



NTSB National Transportation Safety Board

Office of Marine Safety

NTSB & Fishing Safety

For Commercial Fishing Safety
Advisory Committee

Seattle, Nov. 14

Overview

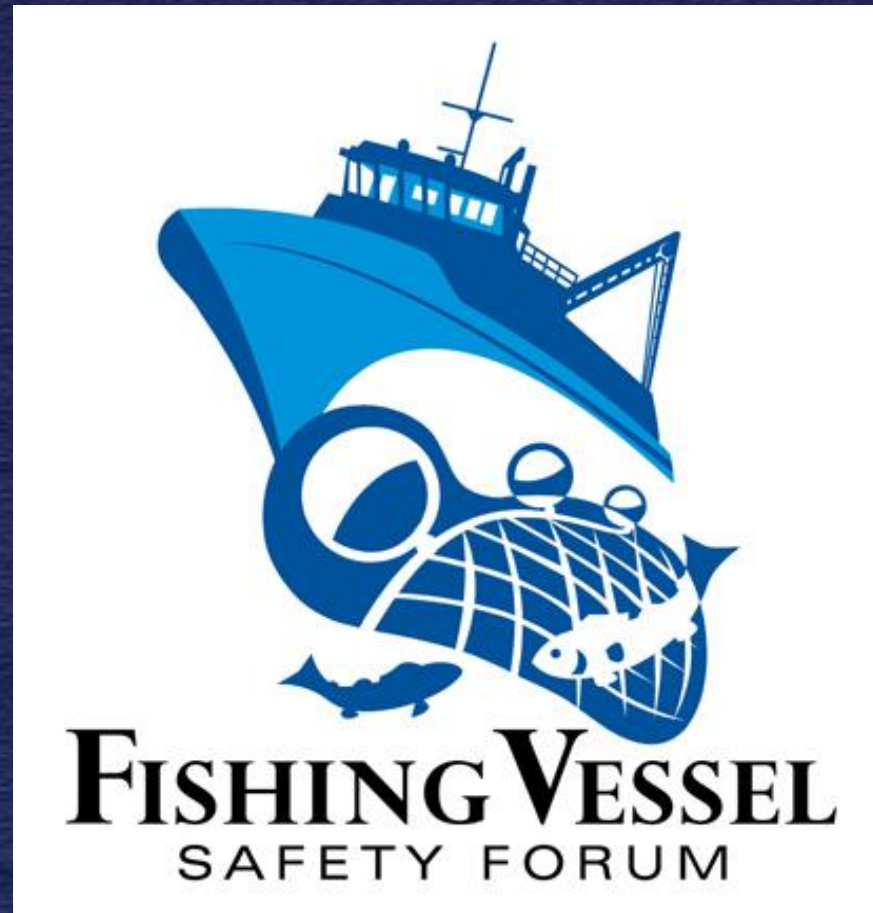
- NTSB Roles
- NTSB Fishing Safety Forum
- Recent brief reports
- Forum results

NTSB an Independent Agency

- Investigate casualties
 - Major Marine
 - Others of interest including international
 - MOU with USCG on who leads
 - May involve public hearings in particular casualties
- Determine Probable Cause
- Make Recommendations
- Advocate for safety
- Hold forums to gather facts and generate interest

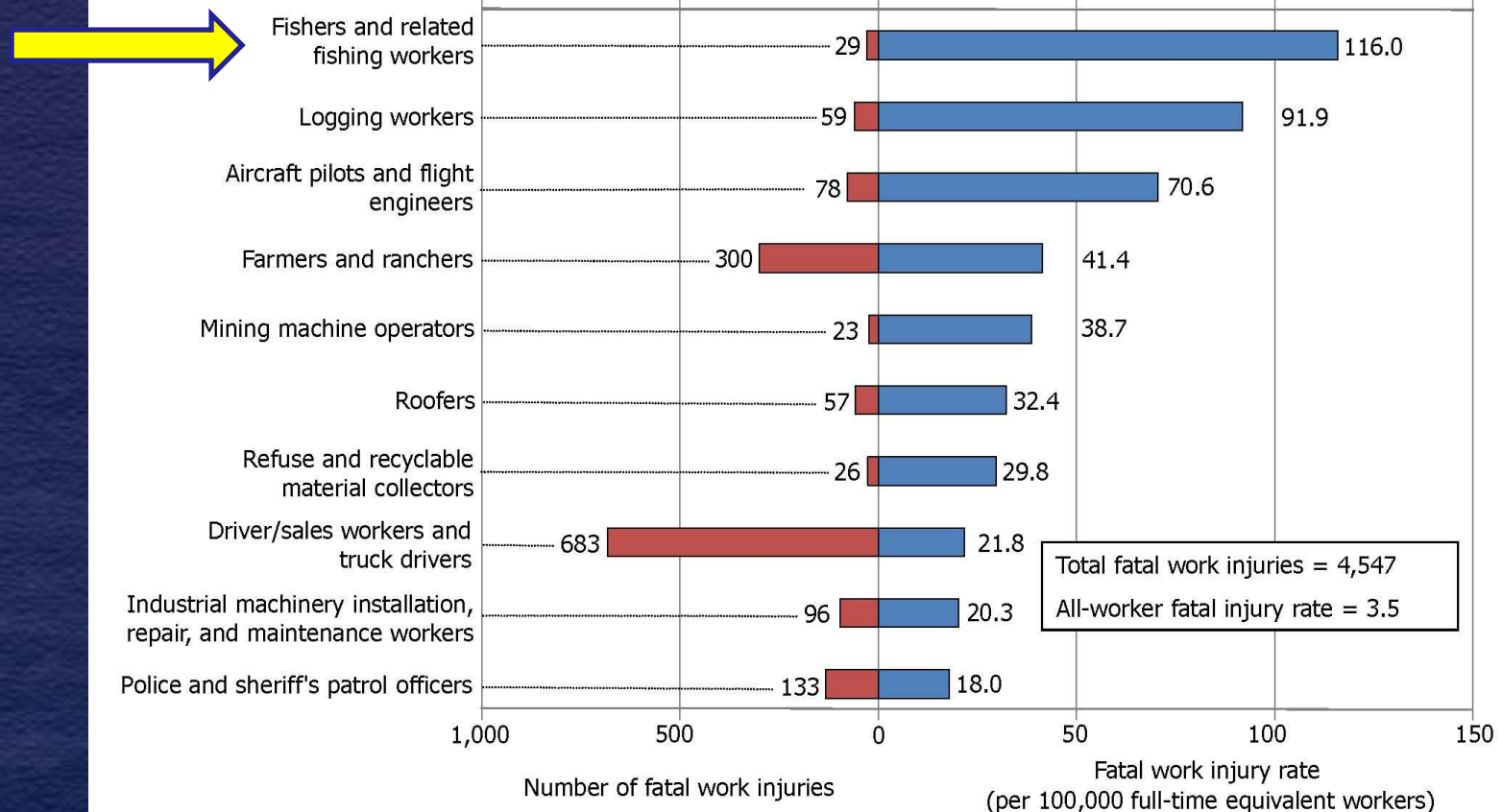
NTSB Forum Commercial Fishing Vessel Safety

October 13 and 14, 2010
Washington, D.C.



Commercial Fishing Is The Most Hazardous

Occupations with high fatal work injury rates, 2010*



Fatal work injury rates were highest for fishers, logging workers, and aircraft pilots and flight engineers in 2010.

*Data for 2010 are preliminary.

NOTE: Fatal injury rates exclude workers under the age of 16 years, volunteers, and resident military. The number of fatal work injuries represents total published fatal injuries before the exclusions. For additional information on the fatal work injury rate methodology changes please see <http://www.bls.gov/iif/oshnotice10.htm>.

SOURCE: U.S. Bureau of Labor Statistics, U.S. Department of Labor, 2011.



Previous NTSB Actions

- 1987 safety study
 - Addressed numerous issues
 - Recommended that Coast Guard seek inspection authority
- Status of recommendations
 - Reiterated in 1987, 1988, 1990, 1991
 - Coast Guard finally granted authority in 2010 only for dockside exams
- Still uninspected.

NTSB Fishing Vessel Safety Issues

- Stability related issues
- Inadequate life saving equipment
- Training and awareness
- Unsafe loading and operating practices
- Operating in extreme weather conditions
- Fishery Resource management/Economic pressure not safety related
- Inadequate inspection and enforcement
- Work-Rest schedule and Fatigue
- Watertight integrity/Opening and unsecured hatches



Forum Objectives

- Identify safety issues in the industry
 - Industry perspective
 - Government's perspective
- Identify improvement areas and strategies

http://www.nts.gov/news/events/2010/fishing_vessel/agenda.html

Forum Issues 6 Panels/2 days

- Identification of safety problems within the commercial fishing industry
- Vessel issues related to safety
- Lifesaving equipment
- Safety training for commercial fishermen
- Fisheries management impacts on safety
- Perspectives of fishermen on safety

Findings from the Forum

- Fishing vessel accident causation cannot be generalized because of the diverse types of operations
- Fishermen often seem neither aware of nor willing to admit the risks inherent in their occupation
- Even if fishermen have the best safety equipment they often don't know how to use it and are resistant to hands on training that could save their lives
- Fishermen are disposed towards risk taking and not only at sea but extending to their activities on land
- Training should be accessible, meaningful, affordable, realistic, culturally and linguistically appropriate, with performance based outcome objectives



Katmai

- Vessel sank in severe weather Oct 22, 2008 in the Bering Sea with 7 fatalities
- Joint USCG/NTSB investigation – CG led
- Marine Board of Investigation (appointed by Commandant)
- CG report issued Apr 26, 2010 with 31 recommendations to the Coast Guard
- NTSB is not making any recommendations within its report but highlights some of the Coast Guard's own safety recommendations.
- *Katmai* brief considered within our first stage action resulting from the fishing vessel safety forum

Katmai

the loss of the vessel's watertight integrity because watertight doors from the main deck to the processing space and the lazarette were left open by the crew at a time when the vessel was overloaded and navigating in severe weather, which allowed water to enter the vessel resulting in progressive flooding and sinking



Lady Mary

- Joint investigation Marine Board
- Vessel drifting in poor weather
- Indecipherable “Mayday” call
- VMS last known position – sank rapidly
- 1 survivor in immersion suit – 6 fatalities, some in partially donned immersion suits
- Mistaken registration – GPIRB Rec to FCC.
- Multiple conversions w/o naval architect review

Lady Mary

- flooding originating in the lazarette through an access hatch left open during rough weather, contrary to safe shipboard practice.

Safety Issues Addressed

- Vessel stability, subdivision, and watertight integrity for vessels 79 feet or less in length
- Crew knowledge and ability to apply stability principles while operating a vessel
- Requirements for flotation aids
- Requirements for personnel retrieval gear
- Training and competence in responding to emergencies and deploying survival equipment



Recommendation M-11-23

Establish standards for new and existing commercial fishing industry vessels of 79 feet or less in length that:

- (1) address intact stability, subdivision, and watertight integrity and
- (2) include periodic reassessment of the vessels' stability and watertight integrity.



M-11-24

Require all owners, masters, and chief engineers of commercial fishing industry vessels to receive training and demonstrate competency in:

- vessel stability,
- watertight integrity,
- subdivision, and
- use of vessel stability information

regardless of plans for implementing the other training provisions of the 2010 Coast Guard Authorization Act.



M-11-25

- Require each person on the deck of a commercial fishing industry vessel to wear a flotation aid at all times.
(M-11-25)



M-11-26

Require owners of commercial fishing industry vessels to:

- (1) install fall overboard recovery devices appropriate for the vessel,
- (2) periodically ensure the functionality of such equipment, and
- (3) regularly conduct drills in which crewmembers demonstrate their competence in the use of such devices.



M-11-27

Require all crewmembers to provide certification of completion of safety training before getting under way on commercial fishing industry vessels, such training to include both prevention of and proper response to emergency situations as well as actual use of emergency equipment.

More information & contact

<http://www.nts.gov>

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