

USCG CFSAC Sept 15-16 2015
12 Motion Summary

Motions (12):

1. Motion made by Mr. Dameron seconded by Mr. Read: To make Dockside Exams required every two years.
2. Motion made by Mr. Davis seconded by Mr. Dameron: That the Coast Guard collaborate with AMSEA/NPFVOA, committee members, and Others to accomplish the following:
 - A. AMSEA/NPFVOA harmonize existing fishing vessel safety course outlines already accepted by USCG and that meet CFSAC objectives, and forward to the Training Subcommittee Review Group for revision and comments including safety, drills and stability.
 - B. AMSEA/NPFVOA create new draft course outlines on topics not already USCG-accepted (i.e. weather, seamanship, collision prevention, fatigue and navigation), but based on objectives recommended by CFSAC, and forward to the Subcommittee Review Group for review and comment.
 - C. AMSEA/NPFVOA will update the National Standard Drills Curriculum for currency, and forward to the Subcommittee Review Group for review and comment.
 - D. It is the intent of the Committee to complete this work within six months to one year from September 2015.
3. MOTION made by Mr. Davis seconded by Mr. Read: The CFSAC strongly urges the USCG to be in attendance and participate in the IMO Maritime Safety Committee HTW subcommittee meetings, and provide active input into the STCW-F review process; that the USCG make special note of harmonizing current Authorization Act training developments now underway with STCW-F updates; and the committee recommends the USCG track all STCW-F papers and analyses, and include a USCG fishing safety staff and a US fishing industry representative on the US delegation to HTW subcommittee meetings.
4. Motion made by Ms. Baker Seconded by Mr. Davis: That the Coast Guard accept Written and/or Secure Electronic Drill and Safety Instruction Logs.
5. Motion made by Mr. Davis Seconded by Ms. Baker – That Thermal Protective Aids (TPAs) in SOLAS A training be included in the basic drill conductor course.

6. Motion made by Mr. Davis Seconded by Mr. Neville - Marine pollution be included as an objective in the seamanship module of the curriculum for Fishing Vessel Operator Training in development to meet the 2010 Authorization Act requirements.
7. Motion made by Mr. Davis Seconded by Ms. Baker: That the USCG provide to the committee a draft generic Equipment Maintenance log as required in the 2010 Authorization Act for our review in order to create guidance to the industry.
8. Motion made by Mr. Woodley Seconded by Mr. Davis: To recommend the Alternate Safety Compliance Program Matrix, as revised, be used as guidance for developing compliance measures for the specific regions and fisheries. The document should be footnoted on each page with the date / version of the document and a statement that clarifies the matrix is a working document used for the development of specific Alternative Safety Compliance Programs. Further, the committee recommends the Alternate Safety Compliance Program Matrix, as revised, is posted on the FishSafe website and publicized within each USCG District.
9. Motion made by Mr. Woodley Seconded by Mr. Bohemer: Recommend the USCG continue to allow carriage of survival craft w/in 3nm that are no longer approved but were previously allowed until such time as those craft are no longer serviceable or Part 28 regulations are revised to address survival craft carriage requirements on vessels operating inside 3NM.
10. Motion made by Mr. Hockema Seconded by Mr. Jacobsen: To recommend the Coast Guard develop the Alternative Safety Compliance Program (ASCP) and the Alternative Loadline Compliance Program (ALCP) so that private naval architects and accepted marine surveyors can execute as many of the program objectives as practicable, while the Coast Guard provides administrative oversight of these programs. For vessels of less than 140 feet documented length having 16 crew or less we also recommend that no review/approval of specific vessel stability, structure or systems be performed by the Coast Guard Marine Safety Center for these programs, unless requested to do so by the participating naval architect or marine surveyor.
11. Motion made by Mr. Woodley Seconded by Mr. Jacobsen: Recommend that the USCG marine safety center develop guidance and provide clarification to Officer's in Charge of Marine Inspection (OCMI) and vessels owners on the interpretation what it constitutes a major conversion as it relates to part time or full time fish tender vessels. Further the committee recommends guidance on whether these vessels require loadline.
12. Motion made by Mr. Davis Seconded by Mr. Bohmer: That the Coast Guard collaborate with NIOSH to conduct an Analysis of both fatal and non-fatal injuries as well as fishing

vessel disasters for each District to facilitate the accurate prioritization and targeting for Alternative Safety Compliance efforts by each District.