that. It would be: Before entering the space  
11   suspected of containing leaking refrigerant or the  
12   possibility of leaking refrigerant, crews should test  
13   the area and properly ventilate the space.

14                  I think that's a big safety concern where  
15   refrigerants are concerned. Get into a  
16   (indiscernible) that is downhill, down below, a  
17   chiller or some refrigerant and it can fill full of  
18   Freon and it will kill you. I think it's something  
19   that should go in this. I'm not -- no pride of  
20   authorship here. I just think we should address  
21   that.

22                  And then a real short one under --

23                  VICE-CHAIR ALWARD: If that was actually a  
24   motion, I'll second that.

25                  MR. DOOLEY: Do you have to do a motion?

1                   VICE-CHAIR ALWARD: I think that's the best  
2 way to do it.

3                   MR. DOOLEY: Well, if you have a motion,  
4 we've got to write it and we've got to put it  
5 through. I would just rather somebody that has a  
6 little more --

7                   MR. WENDLAND: The preference would be to  
8 do that, have it written so there's not a  
9 misinterpretation on my part drafting it up.

10                  MR. DOOLEY: So I would go to our scribe  
11 that can potentially do that. So pleasure of the  
12 Chair here, but I would like to place a bookmark on  
13 that, but I would like to have the language written  
14 out to be right.

15                  CHAIR DZUGAN: That's Best Practices?

16                  MR. DOOLEY: Yes.

17                  CHAIR DZUGAN: It is, yeah.

18                  MR. DOOLEY: So it's kind of a group thing.  
19 I hate to sit here and wordsmith this on the floor.

20                  Going on, under VIII.F, I know you got rid  
21 of all the "shalls." There's a "must" in there  
22 under F. The individual in charge must ensure the  
23 seaworthiness. And this is a voluntary document and  
24 I'm worried about, if you put things like that in  
25 there, that they can come back and be legally

1 challenged. So I don't know if you caught the "must"  
2 or not.

3 MR. WENDLAND: No. That's what we're  
4 looking for. Appreciate that. We'll change that to  
5 "should."

6 CHAIR DZUGAN: Anything else, Bob?

7 MR. DOOLEY: Well, IX.B, A record of  
8 equipment and systems testing is to be kept. I guess  
9 "is to be," I don't know if that's a required word or  
10 a word that requires you to do something. Maybe  
11 "should" would be better. So that's all I have.  
12 Thank you.

13 MR. WENDLAND: Thank you. I got that. So  
14 change "is" to "should." Roger that. Thank you.

15 CHAIR DZUGAN: Michael had -- you still  
16 have a comment?

17 MR. THIELER: At the time we're speaking  
18 about translations, Portuguese is a very popular  
19 language up in the Northeast. If we're going to move  
20 ahead with Vietnamese and Spanish, then certainly  
21 Portuguese would be an alternative for us.

22 CHAIR DZUGAN: Number 5 would be Yup'ik.  
23 Thousands of fishermen, first language.

24 Kris, you've been patient.

25 MR. BOEHMER: I don't see it in here.

1        Maybe I'm missing it. But I don't know how you would  
2        add it, but I think there ought to be something about  
3        entering an enclosed space, ventilating it properly,  
4        testing it for gas, perhaps, so we don't have that  
5        hydrogen dioxide, or whatever it is, reaction.

6                CHAIR DZUGAN: Matt.

7                VICE-CHAIR ALWARD: We need to get tasked  
8        with that so we can make a recommendation. I don't  
9        know if you have that e-mail, Angel, but I do have a  
10       motion.

11               MR. CALDERON: I'm working on getting it.

12               VICE-CHAIR ALWARD: I won't read it yet  
13       then. While we're waiting for tech to work, up for  
14       discussion on page 3 under Application. Matt Alward  
15       for the record.

16               So it says, The safety measures and  
17       practices of measures contained in this document are  
18       to be focused primarily on vessels 50 feet and  
19       greater in length than 25 years or older, which was  
20       the alternative safety compliance required vessels  
21       with -- and this document was originally written to  
22       kind of supplement that.

23               I kind of think now we shouldn't even have  
24       that language in there. Application should be --  
25       this is a Voluntary and Best Practice document, that

1       should just be to all vessels. If there's things  
2       that aren't appropriate for your size vessel, this is  
3       voluntary, you're just ignoring them. I think we  
4       should strike that part out since it's kind of a  
5       holdover from the original document, personally.

6               MR. DAMERON: I second that.

7               CHAIR DZUGAN: Any other feedback on that?  
8       Comments?

9               MR. ROSVOLD: On that one?

10              CHAIR DZUGAN: On that one. Unless you've  
11       got more coming and I cut you off.

12              MR. ROSVOLD: Are we wordsmithing this  
13       then?

14              CHAIR DZUGAN: This is the chance to do it.

15              MR. ROSVOLD: Okay. Eric Rosvold.  
16       Combating Fatigue. And it's having to do with watch  
17       alarms, and I think I would strike everything after  
18       "watch." So it reads now, Particularly if the vessel  
19       is operating more than 12 hours per day. It should  
20       be any time.

21              MR. WENDLAND: Eric, for reference, could  
22       you just comment on the section and number there?

23              MR. ROSVOLD: XII, page 10, The individual  
24       in charge of the vessel should ensure watch-standers  
25       are afforded rest periods and are adequately rested

1 before standing their watch, period. Scratch the  
2 rest.

3 Then if you go down, A watch alarm should  
4 be installed in the pilothouse, used at times  
5 underway. Scratch the "fatigue appropriate." It  
6 should be used all the time. And, The alarm should  
7 not be a distraction. The alarm should be -- scratch  
8 the "not be a distraction." Suitably audible to  
9 alert crew, not just the people that are responsible  
10 for the operation of the vessel [inaudible] unless  
11 watch alarms are talked about someplace else.

12 CHAIR DZUGAN: Anybody have any opposition  
13 to those comments?

14 MR. WENDLAND: Just to comment on the  
15 "should not distract." So there's several different  
16 types of watch alarms, and when those watch alarms  
17 are sometimes set in a navigational and stricter  
18 situation where it's important to be highly focused  
19 on what's happening, sometimes those watch alarms  
20 that are beeping and going off distract the mariner  
21 from what is actually happening. So that's why that  
22 language is included.

23 So it's left up to the owner/operator to  
24 set that accordingly so they don't -- you don't want  
25 something to distract in a situation where it's going

1 to actually cause an issue, potentially could cause  
2 an issue. You could be communicating, for example,  
3 going through Ketchikan, or whatever, and you're on  
4 the radio with other vessels and there's a situation  
5 that exists, collision situation, whatever, and now  
6 your alarm is going off and taking you away from the  
7 real duty at hand. So that's kind of the thought  
8 behind that language.

9 MR. ROSVOLD: Perhaps the answer there is  
10 to give guidance as to what a watch alarm should be  
11 or how they should operate.

12 MR. WENDLAND: Yeah, but -- right. So it's  
13 a little challenging because what it should be or  
14 should operate, I mean, the whole point of the watch  
15 alarm is a lot of these investigations reveal that  
16 the watch alarm wasn't set and the person is going  
17 into port and they didn't set it and they ran  
18 aground, right, because it was never set, maybe they  
19 fell asleep or whatever.

20 So there's different situations in which  
21 watch alarms are very important, but there's other  
22 situations in which watch alarms can be a big  
23 distraction. So it's for the Coast Guard to get  
24 involved with what is or isn't for each situation is  
25 a big challenge.

1                   MR. ROSVOLD: The watch alarms I'm familiar  
2   with start with a flashing light, which isn't a huge  
3   distraction, they go to a beep-beep, and a minute  
4   later they go to the vessel alarm. If a gentleman  
5   has walked outside and has fallen overboard, right,  
6   when he's supposed to be tying up in town, you want  
7   the loud alarm.

8                   MR. WENDLAND: And again, I have been on --  
9   like you, I've been on vessels going through  
10 Ketchikan where even that light, we put tapes over  
11 lights because now we're seeing what we think is a  
12 light out in front of us when it's a reflection, and  
13 that becomes a big distraction, causes a lot of  
14 confusion.

15                  CHAIR DZUGAN: We're getting too much in  
16 the weeds on that particular thing, because there's  
17 so many differences in alarms. That should be a  
18 little more generic. That would help.

19                  Kris has been patient.

20                  MR. BOEHMER: Yeah. Kris Boehmer. I'm  
21 just a little concerned about the idea that we're  
22 telling somebody it should be set no more than  
23 15-minute intervals. I mean, I think the master is  
24 going to make that determination. Because two  
25 slow-moving fishing boats making seven or eight



1 knots, if they're closing on each other, they can  
2 cover four miles. That's a lot of distance.

3 CHAIR DZUGAN: Barb.

4 MS. HEWLETT: Thank you. Barb Hewlett  
5 here. Yeah, I think we're getting too far away from  
6 the purpose of the whole pamphlet. It's suggestions,  
7 ideas. It should be 15, but obviously every master  
8 is going to tailor that to their boat, their  
9 situations. If we start nitpicking and wordsmithing  
10 things like this, we might as well rewrite the whole  
11 book, because a lot of this came from we didn't want  
12 to make it a law or regulation, so we're going to  
13 come up with the words, like at the meeting where we  
14 were talking about fatigue, they decided, let's not  
15 make law or a regulation. Let's put it in Best  
16 Practices and make it a suggestion. And that's kind  
17 of all this is, is suggestions.

18 So you can take it however you want it. To  
19 take the word 15 minutes out of there or to change it  
20 to five or ten, I don't it really makes a difference  
21 in what the purpose of this pamphlet really is. Just  
22 my ideas.

23 CHAIR DZUGAN: I don't know if we meet long  
24 enough or often enough to do curriculum by committee.  
25 So it's really important to keep reminding ourselves

1       that -- be kind of generic as much as we can.

2               Eric.

3               MR. ROSVOLD: I thought I saw it someplace  
4       else. Eric Rosvold. But in the next page, page 11,  
5       Number XI, it's repeated again. That's where I'd  
6       seen it the first time. At not no less than  
7       10 minutes, daytime no less than 15 minutes. So for  
8       whatever reason, we repeated ourselves in the next  
9       page. I think that, under Combating Fatigue,  
10      perhaps, the watch alarm is not the correct thing to  
11      be talking about. Under Combating Fatigue, it might  
12      have more to do with resting the mariner. I'm not  
13      sure.

14              CHAIR DZUGAN: Just have a quick question  
15      for staff. How long is this open for, for comments?  
16      Is this it? It's going to be open for comments  
17      afterwards?

18              MR. WENDLAND: We can leave it open as long  
19      as you want, I suppose, if there's questions. We  
20      would like to get it formulated and signed. So just  
21      to -- yeah, to answer your question, I think it  
22      doesn't have to be closed today if you don't think  
23      so. And, of course, this is going to be reviewed and  
24      the format and everything is going to go through the  
25      Coast Guard and vetted. So there's a process after

1       this to make sure everything is clear, and the DFO  
2       will sign off on once it's approved.

3               CHAIR DZUGAN: That will be great because  
4       that will keep it more alive and more current.

5               There's a study that just came out that's  
6       going to be published -- so it's going to be a few  
7       months until it's published -- out of OSU, Oregon  
8       State University, Northeast Center. They interviewed  
9       and actually had physical exams with fishermen over  
10      the issue of sleep deprivation, for example. We've  
11      seen a prelude to that. It's not official yet and  
12      they can't release it. But our review of it looked  
13      like there was some pretty good information on there  
14      that has been done in this study on a pretty large  
15      scale, specifically with fishermen. It would be nice  
16      to include those things in it when it comes out in  
17      the next six months or whatever.

18              MR. WENDLAND: Yeah, and that's the purpose  
19      of the different versions. Like we would like to get  
20      it signed, but it can be updated as we move forward.

21              Captain, I saw your hand.

22              CAPTAIN NEELAND: Mr. Chair, if I may. So  
23      a lot of work has been done on this Best Practices  
24      Guide, and I think everyone would agree it would be  
25      good to get it to industry an updated version. I

1 think as a Committee, the Committee can always  
2 request we add on tasks every year to review it, or  
3 even every other, but at a periodicity. Because as  
4 everyone has more or less stated here, we agree this  
5 is a living document that will constantly be updated  
6 and refined.

7 My concern is if we spend too much time  
8 trying to refine it now, then we're not getting the  
9 good information out to industry. So there's a  
10 balance. Are we close enough where we feel  
11 comfortable that this Best Practice Guide is in a  
12 position now where it can help industry, or do we  
13 need more time to wait until the next Committee  
14 meeting to review and approve it? And that's kind  
15 of, I think, the ultimate question that we have.

16 Ideally, I'd like to -- if we feel it's  
17 good, I'd like to make the adjustments and try to  
18 sign off and get it published before our next  
19 meeting.

20 CHAIR DZUGAN: It would be really helpful  
21 to have these dated when you're doing this, with  
22 everything. I know some of the other ones they did.  
23 I know. But made me think of dating these things as  
24 well so we know how old they are.

25 And I think we had Tim before David. So

1 Tim and then we'll get to you, David.

2 MR. VINCENT: Tim Vincent here. Again,  
3 don't want to go into the weeds. I want to get this  
4 thing out, too, as bad as anybody. So I just -- this  
5 watch alarm thing is pretty tough, you know, as  
6 someone who used to use watch alarms quite a bit on  
7 the big boats. When you're the captain and you turn  
8 it over to the crew and you're in inside waters, your  
9 stress level as a captain goes up greatly, because  
10 now you've got somebody, like, navigating the Inside  
11 Passage. And so, A, the captain is not sleeping very  
12 good, so there's fatigue.

13 Then if you have a nuisance alarm and  
14 you're in the pilothouse and it's keeping you --  
15 waking you up, fatigue, blah, blah, blah. Maybe on  
16 the -- let's see here. Be familiar with the use and  
17 operation of the vessel's watch alarm and ensure it  
18 is set for an appropriate period, generally  
19 10 minutes after dusk and 15 minutes during daylight  
20 hours, and I would add, comma, or as appropriate as  
21 the navigational situation presents itself, and just  
22 call it good. But I don't want to -- like I say,  
23 it's good to go by me.

24 CHAIR DZUGAN: Or as appropriate for the  
25 environment?

1 MR. VINCENT: Yes.

2 CHAIR DZUGAN: David.

3 MR. TURNER: David Turner here. So three  
4 things. I wouldn't want us to make any delays in  
5 getting this released to the public. There's always  
6 going to be room for improvement. That said, I did  
7 put Bob Dooley's suggested revision into an e-mail to  
8 Angel so we can discuss that.

9 And on a clerical matter related to dates,  
10 the header and footer information on this document  
11 really needs to be completed before it's released.  
12 That has to do with the document title and revision  
13 number.

14 MR. WENDLAND: I'm sorry. I can't really  
15 hear you. Could you speak up?

16 MR. TURNER: Just as a clerical matter  
17 related to the date, the header and footer  
18 information on the document needs to be complete  
19 before it's released to the public. I assume that --

20 MR. WENDLAND: Understood. Yeah, that's  
21 the formatting part that I'm talking about. Yeah,  
22 all that is going to be taken care of. This is just  
23 a draft. Roger that, yes.

24 CHAIR DZUGAN: Thank you. Mr. Terminel.

25 MR. TERMINEL: Something that I see with

1      this that's not on the -- on more of an inspected  
2      vessel is something that's real important is this  
3      alarm is not mistaken for any other alarm on the  
4      vessel, fire, abandon ship, anything like that. So  
5      the alarm that this gives off -- doesn't state that  
6      here, but on other ships that call them bed laws  
7      [phonetic], the alarm is totally different from any  
8      other alarm. So it's not mistaken for something  
9      else.

10               CHAIR DZUGAN: Yeah, you don't want people  
11      throwing life rafts overboard when it's just a watch  
12      alarm.

13               Okay. Bob and then...

14               MR. DOOLEY: Thank you, Mr. Chairman.  
15      Bob Dooley here. You know, I agree with the  
16      difference in sound of the alarm. However, there's  
17      many vessels that are tied into their general alarm  
18      because they have many decks and places for people to  
19      be sleeping, including the captain. So I know I  
20      don't have a problem with being different, but I  
21      wouldn't want to detract from what's already there,  
22      because those are pretty effective.

23               And then just another comment. Whenever  
24      appropriate, I would like to make that motion to --  
25      that David completed for me.

1                   MR. WENDLAND: Could you speak up a little  
2 bit? The court reporter can't hear you.

3                   MR. DOOLEY: Sorry. I said whenever  
4 appropriate, I'd like to make that motion regarding  
5 refrigerant spaces.

6                   CHAIR DZUGAN: Eric.

7                   MR. ROSVOLD: Eric Rosvold. Did we  
8 understand that combating fatigue ought to be  
9 something under it other than watch alarms? You were  
10 talking about the study --

11                  CHAIR DZUGAN: Yeah. They talk a lot about  
12 other strategies, some of which are very familiar to  
13 fishermen, when they're trying to mention about  
14 fatigue.

15                  MR. ROSVOLD: Watch alarm really has  
16 nothing to do with fatigue, is my point.

17                  CHAIR DZUGAN: And sleep deprivation.  
18 Studies on both. And they're related and not related  
19 at the same time.

20                  MR. ROSVOLD: So there ought to be some  
21 items under Combating Fatigue that would be useful.

22                  CHAIR DZUGAN: Agreed.  
23 Matt.

24                  MR. WENDLAND: I think it was -- if I  
25 could, I think it was suggested that it was placed



1       there or the fatigue -- you know, the alarm was --  
2       essentially the watch alarm was set because people  
3       were falling asleep, right, so for fatigue. That's  
4       why the watch alarm was in that section. So that's  
5       the thought behind that.

6               MR. ROSVOLD: But combating fatigue,  
7       something should take place before you set a guy up  
8       to steer the boat.

9               MR. WENDLAND: I'm not denying --

10              MR. ROSVOLD: I think the Coast Guard has  
11       given us direction someplace else in here, what to do  
12       with fatigue.

13              MR. WENDLAND: If there's a suggestion  
14       where else to put it, then totally open to it.

15              CHAIR DZUGAN: Matt.

16              VICE-CHAIR ALWARD: I will note that we  
17       actually had a task on watch alarms when we wrote  
18       language to go into this document. So big chance to  
19       wordsmith that.

20              Moving on. Do you have that language?  
21       I'll let Bob deal with this.

22              MR. DOOLEY: Thank you, Mr. Vice-Chair.  
23       Bob Dooley here.

24              I would like to make a motion under Best  
25       Practices Guide -- Commercial Fishing Industry Best

1 Practice Guide to be amended to include the  
2 following: Under X, Refrigeration Safety --  
3 Refrigerant Safety, F, Before entering a space  
4 suspected of containing leaking refrigerant or the  
5 possibility of leaking refrigerant, the crew should  
6 test the area and properly ventilate the space,  
7 period. And that would be my motion.

8 MS. HEWLETT: Second.

9 MR. DOOLEY: And it's displayed properly.

10 CHAIR DZUGAN: That's been moved and  
11 seconded. Any -- thank you. Moved and seconded.  
12 Second by Barb.

13 Any discussion on that motion?

14 MR. DOOLEY: I can speak to the motion a  
15 bit, if you'd like.

16 CHAIR DZUGAN: Sure.

17 MR. DOOLEY: I think, having operated boats  
18 with refrigerant on them and onboard, it's very  
19 important to not go into a space that you don't know  
20 the condition of, and that doesn't necessarily just  
21 contain refrigerant equipment, it could be downstream  
22 of the refrigerant equipment and fill up. Consider,  
23 like, it's like water, you know, it goes to the  
24 lowest point. And we can get down there and be  
25 unconscious before you know. And it's happened, and

1 we've had it happen on our boat, you know, saved  
2 people.

3 But taking those measures to ensure -- and  
4 it really does apply to other spaces, too, like  
5 someone else mentioned. But I wanted to note  
6 refrigerant specifically. So I think it's a good  
7 measure and it promotes safety.

8 CHAIR DZUGAN: Frank.

9 MR. VARGAS: Yeah. Frank Vargas. Yeah, to  
10 Bob's. He should also be, when he goes into a space,  
11 he should have the proper gear. And if he can't,  
12 don't go in it alone, because you know what happened  
13 to us.

14 CHAIR DZUGAN: Anyone else? Comments. Tom  
15 and then Michael.

16 MR. DAMERON: So I have a question, Bob.  
17 If we're testing the area and it comes up negative,  
18 are we still ventilating the space?

19 MR. DOOLEY: Thank you for the question.  
20 Yes, I would do both. The test is good, but we  
21 ventilate, and we make sure the areas we don't go  
22 into that we suspect anything like that is  
23 ventilated.

24 MR. TERMINEL: Ammonia. I don't know if  
25 anybody has ever been involved with an ammonia leak,

1 but it's deadly. I mean, deadly. There's no ifs,  
2 ands, or buts about it. Even when you're on the tow  
3 vessel -- and I've towed a few into Dutch Harbor that  
4 were leaking and they evacuated everybody and we got  
5 the boats in, I mean, that boat is put on the  
6 furthest dock away, and special teams come in there  
7 to go in there and deal with this.

8 Testing a refrigeration leak of an ammonia  
9 vessel takes special equipment, and if you're going  
10 to say it needs to be tested before, we also need to  
11 verify that these individuals have the proper  
12 equipment to do that.

13 CHAIR DZUGAN: Cross that off my list now.  
14 Yeah, ammonia. Yeah, that's an important one.

15 Anyone else? Tom.

16 MR. DAMERON: So I'm still questioning the  
17 wording, because in one part of the motion it says,  
18 Or the possibility of leaking refrigerant. So in  
19 every space that has refrigerant or has refrigerant  
20 going through it, you have the possibility. So we  
21 should test and properly ventilate. So we're talking  
22 about properly ventilating every space that has the  
23 possibility before going in it.

24 What I might suggest is, And properly  
25 ventilate the space as appropriate, because I don't

1 know that, unless you're -- I mean, we keep  
2 ventilation running. So is that what you're  
3 suggesting?

4 MR. DOOLEY: Responding. What I did  
5 doesn't mean what anybody else did. But we had  
6 ventilation running, we had sensors down in the  
7 different various areas that had an audible alarm and  
8 lights and indicators to say if there was refrigerant  
9 present, and we -- and ventilation fans in those  
10 areas too. I mean, it doesn't take much to -- you  
11 know, it could even be just minute amounts and you  
12 can go down there and get put to sleep pretty quick.

13 And boats I operated didn't have large  
14 crews. So typically the engineer might be down there  
15 by himself, which is not a good practice. But it  
16 happens. So I think -- I know it could be  
17 wordsmithed maybe a little better, but these are  
18 guidelines, hopefully that tells people enough. And  
19 if people think there's still something that needs to  
20 be added, I'm more than receptive. I told you I've  
21 got no pride of authorship here. I'm no author.

22 CHAIR DZUGAN: Anything else on Refrigerant  
23 Safety or Confined Space? Yes, Tim.

24 MR. VINCENT: What if you just said that,  
25 Before entering a space of a suspected -- of

1 containing leaking refrigerant or the possibility of  
2 leaking refrigerant, the crew should test the area  
3 and ensure that the space is properly ventilated?  
4 Like this suggests that -- it suggests that you  
5 should perform the act of ventilating the space.

6 CHAIR DZUGAN: Kind of sounds to me, when I  
7 read it, that that says that. The crew should test  
8 the area and properly ventilate the space.

9 MR. VINCENT: It just seems to me like it  
10 needs a tiny little bit of refinement. I don't know  
11 what the right words are.

12 CHAIR DZUGAN: When you come up with it,  
13 let us know.

14 Anybody else? Frank.

15 MR. VARGAS: Frank Vargas. So what we do  
16 is, if we suspect there's a leak, the first thing is  
17 the crew suits up, then they go in with their testing  
18 equipment and test, because if you're going to go in  
19 and test without being suited up, you're  
20 not [inaudible] the risk.

21 CHAIR DZUGAN: Any other comments,  
22 additions on these two things? Tom.

23 MR. DAMERON: So I'm wondering if we want  
24 to add in here that refrigeration spaces should be  
25 protected by sensors.

1 MR. DOOLEY: Bob Dooley here again. You  
2 know, I'm looking at this as voluntary and advice,  
3 and it's a one-size-fits-all document. There's no  
4 doubt, on a factory trawler or catcher processor  
5 there's a lot of equipment and a lot of things to do  
6 and areas are pretty deep and remote. Not every  
7 vessel is the same. Some it's in the engine room,  
8 you know, that's heavily ventilated.

9 So I don't know that we can get  
10 one-size-fits-all. I'm certainly open to any of  
11 these changes. And my intent was more to make it  
12 aware, people thinking about it and taking proper  
13 steps, making sure we kind of covered the bases here.  
14 But if there's more, make an amendment.

15 CHAIR DZUGAN: I think we need to be  
16 careful with the tort attorneys who will use this in  
17 court for saying you should do these things when they  
18 don't apply to vessels that have that kind of  
19 equipment or size of vessel.

20 MR. VARGAS: Yeah, to Jerry. There already  
21 is plans, regulations, especially with OSHA,  
22 depending on how much Freon you carry, 9,000 or  
23 above. So there are already some written procedures  
24 that you have to carry.

25 CHAIR DZUGAN: Good. I'm ready to have

1       someone call for the question.

2               MR. ROSVOLD: Call for the question.

3               CHAIR DZUGAN: Question has been called.

4               All in favor of this language of the motion  
5 as written, signify by raising your hand. Passes  
6 unanimously. Thank you.

7               Moving on. It's time for 3:30 public  
8 testimony. If any members of the public wish to give  
9 testimony up to three minutes on any topic related to  
10 fishing vessel safety and this meeting, please come  
11 up to the podium. Congratulations. Nobody is asleep  
12 back there yet. That's great.

13              Moving on then right into election of chair  
14 and vice chair.

15              VICE-CHAIR ALWARD: We didn't finish this  
16 topic yet.

17              CHAIR DZUGAN: We have more on the document  
18 to do. That's right.

19              MR. WENDLAND: I was just going to mention,  
20 any of the language changes, I mean, obviously  
21 this -- if you could just send that to me in an  
22 e-mail just so we for surely capture it. So it's  
23 challenging to hear back here on some of this stuff,  
24 so if you have those things, just send it to me in an  
25 e-mail.



1 VICE-CHAIR ALWARD: Angel just sent it.

2 MR. WENDLAND: I understand that one, yeah.

3 So that's what I just wanted to mention. Thank you.

4 VICE-CHAIR ALWARD: I have two things. One  
5 is a question to staff. So the Committee just voted  
6 on several additions we'd like to see in this  
7 document that you guys are in the process of  
8 updating. Is there a chance that those motions we  
9 just passed today would be incorporated into your  
10 changes to the document?

11 MR. WENDLAND: Absolutely. Yeah, that's  
12 the intent. So we're going to incorporate those, you  
13 know, incorporate the edits that you suggested, the  
14 "shoulds" to "shalls," the whatevers, and put those  
15 in, refine it, and, you know, run that through our  
16 office for the format --

17 VICE-CHAIR ALWARD: Including the motions  
18 we passed on the tasks we were tasked with at this  
19 meeting today?

20 MR. WENDLAND: I'll leave that to Captain.  
21 Yes, sir.

22 CAPTAIN NEELAND: Yeah. The tasker  
23 because, if I recall correctly, the tasker was about  
24 the battery technology, right?

25 VICE-CHAIR ALWARD: I'm talking about our

1 Task 23-24 and 24-24 where we just passed motions  
2 that recommend language is added into this document.  
3 I would like to see that you're in the process that  
4 the document is opened and it's going to get vetted  
5 and formatted and everything, that you consider  
6 adding that language that we just passed on those two  
7 task statements throughout this meeting, instead of  
8 waiting until the next process when you go through --

9 CAPTAIN NEELAND: Yes. What you've passed  
10 at this meeting we can incorporate. If I recall  
11 earlier, there was a separate motion about  
12 potentially best practices or guide on battery  
13 technology --

14 VICE-CHAIR ALWARD: We didn't get there.

15 CAPTAIN NEELAND: That will not be able to  
16 be incorporated. That will take quite a bit of time.  
17 However, the task statements, yes, we can incorporate  
18 those.

19 VICE-CHAIR ALWARD: With that, I have one  
20 final motion. I think that Angel -- this actually  
21 came out of Subcommittee 1. So subcommittee -- this  
22 is from the subcommittee. I'm just making it on  
23 their behalf. It's a recommendation to the full  
24 Committee.

25 So the motion would be that the Committee

1 recommends that the Coast Guard make additional  
2 efforts to promote the Commercial Fishing Industry  
3 Vessel Best Practices Guide, and during these  
4 examinations and boardings, provide copies of the  
5 guide to the owners and operators. These guides  
6 should be provided in a language or languages  
7 appropriate for the personnel on board.

8 And then just some quick rationale. We  
9 noted that, on page 3 of the Best Practices Guide, it  
10 has -- says, quote, Coast Guard personnel will  
11 discuss these measures with owners/operators during  
12 Dockside Safety exams and at-sea boardings, end  
13 quote.

14 Our subcommittee members noted that,  
15 personal observation, this is not a common practice.  
16 So we're re-emphasizing the importance of making  
17 that -- following that to "will."

18 MR. WENDLAND: I would just say, with the  
19 at-sea boardings, sometimes, depending on what that  
20 boarding is, there may not -- you know, that boarding  
21 may not have time or be the place to be discussing  
22 Best Practice Guides. --

23 VICE-CHAIR ALWARD: We just took this  
24 straight out of the document you guys wrote where you  
25 say, Coast Guard personnel "will" -- "will" --

1 discuss these measures with owners/operators during  
2 dockside safety exams and at at-sea boarding. So  
3 this is -- Coast Guard wrote that, not us. We're  
4 just -- the motion is to encourage the Coast Guard to  
5 follow that.

6 My understanding is there is certainly  
7 going to be situations, especially with sea boardings  
8 where you don't have young boarding officers who  
9 probably don't even know anything about it. But I'd  
10 look for a second.

11 MR. THIELER: Second.

12 CHAIR DZUGAN: Second was Michael. Butch.

13 MR. WENDLAND: What I'm trying to say is,  
14 again, this is a draft copy which we're trying to get  
15 those edits. So what you just pointed out is very  
16 important. So this hasn't been signed off on yet.  
17 So the "will" on the boarding, that's going to all be  
18 vetted through the process here within our office.  
19 So we're going to take a hard scrub on that before  
20 it's signed. And so then that's where that  
21 discussion will occur to and either include that with  
22 the boardings or not.

23 What I was suggesting is, there's times  
24 where that's not going to be appropriate to do. So I  
25 would think that that language would be altered.

1                   VICE-CHAIR ALWARD:  Matt Alward.  I'm  
2   pretty confident that language has been in the  
3   document since 2019, or whenever it came out.  We  
4   understand it's your document, it's going through  
5   your vetting process.

6                   MR. WENDLAND:  Right.  And we review the  
7   right to get smarter on it and the Captain will be  
8   signing it so --

9                   VICE-CHAIR ALWARD:  I'm assuming that  
10  language was in there from the get-go.

11                  MR. MYERS:  Joe Myers.  Yes, we'll  
12  circulate that with MLE, which they control the  
13  boardings.  Because, to your point, that verbiage has  
14  been out there for a while, and we likely have to  
15  revisit it, along with our examiners, and I think one  
16  of the avenues -- in reading the language, I think  
17  one of the means we'll be pursuing also is electronic  
18  means.  It may not be practical every time to hand a  
19  hard copy paper copy, but if they can pull it up on  
20  their phone or we provide the link, again, to  
21  Jonathan's point, we're going to be looking at all  
22  that and seeing the best way to get the word out.

23                  VICE-CHAIR ALWARD:  Really this motion is  
24  basically about us, the Committee, really encouraging  
25  the Coast Guard to disseminate this document as far

1 and wide as possible.

2 MR. MYERS: Point taken.

3 CAPTAIN NEELAND: Two quick comments.

4 First of all, I understand the intent behind there,  
5 and we agree with the intent to widely distribute,  
6 encourage distribution and education of the fishing  
7 industry. So that's the ultimate underlying intent,  
8 and we will continue to advocate, regardless of what  
9 the exact language says, but to meet that intent.

10 The other point I would just like to make.  
11 Once we finalize this document, the translation will  
12 be a bit of a challenge, so we will for sure  
13 distribute it in English, but the translation will  
14 probably be a little bit delayed as we figure out the  
15 most appropriate way to translate the document.

16 VICE-CHAIR ALWARD: Besides Google  
17 Translate?

18 CAPTAIN NEELAND: Correct. My spouse works  
19 teaching English as a second language, and there's a  
20 bunch of problems with any translation software. So  
21 we need some quality to make sure it actually  
22 translates correctly. Thank you.

23 CHAIR DZUGAN: Motion on the table. Are  
24 there any other comments, though, before we seek to  
25 get a vote on this? Hearing, seeing none, someone

1 care to call the question?

2 MR. VINCENT: Call the question.

3 CHAIR DZUGAN: Question is being called by  
4 Tim.

5 All in favor of this motion as written,  
6 please signify by raising your hand.

7 Any opposed? Passes unanimously.

8 MR. DAMERON: Abstain.

9 CHAIR DZUGAN: One abstention. Thank you.

10 Any other comments, feedback for the  
11 Coast Guard on Best Practices Guide? Hearing none, I  
12 don't think we need a motion on this to close it out.

13 You said there's still some time for some  
14 input by e-mail, until the point at which you draw  
15 the line?

16 CAPTAIN NEELAND: Yes.

17 CHAIR DZUGAN: Fair enough. Thank you.

18 MR. WENDLAND: Just want to thank everybody  
19 for everyone's participation on that. This Committee  
20 and the coordinators and all the catches, that's what  
21 the intent was, and really appreciate all your effort  
22 on this. I think this guide will be a good reference  
23 and potentially a great impact to the industry. So  
24 thank you very much.

25 MR. MYERS: Jonathan, what would be an

1 ideal cut-off date for feedback? Say if we wanted to  
2 have this online November-ish, what would be ideal  
3 for you for this feedback that we talked about?

4 MR. WENDLAND: I'm reviewing my calendar in  
5 my head right now. But I would say if you can get me  
6 those -- the language within a week, that would be  
7 great. We don't want it delayed too long. And if  
8 the idea with leadership is to get this out by  
9 November or the end of the year, then the sooner the  
10 better to get it to me so then that gets inputted.

11 Yeah, I have some TDY coming up and that  
12 kind of stuff, so the sooner the better we'll get  
13 that input and get it through the process as soon as  
14 possible.

15 CHAIR DZUGAN: Matt.

16 VICE-CHAIR ALWARD: On a different subject,  
17 it's a question to staff. Under your response from  
18 the last meeting under Task 18-24, which was the life  
19 raft, where we recommended actually collecting data,  
20 and then in your response, it says, if we take  
21 legislative action. I know it's not a task that was  
22 noticed to this meeting. It was to the last meeting.  
23 But now we have the response from the Coast Guard.

24 Would it be appropriate for this Committee  
25 to pass a motion from the Committee to Congress



1 saying we support legislation that would enable the  
2 Coast Guard to collect service data on life rafts? I  
3 don't understand -- I don't really understand what  
4 the process could be. If there's legislation that  
5 this Committee would like to see Congress go after,  
6 how we actually put our approval on that, knowing  
7 that things have to be noticed in the  
8 Federal Register.

9 CAPTAIN NEELAND: So there's a couple  
10 different options. The Committee can make a motion  
11 encouraging the Coast Guard to pursue legislative  
12 proposals or legislative changes is one option. The  
13 other option would be for the committee itself to  
14 submit some sort of language. I would have to get  
15 back to you with exactly the specifics of the proper  
16 procedure to do that.

17 But for the Coast Guard, you could -- for  
18 the Coast Guard to take action to reiterate that is  
19 to request the Coast Guard to take -- pursue  
20 legislative change to address the gathering of the  
21 data for life raft services.

22 VICE-CHAIR ALWARD: Well, at that, I would  
23 move that the Coast Guard -- I don't know how to say  
24 this -- the Coast Guard request legislation that  
25 would give them the authority proposed in Task

1 Statement 18-24 in their response. Does that work?

2 CAPTAIN NEELAND: I'd have to see it  
3 written, but I believe yes.

4 VICE-CHAIR ALWARD: Angel is writing it.

5 CHAIR DZUGAN: Is there a second to the  
6 motion? Do you want to see it written on the wall,  
7 on the board first? It's worth waiting for?

8 VICE-CHAIR ALWARD: Do you want to go on to  
9 something else while I write it?

10 CHAIR DZUGAN: Bob.

11 MR. DOOLEY: Thank you, Mr. Chairman.

12 Bob Dooley here. Just a thought occurred to me as we  
13 completed this Best Practices and it's going forward.  
14 Is there an intent to look at the checklist generator  
15 and see if there's anything that could be added to  
16 that that would -- that is information that's not  
17 contained that might help a person on a boat? And I  
18 guess, a low-hanging fruit would be, have you seen  
19 the Best Practices or looked at the -- reviewed the  
20 Best Practices? That might help our dock-side  
21 examiners and fishing industry be able to be more  
22 prepared and be more aware. So is there any intent  
23 to do that?

24 VICE-CHAIR ALWARD: I would just suggest,  
25 Bob, that you keep that in mind when we put out a

1 call to the Committee for agenda items for the next  
2 meeting and that could be something the Committee  
3 brings forward to the Coast Guard.

4 CHAIR DZUGAN: Stand up for a minute.

5 VICE-CHAIR ALWARD: I said you could move  
6 on.

7 (Pause in proceedings)

8 CHAIR DZUGAN: We're back to order here.

9 VICE-CHAIR ALWARD: The motion reads: The  
10 Committee encourages the U.S. Coast Guard to pursue a  
11 legislative change authorizing the collection of data  
12 recommended by the Committee in Task Number 18-24.

13 CHAIR DZUGAN: Is there a second?

14 MR. HEWLETT: Second.

15 CHAIR DZUGAN: Is there any discussion?

16 VICE-CHAIR ALWARD: I'll just note that the  
17 Committee felt it was pretty important to collect  
18 this data, and we know how fast things move, and now  
19 that the Coast Guard response says they need  
20 legislative authority, this is the next step in that  
21 process.

22 CHAIR DZUGAN: Any other discussion? It is  
23 by unanimous consent.

24 Anybody opposed to the motion? Passes by  
25 unanimous consent. Thank you, Matt.

1                   Anybody else have a motion up their  
2   sleeves?   Speak now or wait six months.

3                   I think I'm going to turn it over to you,  
4   Captain.

5                   CAPTAIN NEELAND:   Thank you, Mr. Chair.   So  
6   at this point in the agenda we need to conduct an  
7   annual election, our election for the Chair and  
8   Vice-Chair.   Per our bylaws, once a calendar year  
9   we're supposed to have an election.   So this will be  
10   our election, and the results of the election, the  
11   newly elected Chair and Vice-Chair, those roles will  
12   take effect immediately concluding this meeting, and  
13   they will be acting until our next election, which  
14   will be next fall.

15                  Any questions on that before we continue  
16   with the election?

17                  Seeing no questions, let's -- I'm open for  
18   nominations.   Opening the floor for nominations for  
19   chairman.

20                  Mr. Dameron.

21                  MR. DAMERON:   I'd like to nominate  
22   Jerry Dzugan for Chairman of the Committee.

23                  MR. BOEHMER:   Second.

24                  CAPTAIN NEELAND:   Do we have any other  
25   nominations?   Mr. Dooley.

1                   MR. DOOLEY: Bob Dooley here. Is this  
2     limited to just Chairman or are we going  
3     Vice-Chairman, too, or one at a time?

4                   CAPTAIN NEELAND: I was going to go one at  
5     a time but --

6                   MR. DOOLEY: That's good.

7                   VICE-CHAIR ALWARD: I would just ask the  
8     current Chair if he accepts the nomination.

9                   CHAIR DZUGAN: Yes, I'll accept with your  
10    help. Thank you.

11                  CAPTAIN NEELAND: Are there -- hearing no  
12    other candidates, I'd like to call for a vote. All  
13    those in favor for Mr. Dzugan to be elected as  
14    chairman for the upcoming year, please raise your  
15    hands. All right. It's 15. That's unanimous.

16                  MR. BOEHMER: 14. He can't count himself,  
17    can you?

18                  CAPTAIN NEELAND: Well, he did raise his  
19    hand.

20                  Congratulations, Mr. Dzugan, on your  
21    re-election to Chair.

22                  (Applause)

23                  CAPTAIN NEELAND: And I'd like to open the  
24    floor for Vice-Chair nominations.

25                  MR. DOOLEY: Bob Dooley here. I nominate

1 Matt Alward for Vice-Chair for another term.

2 MR. TURNER: Second.

3 CAPTAIN NEELAND: Mr. Turner. I heard  
4 second.

5 Do I hear any other nominations for  
6 Vice-Chair?

7 MR. DAMERON: Same question. Is that  
8 something you want to do for another term?

9 VICE-CHAIR ALWARD: Are you sure you want  
10 to phrase the question like that? Yes, it's  
11 something I'm willing to do for another term.

12 CAPTAIN NEELAND: Thank you. So at this  
13 point I'll open it up for a vote. All those in favor  
14 for Mr. Alward. 14 to zero.

15 VICE-CHAIR ALWARD: For the record, I  
16 abstained.

17 CAPTAIN NEELAND: Congratulations.  
18 (Applause)

19 CAPTAIN NEELAND: Thank you. With that I  
20 conclude the elections, and we'll pass the meeting  
21 back to our newly re-elected Chairman, Mr. Dzugan.

22 CHAIR DZUGAN: Thanks to you all. We had a  
23 good turnout. Thanks so much for coming out. A huge  
24 thanks to the Coast Guard. I know how hard this was  
25 to put together and how extensive it was, having done

1     some footwork on that myself in this process. Really  
2     appreciate you going that extra effort to have one of  
3     these meetings in a location where half the fishermen  
4     in the U.S. live. So that's really big.

5             I'm sorry we couldn't get more people from  
6     the public out. But that was somewhat a sense of  
7     the -- it's really hard to get the announcement out  
8     when we're stuck with this requirement to just do it  
9     two weeks before the meeting. And I understand all  
10    of that, but we try to do our bit to do that.

11            It's the end of the season. Typical end of  
12    the fishing season here is often around the fall  
13    equinox, so we're approaching that. So lots of  
14    things going on.

15            Again, really appreciate you all being able  
16    to work together, even though we can be passionate  
17    and we have great likes and dislikes and everything  
18    else, and we can still work together and get things  
19    done and move things ahead. And I really -- I've  
20    always valued that in the committees that I've been  
21    on. You've been professional. And because you are,  
22    you can manage your passions. It's a pleasure to  
23    work with you all. So hope we can keep that going on  
24    when we face other difficult decisions. Yeah, thank  
25    you.

1                   VICE-CHAIR ALWARD: So I just want to -- so  
2     I'll note that the newly amended bylaws actually did  
3     create the task Vetting Committee, which officially  
4     would be a subcommittee. At the last meeting in  
5     Florida we did vote for committee members, and you  
6     guys voted me the chair of that committee.

7                   So I guess the first question, is that  
8     still the desire of the full Committee? Because we  
9     need to notify the public who the chair of that  
10    subcommittee is legally and have to get ahold of  
11    them.

12                  CHAIR DZUGAN: Are there any objections to  
13    that?

14                  VICE-CHAIR ALWARD: I'll note that, just  
15    like the last Vetting Committee meeting that staff  
16    was gracious enough to call, even though it wasn't in  
17    the bylaws yet for this meeting, we put the call out  
18    to the full Committee and anyone who wants to  
19    participate is more than welcome.

20                  So for the record, the chair of the task  
21    Vetting Committee is Matthew Alward, and he can be  
22    reached at e-mail matt@bulletproof and ets.com.

23                  CHAIR DZUGAN: And just be aware that if  
24    you come up with a great idea for a subcommittee that  
25    you might be -- probably will be named the chairman



1 of. That's the way it seems to work.

2 Next meeting discussion. I'd like to hear  
3 from staff about your thoughts on that.

4 UNIDENTIFIED SPEAKER: Brownsville.

5 MS. HEWLETT: Never been to Texas.

6 CHAIR DZUGAN: I hear Brownsville twice.

7 (Multiple speakers cross-talking)

8 CHAIR DZUGAN: Kris.

9 MR. BOEHMER: I'd also suggest, if that's  
10 not a great option, perhaps like Bayou La Batre in  
11 Alabama.

12 UNIDENTIFIED SPEAKER: Galveston.

13 CHAIR DZUGAN: I've got a double-wide  
14 trailer down there. It keeps getting blown away,  
15 though. Bayou La Batre.

16 UNIDENTIFIED SPEAKER: Portland, Maine.

17 CHAIR DZUGAN: Portland, Maine. We're due  
18 to be in the south.

19 Michael.

20 MR. THIELER: Mike Thieler. Yeah, I would  
21 suggest New England for the fall, not necessarily for  
22 the spring, just due to weather constraints that they  
23 may have in the Gulf during that fall period. So I  
24 would suggest stick to the Gulf Coast and then maybe  
25 for the next meeting up in the New England area.

1 CHAIR DZUGAN: Before the hurricane season?

2 MR. DOOLEY: Might I suggest -- Bob Dooley  
3 here. Might I suggest california? And my hometown  
4 is not a bad place. Close to San Francisco airport  
5 and have it by the harbor. Have a good place there.  
6 We've had several meetings there in the past. Don't  
7 know what the cost is, but I know I can probably  
8 wrangle --

9 CHAIR DZUGAN: We're talking about six  
10 years ago right on the water there next to the jazz  
11 club?

12 MR. DOOLEY: Just a suggestion.

13 CHAIR DZUGAN: Any other suggestions?

14 VICE-CHAIR ALWARD: I certainly encourage  
15 that we have them in the Gulf Coast. And I think the  
16 next meeting is a great one to do that.

17 MR. VINCENT: Brownsville for me.

18 MR. LONDRIE: Point of clarification, when  
19 you say Brownsville, I would concentrate on  
20 South Padre, not necessarily Brownsville. You guys  
21 will be highly disappointed. So if you're looking  
22 for late April -- I don't know when Easter falls next  
23 year, but after Easter or early May you might get the  
24 hotels to cooperate with you on the island. But you  
25 guys are not knowing what you're asking for wanting

1 to go to Brownsville.

2 MR. WENDLAND: Appreciate that. What we've  
3 been trying to do, obviously, is go East Coast,  
4 West Coast, East Coast, West Coast to give everyone  
5 an opportunity to participate on both coasts. So  
6 obviously Alaska is West Coast. Ideally it would be  
7 nice to -- or to fall in line with that is to return  
8 to the East Coast next time or the Gulf. Gulf is  
9 inclusive of the East Coast.

10 So there's some considerations there we've  
11 talked about. So New England area, potentially Gulf,  
12 potentially March, April time frame. It's Easter and  
13 it's also the spring break time frame. So  
14 South Padre Island, as much as I want to be there on  
15 spring break, it may or may not work, but we'll take  
16 all those things into consideration, and that's a  
17 factor.

18 The bigger thing that we need to know, I  
19 think leaving this meeting, is everybody's calendars,  
20 your meeting and time frame for that. The location  
21 is easier to do than the time, I think. So if we can  
22 get the time nailed down, then we can reach out to  
23 those vendors and locations and those areas and make  
24 the best decisions from there. But the timing is  
25 critical.

1 CHAIR DZUGAN: Butch.

2 MR. HEWLETT: March is always best for me.

3 MR. WENDLAND: Specifically -- okay.

4 March. And as we go around, to be able to narrow it  
5 down, if there aren't any constraints by anybody else  
6 within that time frame.

7 CHAIR DZUGAN: Kris.

8 MR. BOEHMER: Just be mindful the  
9 North American Seafood Show in Boston is usually  
10 right around St. Patrick's Day, so some of us go to  
11 that. After that would be certainly better for me.  
12 End of March.

13 CHAIR DZUGAN: I was researching spring  
14 break in colleges in anticipation we might go to the  
15 south, and statistically mid March to the end of  
16 March is the peak, bleeding into early, first week in  
17 April. I don't know how that relates to your  
18 experiences. So something to think about from the  
19 mid -- from the Ides of March to April 7th is going  
20 to have busy -- hard to get hotels.

21 MS. HEWLETT: Easter is April 20th, just in  
22 case anybody wanted to look that up. That weekend  
23 obviously would be out. So that's later in April.  
24 13th is Palm Sunday.

25 MR. MYERS: Joe Myers speaking here. If I

1      could add to this, with regards to the end of March  
2      being congested, I may suggest considering the week  
3      of the 3rd or the week of the 10th of March, first  
4      two weeks. Then that would get you away from spring  
5      break, St. Patty's Day, and so forth. Just throwing  
6      that out there.

7                    MR. DAUGHTRY: Spring break -- and this  
8      works in the Keys the same way -- it's going to be  
9      all of March and it's going to be through Easter. It  
10     won't be until after Easter that things slow down and  
11     rates come into a reasonable -- so I don't know if  
12     the end of April, A, works for anybody, including  
13     Coast Guard or not, but probably, if you're wanting  
14     to get to South Padre, it's going to have to be after  
15     Easter.

16                  MR. LONDRIE: South Padre, March, spring  
17     break with colleges and as soon as colleges move out  
18     until Easter, a huge amount of Mexican nationals come  
19     up out of Monterey, and they're just as big on the  
20     island as spring-breakers. It has to be after  
21     Easter.

22                  CHAIR DZUGAN: Matt.

23                  VICE-CHAIR ALWARD: I just want to point  
24     out that the North American Seafood Show Expo is  
25     March 16th to the 18th this year. I would think

1       either one of those two weeks in March you suggested  
2       would work.

3               MR. WENDLAND:   So what I'm hearing is  
4       there's a potential of thought, if we do go down  
5       south after April -- I mean after Easter, getting  
6       into April, we're talking maybe late April, first  
7       part of May? Is that what I'm hearing for  
8       suggestions? Late April, early May.

9               MR. THIELER:   I don't know. Once May rolls  
10      around, you're getting into fishing seasons for us  
11      for sure. May is a little bit too late. We would be  
12      happy to make it work as best as we could, but that's  
13      tough.

14              CAPTAIN NEELAND:   So what I'm hearing,  
15      given spring break and the time frame, it looks like  
16      it would be a challenge to pull it off in the  
17      Gulf Coast, given the time frame and spring break.  
18      So it may be worth looking at March in New England,  
19      which is not the ideal time of year.

20              VICE-CHAIR ALWARD:   Is Galveston a spring  
21      break party town?

22              UNIDENTIFIED SPEAKER:   Yes.

23              MR. DAUGHTRY:   Anywhere near the water.

24              VICE-CHAIR ALWARD:   Is Brownsville a spring  
25      break party town? We're back to Brownsville.

1 MS. HEWLETT: They have a bar.

2 MR. VARGAS: Jerry, I just sent you a link,  
3 and John, of all the spring breaks for 2025 for all  
4 the universities, and it looks like most of them are  
5 between the 1st and the 23rd of March.

6 CHAIR DZUGAN: So the last week in March.

7 CAPTAIN NEELAND: Again, maybe going back  
8 to this, the -- we try to move to different  
9 geographic locations to maximize potential attendance  
10 from the public and exposure in the different fishing  
11 fleets.

12 UNIDENTIFIED SPEAKER: How's that working?

13 CAPTAIN NEELAND: I wish we had more public  
14 here. I think we should probably try to nail down a  
15 week or two and then we will try to look at all  
16 locations and what's the most feasible and pick a  
17 location based off of feasibility during that time  
18 window.

19 MR. WENDLAND: I would recommend, just by a  
20 show of hands maybe as we go around. It's almost  
21 impossible to get all 15 or 18 people lined up with  
22 everyone's calendars and fishing seasons and that  
23 kind of thing. So we would be looking for a quorum  
24 ability to do that. So show of hands going around in  
25 those one or two weeks you decide on.

1 VICE-CHAIR ALWARD: I know May is getting  
2 in towards fishing season. But didn't we just do  
3 Florida the first week of May and we pulled it off?

4 MR. WENDLAND: That was April.

5 VICE-CHAIR ALWARD: That was the last week  
6 of April?

7 MR. WENDLAND: If I recall correctly, it  
8 was the 11th and --

9 MS. HEWLETT: It was the second week of  
10 April.

11 MR. WENDLAND: 9, 10, 11, or something like  
12 that.

13 CHAIR DZUGAN: Leann -- pick on Leann for a  
14 minute. Off the top of your head, do you remember  
15 when they were looking at the MSIT class in Seward?

16 MS. CYR: Sometime in April. I can look.

17 CHAIR DZUGAN: I think it was April 7th or  
18 the week after. The 7th or 14th.

19 MR. VINCENT: How late could you go, like,  
20 March in the Northeast that would be reasonable  
21 weather-wise? That was a loaded question.

22 CAPTAIN NEELAND: March in the Northeast  
23 can be very questionable as far as weather. So  
24 again, I think we should pick a window and then look  
25 at all our options, but many places, March is



1 actually the snowiest month, believe it or not.

2 VICE-CHAIR ALWARD: I would suggest, if we  
3 can't get to the Gulf for the spring meeting, we're  
4 probably not going in the fall during hurricane  
5 season. So if you want to get to the Gulf Coast,  
6 which we should, we need to [indiscernible].

7 MS. HEWLETT: Gulf Coast is a big place.  
8 There's got to be someplace in that whole...

9 (Multiple speakers cross-talking)

10 MS. HEWLETT: Even in the spring, April  
11 meeting, anything on the coast or near the water,  
12 there's spring break and we still found a place that  
13 was outside of the big party town and we were still  
14 able to hold a meeting in April near the water on the  
15 East Coast. So spring break or not, I'm sure we can  
16 find some town near something that we want to go to  
17 somewhere on the Gulf of Mexico, whether it's  
18 Alabama, Louisiana, Texas, North Florida, Panama. I  
19 mean, I'm sure you've just got to do a little  
20 homework.

21 MR. WENDLAND: I need a date.

22 MR. DAUGHTRY: So can we look at weeks of  
23 March through April, or however we want to look at it  
24 and get a raise of hands and start seeing where we  
25 have consistency that we can get everybody?

1 CHAIR DZUGAN: Can staff send us a Google  
2 poll, or some poll on the internet?

3 MR. DAUGHTRY: That's the way to do it.

4 CAPTAIN NEELAND: So Mr. Chairman, thanks  
5 for that recommendation. What we will do is we will  
6 send a Google poll based off the weeks. We will  
7 identify the week and then, based off that, we will  
8 explore availability in different locations and try  
9 to aim for a geographic area which we have not  
10 recently been to.

11 CHAIR DZUGAN: Thank you. Anything else  
12 about -- anything else about the next general  
13 meeting? Any comments from staff or from Committee?

14 MR. WENDLAND: Mr. Chairman, I have a  
15 comment, or just a reminder, and that's the 45-day  
16 window notice. So I would just recommend everybody  
17 pencil in the 29th of October. That would be 45 days  
18 after this meeting, I believe, for that meeting.  
19 Just to pencil that in if you're interested in the  
20 Vetting Committee. And we'll confirm that date as we  
21 move forward. But that's kind of the 45-day window.

22 CHAIR DZUGAN: I believe you said, though,  
23 that you'd like the comments before then, like maybe  
24 on the 16th? Do I have that date right? The  
25 deadline to get -- to give you that feedback or --

1 MR. WENDLAND: Yeah, so there are two  
2 separate things. The feedback is to continue on with  
3 the Best Practice Guide, correct?

4 CHAIR DZUGAN: Right.

5 MR. WENDLAND: Yeah, I would like that  
6 within a week of this meeting.

7 CHAIR DZUGAN: I'm not talking about that.  
8 I'm talking about the 45-day notice.

9 MR. WENDLAND: So the 45-day notice is --  
10 the 45-day is from this meeting -- from this meeting  
11 the 45 days where that Vetting Committee is going to  
12 meet with the Coast Guard to present to the  
13 Coast Guard your thoughts for the next meeting, as  
14 well as the Coast Guard developing tasks and having  
15 that at that meeting. So then that helps formulate  
16 the agenda and all the things that have to happen to  
17 meet internal deadlines of the Coast Guard.

18 CHAIR DZUGAN: I just thought you wanted it  
19 before the 45 days came up.

20 VICE-CHAIR ALWARD: Can I request that  
21 Jonathan sends me and you an e-mail reminding us to  
22 e-mail the full Committee asking for agenda item  
23 ideas two weeks before that meeting?

24 MR. WENDLAND: Sure. I'll do that. I'll  
25 try to -- okay. So I'm just asking the Committee to

1 pencil in that date of the 29th once we confirm  
2 schedules. That's the day that the Committee that's  
3 interested in the vetting would be invited to that  
4 meeting for that information sharing. Is everybody  
5 clear on that? Okay.

6 And so Matt is suggesting two weeks prior  
7 to that, whatever that date is that I'm suggesting,  
8 which is the 29th, to send the Chair and the  
9 Vice-Chair an e-mail reminding them of the meeting.

10 VICE-CHAIR ALWARD: Which will remind us to  
11 reach out to the full Committee for all your ideas  
12 for the agenda items for the next meeting.

13 MR. WENDLAND: Certainly can do that. I'd  
14 just ask you to put that in your calendar as well  
15 just as a reminder.

16 CHAIR DZUGAN: Any other discussion about  
17 the general meeting or anything else coming into that  
18 before then?

19 MR. WENDLAND: One more comment. We  
20 enacted for this meeting Subcommittee 1 and 2. Also  
21 enacted an Awards Committee. If Subcommittee 1 and 2  
22 is done with their business of the taskings, then we  
23 should formally -- what's the word -- close those  
24 subcommittees.

25 VICE-CHAIR ALWARD: I move we close

1 Subcommittees 1 and 2.

2 MR. DOOLEY: Second.

3 CHAIR DZUGAN: Second from Bob. Any  
4 discussion? Barb.

5 MS. HEWLETT: I just have a general  
6 question, and maybe I missed it every single meeting  
7 for the last 15 years, but I don't ever remember  
8 having to call to close a subcommittee from a meeting  
9 over a two- or three-day period.

10 MR. WENDLAND: I'm not sure what you mean  
11 by the two- to three-day period.

12 MS. HEWLETT: No. Of all the meetings  
13 we've ever been to, I don't recall having to  
14 officially say the subcommittee is closed. Is this  
15 new?

16 MR. WENDLAND: Yeah. So there's new  
17 guidance coming down. There's guidance of when  
18 subcommittees are open, how long they should be open  
19 for, and the taskings of those. So once the taskings  
20 are complete, the subcommittees should close.

21 MS. HEWLETT: Okay.

22 MR. WENDLAND: So there's new guidance  
23 there, right.

24 MS. HEWLETT: I just didn't know if I  
25 missed something.

1 CHAIR DZUGAN: Anything else we need to  
2 cover under this topic, general meeting topics?

3 MR. WENDLAND: Just formally, then, the  
4 Awards Subcommittee is still open and the Vetting  
5 Committee is still open? Yes. Roger that. Thank  
6 you. And we just need that information as we close  
7 our reports for the end of the year. So I appreciate  
8 that. Thank you.

9 CHAIR DZUGAN: Going once, going twice.  
10 Yes, Angel.

11 MR. CALDERON: Angel Calderon. Before you  
12 guys leave, please remember to send me your hotel  
13 bill, ones you paid.

14 CAPTAIN NEELAND: We can --

15 MR. CALDERON: Sorry.

16 MS. HEWLETT: Call the question.

17 CHAIR DZUGAN: Anything else on general  
18 meeting? Going once, going twice.

19 VICE-CHAIR ALWARD: The question has been  
20 called.

21 CHAIR DZUGAN: Close committees. Motion on  
22 that. Anybody opposed to the motion that's on the  
23 floor? Seeing no opposition, the committees are  
24 closed. Done. Thank you.

25 Any other business?

1                   MR. CALDERON: Before you're leaving today,  
2     please -- today or tomorrow, once you close your  
3     hotel bill, scan it, send it to me. You have Uber,  
4     Lyft, taxi bills, send it to me. Okay? If you have  
5     any other item that you want to include, send it to  
6     me. I will evaluate it. I will let you know it is  
7     good or not.

8                   Send it to my e-mail. If you want to send  
9     it to me via text, yes, you can do it. But if you  
10    send it to me via text, please let me know who you  
11    are. Sometimes I do have -- so please do that. Too  
12    late is Wednesday next week for me to close your  
13    orders so you can get your money. Okay? Thank you.

14                  CHAIR DZUGAN: Do you need our travel  
15    orders also?

16                  MR. CALDERON: No, no.

17                  MR. WENDLAND: If I just could tag on to  
18    that as well. The coordinators, just a reminder,  
19    when you finish your voucher, to send that to me via  
20    e-mail so we can process those in the final reports  
21    for the coordinators. Thank you.

22                  CHAIR DZUGAN: Any other comments before I  
23    turn it over -- any other comments before I turn it  
24    over to the Captain? Final comments? Kris.

25                  MR. BOEHMER: Are we able to get a final

1 comment how we feel about this meeting? Is that  
2 appropriate to do that now?

3 CHAIR DZUGAN: This is a good time for  
4 that.

5 MR. BOEHMER: I just want to say, again,  
6 I'm really very proud to be a part of this Committee.  
7 It's nice to see we're moving this forward. It seems  
8 like watching grass growing at times, but at a  
9 meeting like this we seem to close some stuff out.

10 I thank everybody for getting us here to  
11 Alaska. That was kind of a neat thing. I don't know  
12 what the situation will bring for our next meeting,  
13 but I want to thank both Captains over here. They  
14 may or may not be at the next meeting, depending on  
15 what their orders are. Thank you for the patience  
16 and the leadership you guys have provided. I hope  
17 you are at the next meeting, but if not, I wish you  
18 the best on wherever your next assignment is.

19 So thank you, all of you guys. It's been a  
20 real honor being on this Committee. Thank you very  
21 much.

22 MS. HEWLETT: Ditto.

23 (Applause)

24 CAPTAIN DZUGAN: Barbara. And then we can  
25 just go around the table. Do you have any final



1        comments? Include how the meeting went, what could  
2        be improved, things like that too.

3                MS. HEWLETT: No. Absolutely. I just kind  
4        of ditto on here. Yeah, it was a great meeting and I  
5        think we get a lot accomplished every time. And  
6        thanks for letting us come up to see Alaska.

7                MR. TERMINEL: Well, we didn't disappoint.  
8        50 degrees and rain. You should have been here last  
9        month. I want to thank you for coming to our state.  
10       Texas says they've got the biggest state, but I think  
11       we've proven them wrong. But we have the most water  
12       line. We have a lot of fishermen that cover a lot of  
13       areas, and not so much the fishermen, but the  
14       Coast Guard that has to patrol these waters and the  
15       obstacles that they have in doing their job here.

16               I've worked intimately with the Coast Guard  
17       for over 20 years here and they've always done an  
18       outstanding job from other things other than fishing,  
19       [indiscernible], we've had Exxon Valdez, we've had  
20       quite a bit of action in Alaska, and the Coast Guard  
21       has always -- has always been there. So that's  
22       something I want to point out. That's it. Thank  
23       you.

24               MR. TURNER: I'd say this has been a good  
25       meeting. Enjoy working with everybody. I think

1 we're doing a better job as we get to know each other  
2 a little bit better and understand how people are  
3 going to react to things. Thank you.

4 MR. VARGAS: I appreciate everybody here  
5 and appreciate allowing me to be here, and I hope  
6 that, with my experience of 50 years in the industry,  
7 I can contribute more and continue to contribute more  
8 and more of my knowledge to you guys.

9 MR. DAMERON: I think it was a great  
10 meeting. I appreciate everybody's participation.  
11 And I think it all went well. Thanks.

12 CHAIR DZUGAN: Yeah, I already said part of  
13 my piece, but I just want to also thank staff,  
14 Coast Guard staff, and the staff who have been taking  
15 notes, contractors, and doing a good job of that and  
16 keeping us in line.

17 I want to let Greg know that I did not make  
18 any comparisons between Alaska and Texas. It was on  
19 my mind, but I thought, no, I'm going to do this  
20 straight, and I did. But after now, you know, it's  
21 all over. Anything is open now. I don't need to do  
22 that. I'll tell you that story later, in  
23 Brownsville. The time I did do that and the outcome,  
24 just between me and you.

25 Yeah, really appreciate you working with

1 everybody. I really appreciate the diversity and  
2 ideas and your backgrounds that you bring in. You  
3 bring a lot of experience and talents that way. So I  
4 like the diversity that way. I like working with you  
5 folks. So thank you for making that possible.

6 VICE-CHAIR ALWARD: As always this is -- I  
7 always enjoy it, especially battling with Tom. It's  
8 my favorite. There's always a lot of good work from  
9 everyone. I actually especially want to thank the  
10 court reporter. I know we are not easy to follow.  
11 Appreciate your efforts.

12 And really glad to have everyone come up  
13 here. Me and Mike are driving down to Homer tomorrow  
14 and coming back Friday night if anyone else wants to  
15 go to Homer.

16 MR. THIELER: Wish me luck.

17 VICE-CHAIR ALWARD: We're not going  
18 tonight. So enjoy the state. Hope you guys get some  
19 sun and to see some sites.

20 MR. DOOLEY: After being on this committee  
21 for many, many years, my first term was dissolved and  
22 then a couple years later they reinstituted it and  
23 said we're back on, some of us. This is the first  
24 meeting I've ever been in person, so I really thank  
25 all of you for being so welcoming and listening to my

1 drill. So anyhow, I appreciate it and I look forward  
2 to working with you all in the future. Thanks so  
3 much.

4 MR. HEWLETT: I think the meeting went very  
5 well. It moved along pretty well. And thanks to the  
6 Coast Guard for all the great work.

7 MR. ROSVOLD: Thank you.

8 MR. THIELER: I also concur that the  
9 meeting went well and agree with Kris that, you know,  
10 wherever you captains end up, I wish you all the  
11 best, whether it's in retirement or in a new  
12 position.

13 I would like to single out a couple of  
14 folks, which probably isn't all that appropriate, but  
15 Bob, I felt like you had some very good input to our  
16 committee, you know, and I didn't realize that you  
17 had been previously on here. So you kind of knocked  
18 yourself down a little bit. I thought, boy, this guy  
19 came in with some great ideas.

20 But also David, you were a scribe for this  
21 committee, and I thought you did a fantastic job of  
22 not only keeping us on track but make sure that,  
23 especially with our topics, I thought that you had  
24 some great input.

25 VICE-CHAIR ALWARD: When are you going to

1       buy him a drink?

2                   MR. VINCENT: Well, if he doesn't, I will,  
3       because David is the MVP at scribing. He's fantastic  
4       at putting the right words in a coherent manner.  
5       It's a delight to be here. It's a delight to work  
6       with you. Thank you so much, Coast Guard. Matt,  
7       Jerry, thank you. I'm delighted that you guys are  
8       continuing chairs. Thank the scribe. And we've got  
9       a great team here. Keep it going.

10                  MR. LONDRIE: Thank staff for putting it  
11       together up here. This was obviously a unique trip  
12       for the committee. And speaking personally, I had a  
13       great time coming up here. I've actually been up  
14       here since last Thursday. So not looking forward to  
15       going home to triple digit heat tomorrow, but seeing  
16       the sun for the first time in a week will be nice.  
17       Claim to be the land of the Midnight Sun up here.  
18       I'm not buying it because I didn't see it yet. But  
19       great meeting.

20                  MR. DAUGHTRY: I want to really give my  
21       sincere thanks to this Committee for not electing me  
22       chair while I was out, because I have been a part of  
23       committees where that kind of stuff has happened, and  
24       I might have even initiated some of that kind of  
25       stuff. So happy to know you guys didn't. So thank

1     you very much for that. Enjoyed our time up here. I  
2     feel like we were productive. And thank you,  
3     Coast Guard. Thank you, everybody, for being here.  
4     Appreciate it.

5                 MR. WENDLAND: Last opportunity to fill out  
6     the sign-in sheet if you did miss it. It's still up  
7     on the podium, I believe. I'd like to thank a few  
8     people. First of all, the Imig folks that were in  
9     charge of the sounding here. I know it was a little  
10    bit different. Came through. So thank you so much.

11                I'd also like to thank Jennifer Ramsey of  
12    the Egan Center who welcomed us and provided us the  
13    opportunity for this facility. It was amazing for  
14    her to do so in a time frame where there's a lot of  
15    activity going on up here.

16                Also, just on a personal note, I just want  
17    to thank you, each and every person that actually  
18    came up to me and had some great comments about my  
19    mom. So thank you very much for that. It was a  
20    great meeting, and look forward to the next one.  
21    Thank you.

22                CHAIR DZUGAN: Captain, I think you're  
23    going to take us out of here.

24                CAPTAIN NEELAND: Thank you. So I  
25    appreciate all of the feedback from everyone. I want

1 to just kind of echo what you said. I want to  
2 acknowledge the CVC-3 staff, Joe Myers,  
3 Angel Cauldron, and John Wendland. They did a ton of  
4 work to get this meeting organized. And I also  
5 really appreciate Scott Wilwert willing local in  
6 Alaska trying to help us work as we were trying to  
7 figure out some of these logistics. So it really is  
8 a team effort and a huge thank you to all of them.

9 Also a thank you to all of the entire  
10 Committee. I really value all of your perspectives  
11 and feedbacks as we work through these tasks and get  
12 your voices and opinions as we weigh them and try to  
13 make the best course of action, whether it's closing  
14 an investigation or trying to work some other issue  
15 to improve the safety of the entire commercial  
16 fishing fleet.

17 So I'm glad it was a successful trip,  
18 successful meeting. And I really look forward to the  
19 continued work of the committee as we keep advancing  
20 safety for all the fishermen. So with that, safe  
21 travels, everybody. And this meeting is adjourned.  
22 Thank you.

23 (Applause)

24 (Proceedings concluded at 4:39 p.m.)

25

REPORTER'S CERTIFICATE

I, DEIRDRE J.F. RADCLIFFE, Verbatim Shorthand Reporter, and Notary Public in and for the State of Alaska, do hereby certify that foregoing proceedings were taken before me at the time and place herein set forth; that the proceedings were reported stenographically by me and later transcribed by computer transcription; that the foregoing is a true record of the proceedings taken at that time; and that I am not a party to nor have I any interest in the outcome of the action herein contained.

IN WITNESS WHEREOF, I have hereunto set my hand this 24th day of September 2024.

A handwritten signature in black ink, reading "Deirdre J.F. Radcliffe", is written over a horizontal line.

DEIRDRE J.F. RADCLIFFE

My Commission Expires 5/31/26



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