

Alternative Compliance and Safety Agreement
for H & G Trawl & Longline Vessels

K. Emergency Drills & Training

Analysis: Increases on board trained drill instructor, fosters effort to improve multi-language training and requires a record of emergency drills and training. This is not a classification issue, but meets or exceeds current inspected vessel standards.

1. Each vessel that operates with less than 16 people on board shall have a minimum of two (2) certified Fishing Vessel Drill Conductors on board.
2. Each vessel that operates with 16 – 25 people on board shall have a minimum of three (3) certified Fishing Vessel Drill Conductors on board.
3. Each vessel that operates with 26 - 35 people on board shall have a minimum of four (4) certified Fishing Vessel Drill Conductors on board.
4. Each vessel that operates with more than 35 people on board shall have a minimum of five (5) certified Fishing Vessel Drill Conductors on board.
5. Every reasonable effort shall be made, including the use of North Pacific Fishing Vessel Owners Association and Alaska Marine Safety Education Association Spanish & Vietnamese language safety videos, to ensure that all non-English speaking crew members and fish processing personnel are familiar with their emergency responsibilities and duties.
6. All emergency drills and training shall be logged by the master of the vessel. Emergency drills and training records shall be maintained on board the vessel and at the vessel's home office for three years.
7. Sailing Short: At the outset of a voyage a vessel should "possess" the complement of certificated drill conductors as stipulated in this section. In certain unusual circumstances, when vacancies occur at or after the time the crew is required to be aboard, the vessel may sail short, provided the vacancy was without the consent, fault, or collusion of the master, owner, or any other person interested in the vessel, and the master has made a conscientious effort to find a qualified replacement. In addition, the master must be satisfied that the vessel is safe to make the intended voyage. Desertion, arrest, failure to join, hospitalization, etc., are considered to be unusual circumstances and may be grounds for sailing short if the master considers the remaining complement sufficient. However, at each port or place called at during the voyage (including the port of departure), the master has an obligation to obtain qualified replacements if they are available. The master need not obtain permission to sail short, but must report the situation in writing within 12 hours of arrival at the port of destination. The master's decision to sail short is subject to the OCMI's review and appropriate administrative action should be taken if warranted.