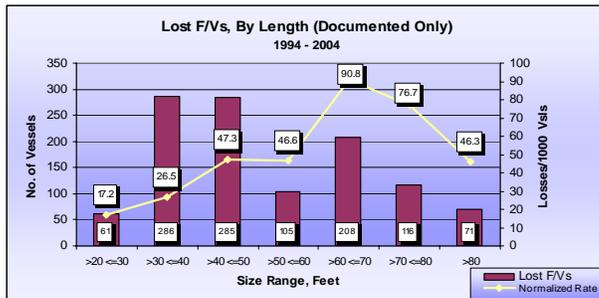


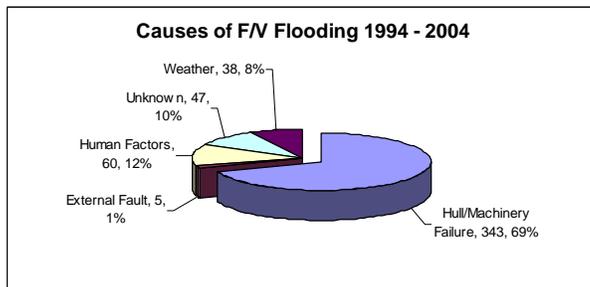
# Stability Training For Commercial Fishing Vessels

From 1994 through 2004, there were 1398 lost commercial fishing vessels and 641 fatalities. Of those fatalities, 328 occurred at the same time a vessel was lost. This is an average of 127 lost vessels and 58 fatalities per year.

Vessels less than 79 feet (24 meters) account for most of the commercial fishing vessels lost. The loss of stability or watertight integrity is a significant factor in the loss of many vessels between 30 and 79 feet in length.



For both vessel losses and personnel casualties, the majority of these incidents were not directly related to fishing operations, but to other activities, such as flooding, sinking, and capsizing. Most often, fishermen are dying because their vessel sank and they found themselves in the water.



The Commercial Fishing Industry Vessel Safety Advisory Committee (CFIVSAC), advises the U. S. Coast Guard on matters and actions relating to the safe operation of commercial fishing vessels. The CFIVSAC recommended that stability training documentation should be required for all owners and masters (persons in

charge) of commercial fishing vessels and proposed a stability training program consisting of 3 tiers.

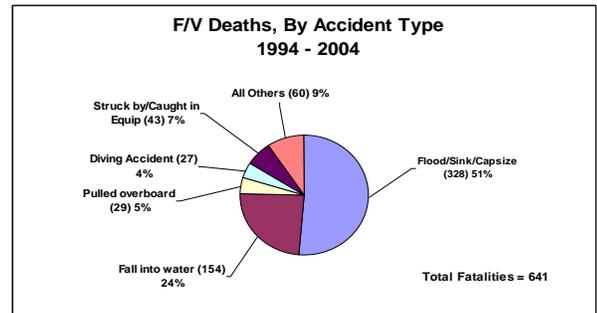
**Tier #1** - Basic stability training covering at least the following topics.

1. Overloading
2. Alterations/weight creep
3. Watertight integrity
4. Free surface
5. Hang up, snags, & dragging gear
6. Icing
7. Heavy seas
8. Lifting loads
9. Shifting loads
10. Progressive flooding

**Tier #2** - Specific stability training in the unique stability risks for the vessel, fishery or fisheries the owner or master (person in charge) will participate in.

**Tier #3** - Training related to use of stability guidance for the specific vessel.

51% of all fishing vessel deaths are attributed to flooding, sinking, or capsizing of the vessel.



Currently, a commercial fishing vessel which is 79 feet or more in length that is not required to be issued a load line, underwent a major conversion, or has been substantially altered is required to meet the stability requirements of 46 CFR Part 28 Subpart E.

The Coast Guard's voluntary dockside examination program is intended to raise awareness of vessel integrity, stability, and maintenance problems that often lead to vessel loss. Coast Guard Examiners are fishing vessel safety specialists and ready to educate fishermen on survival matters and stability issues.

**On Your Mark, Get Set, Go**  
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