

**Paitl, George LT**

**From:** Paitl, George LT  
**Sent:** Friday, September 04, 1998 12:53 PM  
**To:** Roberts, Christopher LCDR  
**Subject:** RE: CY00 Legislative Issues

Sir,

I would like to push licensing of CFV operators; however, I need to draft my proposal and submit it to G-MO. G-MO has agreed to revisit this issue with G-M. If you recall, during our meeting with Asst. Secretary Leiber, G-M decided not to pursue the licensing initiative.

v/r,

Joe

-----Original Message-----

**From:** Roberts, Christopher LCDR  
**Sent:** Friday, September 04, 1998 12:25 PM  
**To:** Alan Moore; George Paitl; James Robertson; Kirsten Martin; Russell Proctor; Thomas Sherman  
**Subject:** FW: CY00 Legislative Issues  
**Importance:** High

Anything gang?

CER

-----Original Message-----

**From:** **Powers, Geoffrey CAPT**  
**Sent:** Wednesday, September 02, 1998 3:17 PM  
**To:** Anthony Furst; Chris Oelschlegel; Christopher Roberts  
**Cc:** Pontiff, Marvin CAPT  
**Subject:** FW: CY00 Legislative Issues  
**Importance:** High

Any input?

**[POWERS, Geoffrey CAPT]**

-----Original Message-----

**From:** Smith, Shirley  
**Sent:** Wednesday, September 02, 1998 2:45 PM  
**To:** Powers, Geoffrey CAPT  
**Subject:** CY00 Legislative Issues  
**Importance:** High

Do you have any legislative issues to submit??? Is a legislative issue for CG inspection of the Staten Island ferries dead???



# Memorandum

Subject: G-M FY96 BUDGET ISSUES

Date: MAR - 8 1994

From: Chief, Merchant Vessel Inspection  
and Documentation Division

Reply to G-MVI-4  
Attn of: CDR GUERRERO  
X72307

To: Chief, Office of Marine Safety, Security  
and Environmental Protection

1. ISSUE. Commercial Fishing Vessel Safety Inspection Program - the potential for Congressional approval.
2. BACKGROUND. The Commercial Fishing Industry Vessel Safety Act of 1988 directed the Secretary of the Department in which the Coast Guard is operating to conduct two studies. The purpose of the first study was to examine the safety problems on commercial fishing industry vessels, to make recommendations regarding whether a vessel inspection program should be implemented, and, if necessary, to define the nature and scope of the program. The purpose of the second study was to examine fish processing vessels that are not surveyed and classed by a recognized classification society, and to make recommendations regarding what hull and machinery requirements should apply to these vessels. The studies were conducted and recommendations made by the authors of both studies. These recommendations were endorsed, in part, by the Commercial Fishing Industry Vessel Advisory Committee (CFIVAC) at meetings held in 1991. Recommendations which the Committee specifically endorsed in 1991 included self-inspection for the entire commercial fishing industry, and the development of additional standards for existing fishing industry vessels 79' and larger. In drafting its plan, the Coast Guard used the advice of the Committee and went one step further, recommending to Congress on 12 November 1992, a three-tiered inspection plan based on vessel length.
3. DISCUSSION. Either plan, i.e., the three-tiered inspection plan or the self-inspection plan for the entire fleet, will require legislative authority.

Previously, on 13 January 1992, the Coast Guard sought legislative authority to license fishermen and submitted to Congress a Plan For Licensing Operators of Uninspected Federally Documented Commercial Fishing Industry Vessels. Much of this plan reflected recommendations made by the CFIVAC, but there were areas of conflict. Congress, in turn, strongly suggested that the Coast Guard resolve the differences with the CFIVAC and reach consensus prior to any Congressional consideration. Working groups from both the CFIVAC and the Coast Guard then met and resolved those differences.

Subj: G-M FY96 BUDGET ISSUES

A concept paper supporting a revised Licensing Plan was drafted, forwarded to, and approved by the Full Committee at the December 1992 meeting.

In the case of the proposed Coast Guard Inspection Plan, CFIVAC support remains strongly in favor of self-inspection.

4. CONCLUSION. The three-tiered inspection plan will have the greatest positive impact on improving safety on fishing vessels. Since CFIVAC does not fully support this plan, if the Coast Guard proposes the three-tiered inspection plan, expect low probability of consideration, support or passage from Congress.

The self-inspection plan for the entire fleet will have little to no impact on improving safety for fishing vessels from what now exists (Title 46, Code of Federal Regulations, Part 28). ~~This plan introduces no incentive to comply.~~ The fishing community will continue to run the risks of civil penalties as they do now. Since CFIVAC support for this plan remains strong, if the Coast Guard proposes the self-inspection plan for the entire fleet, expect high probability of consideration, support or passage from Congress.

G. M. WILLIAMS

tjf.memo-Insp-Issue: 03MAR94

**Paitl, George LT**

**From:** Richard Hiscock [ere@capecod.net]  
**Sent:** Tuesday, October 06, 1998 10:00 AM  
**To:** GPaitl@comdt.uscg.mil; rclark@comdt.uscg.mil; thommar@monmouth.com;  
RHiggins@D1.uscg.mil; THarrington@D1.uscg.mil; gliderdude@aol.com; gossarb@ntsb.gov;  
Meg Sweeney; TFarley@comdt.uscg.mil; J.Ciampa/MSOPOINT@internet.uscg.mil;  
patturlo@mint.net; rhh@cape.com  
**Subject:** Fatigue in the Fishing Industry

***Cape Cod Times, October 5, 1998***  
**Fatigued fishermen are sleepless in Provincetown**  
Molly Benjamin is a Times columnist.

See that guy nearly asleep on his feet in the 10-items-only line?

He's a fisherman, and he's beat.

Every Cape Coddler works hard; it comes with the territory. Blue-collar Cape Codders work at a pace that would terrify many Europeans, shock South Americans, and mystify many Americans hailing from other zip codes.

For good or for ill, we are a driven culture. Check out how many jobs the typical Provincetown summer worker holds down in the high season: Breakfast cook from 5:30-10, retail store salesperson from 10:30-4, waitress between 5:30-10:30.

The one caveat is the summer worker-schedule comes to an end sometime. The fisherman, well, he's in a different boat.

There is humor in things that develop because somebody is simply way short of sleep. You're in line at the bank, say, when you realize your clothes are inside out because you were sleepy and dressing in dim light back at 4 a.m., but now it's banker's hours and you know full well you look funny.

You drive right by your own house because your mind was on something else and your eyes were so tired they just didn't register the turn.

You spent a half-hour in the wrong parking lot wandering around like a demented bozo trying to locate your truck because your fatigue prevented you from remembering that you actually parked someplace else. As you finally realized your mistake, you couldn't help but notice the attendant eyeing you with understandable suspicion.

Fishermen have to work with nature, which uses a clock no human can read. It requires you to stay alert and capable beyond the cadence of your own biological clock. Airplane pilots, for instance, are required by safety laws to take numerous hours off. These laws are crafted with the knowledge that the job of driving a plane keeps you up well past your normal bedtime.

Driving a plane and steering a boat have certain similarities, including the fact that both are relatively simple 99 percent of the time.

It's the leftover fraction that comes into play when things all around you have broken down, chaos reigns, and it takes every bit of your skill and experience to get you and yours through the next 30 minutes. From boring to bedlam in a New York minute.

Tired is as tired does. You get home and sit down to eat. Within seconds, your head is nestled against your shoulder, and your spouse is completely convinced you tarried at the local watering hole on the way home from the pier.

I know a guy who once intended to heat a can of Campbell's soup. He put water in the pan and turned on the stove.

## CERTIFICATION OF FISHERMEN

### RECOMMENDATIONS OF THE COMMERCIAL FISHING INDUSTRY VESSEL SAFETY ADVISORY COMMITTEE REGARDING THE CERTIFICATION OF COMPETENCY OF OPERATORS OF DOCUMENTED FISHING INDUSTRY VESSELS UNDER 200 GROSS TONS

The United States Coast Guard has recorded the casualty and fatality rates for the commercial fishing industry. The Committee believes these numbers are unacceptably high and has attempted through its work and previous recommendations to offer concrete means of lowering them. Statistics show that many accidents relating to fishing vessels are contributed to or caused by human factors. The prevention of many accidents, casualties, and fatalities can be prevented by the acquisition of certain knowledge, skills and abilities. The Committee feels that a minimum level of competency be established for operators of documented fishing industry vessels under 200 gross tons. Thus, the Committee rejects the status quo where this class of operators is not required to meet any standards.

The Committee feels the best way to attain a desired level of competency is with relevant and practical hands on training and the acquisition of knowledge, skills and abilities.

Those evidencing proficiency in this way should be issued a "credential". Steps leading to this credential would help insure competency and raise professionalism within the industry. Suspension or revocation of this credential would also provide a means by which appropriate authorities could remove incompetent persons from positions of responsibility on commercial fishing vessels..

The Committee recommends that the Secretary of Transportation prepare a legislative proposal that establishes a "credential" for the operators of fishing, fish processing, and fish tender vessels. Further this plan should apply to all regions and fisheries of the United States and its territories.

This plan shall apply to "operators" of federally documented commercial fishing vessels less than 200 gross tons. So that the International Tonnage Convention does not interfere with this proposal, existing regulations, or proposed fishing vessel safety regulations, the committee recommends the following in order to maintain the status quo: one, that

manning and watch keeping requirements are not increased by a shift from national to international tonnage, and two, that fishing vessel safety regulations and certification of operators not be avoided by any decrease in tonnage by a shift in the above tonnages. A modification by Congress to amend Public Law 100-424 to specify a length over all or the current tonnage standard on documented fishing vessels would accomplish this end.

The Committee recommends the USCG be the federal agency to oversee and administer this program because of its established relationship and experience with the marine industry. There is much to be gained by keeping the interactions of the government and the commercial fishing industry consolidated in as few agencies as possible.

The person in charge of the vessel shall be responsible for overall safety. This person shall be available to advise any watch keeper whenever a question about the safe operation of the vessel arises.

The Committee recommends that the following minimum number of qualified persons be aboard commercial fishing vessels:

Vessel Class	Vessel Size	Qualified Personnel
A	doc. F/V < 79 ft & < 200 GT	Operator
B	doc. F/V > or = 79', < 200 GT, & < 16 POB	Master, Certified Fisherman
C	doc. F/V > or = 79', < 200 GT, > or = 16 POB	Master, Operator, Certified Fisherman

These break points in size and personnel were chosen to reflect international standards, language of the CFIVSA of 1988, and in order to facilitate implementation of this proposal.

Class B and C vessels require more qualified personnel. The number of persons on board and the higher level of complexity on these vessels would indicate the need for more responsible and competent persons in charge if the master is off watch.

The Committee recommends that a Certified Fisherman possess basic competency in Rules of the Road and seamanship. The

individual must speak English and meet vision standards including differentiation of colors. The person must also possess a certificate from a USCG approved Personal Survival Course (IMO).

In addition to the above, the Operator shall possess basic competency in navigation. He shall also possess a current CPR and First Aid card. Experience shall include six months of sea time.

A Master, in addition to all the above, shall possess more extensive knowledge of Rules of the Road, navigation (including electronic), and seamanship. Furthermore, he shall possess competency in stability, fire prevention and control, fishing vessel regulations, and weather. Experience shall include two years of sea time.

These requirements reflect a balance between what is required for safety on one hand and yet reduces the burden of implementation on the fishing industry and the Coast Guard. These minimum requirements may be increased if deemed necessary in the future. Equivalencies may exist in the current USCG licensing scheme, i.e., OUPV + Personal Survival Course (IMO) = Operator.

It is hoped and desired that any training proposal will build upon existing programs which have been developed in cooperation with the fishing industry. It is further recommended that the Coast Guard work in close consultation with the industry to develop practical standards for training and evaluations. This should facilitate acceptance of this plan by the industry.

The USCG may authorize third parties to evaluate mariners against a prescribed competency standard and to "certify" applicants found qualified as part of the Coast Guard requirements. The committee strongly supports the concept of third party training. For example, the committee is investigating the appropriateness of utilizing the Maritime Administration in training.

The Committee hopes that those people with a history of experience in the fishing industry prior to implementation of these regulations, who can demonstrate proficiency in any of these subjects, will be grandfathered in for that requirement at an appropriate competency level. However, individuals must still be in possession of a current CPR, First Aid, and Personal Survival Course (IMO) cards.

Credentials should be renewed every five years. This would include a short refresher course in Personal Survival (IMO) to keep individuals abreast of changes in technology.

The CFIVSAC feels the above recommendations outline a realistic and flexible plan. It attempts to ease the heavy impact on the U.S. commercial fishing industry and on the U.S. Coast Guard, yet still help reduce the current unacceptably high level of fatalities, casualties, and number and severity of personal injuries.

These recommendations were made by general consensus of the membership of the CFIVSAC at a meeting held in Washington, D.C. January 25 and 26, 1990.

2. Status of the Inspection Plan and has implementing legislation ever been drafted?

The Inspection Plan for Commercial Fishing Industry Vessels required by the Commercial Industry Vessel Safety Act of 1988 was forwarded to Congress in November 1992. This proposal calls for a three tiered inspection plan:

- a) Self Inspection for vessels less than 50 feet in length.
- b) Third Party Inspection for vessels greater than 50 feet in length but less than 79 feet in length.
- c) Coast Guard Inspection for vessels greater than 79 feet in length.

No legislation has been drafted. To date there has been no Congressional sponsor for this program nor inclusion in the Coast Guard Authorization Act. While the Coast Guard would like to see an inspection program for commercial fishing industry vessels, considering the current political climate, as well as the Prevention through People initiatives, our emphasis is with the Licensing Plan.

3. Provide copy of proposed legislation of the Licensing Plan.

The Licensing Plan for Commercial Fishing Industry Vessels required by the Commercial Industry Vessel Safety Act of 1988 was forward to Congress in January 1992. Most recently, the Licensing proposal survived Department of Transportation and OMB review and was placed in the House of Representatives version of the Coast Guard Authorization Act, (Section 903 of H.R. 1151). However, the Coast Guard and Maritime Transportation Subcommittee did not place this licensing proposal in H.R. 1361, the USCG Authorization Act that was passed by the House, (enclosure 4). Likewise the Senate version dealing with Coast Guard Authorizations did not pick up the Licensing Plan, (S. 1004). As suggested, you will find a listing of committee members for both the Senate and the House (enclosure 4), if you would like to express your interest in having the Licensing Program get signed into law.

4. Status of the SNPRM (1992)

On October 27, 1992, the Coast Guard published a Supplemental Notice of Proposed Rulemaking (SNPRM) to address topics deemed to be controversial for inclusion in the Part 28 Final Rule that was published in August 1991. The controversial topics addressed in the SNPRM included:

- Aleutian Trade Act of 1990;
- Stability for Fishing Vessels less than 79 feet in length;
- Administration of exemptions authorized by 46 U.S.C. 4506;
- Termination of unsafe operations
- Requirements for survival craft on fishing vessels with 3 or fewer individuals on board operating within 12 mile of the coastline and outside the boundary line;
- and acceptance criteria for instructors and course curricula.

On October 24, 1995, the Coast Guard published a final rule relating only to the Aleutian Trade Act, (60 FR 54441). For the stability section, the CFIVAC is getting a chance to develop parameters for regulations via the Stability Subcommittee.

The rest of the topics are included in a Interim Rule with request for comments that is presently being routed through HQ for clearance.



# Memorandum

Subject: MARINE CASUALTY REPORT ON F/V  
PACESETTER; COMMENTS ON  
RECOMMENDATIONS

Date: 16732

Reply to: G-MOC-3/FISH  
Attn. of: LT Joe Paitl  
267-0507

From: G-MOC

To: G-MOA

Ref: (a) G-MOA Memorandum 16732 of 11 Feb 97

1. The subject casualty has been reviewed (six staff hours) as requested by reference (a), and the following comments are provided:

## COMMENTS ON RECOMMENDATIONS

Recommendation 1: Partial concurrence.

Comment: We agree with the proposal that fishermen should be educated with respect to free surface effect since it plays a significant role in vessel stability. The best vehicle for ensuring such education is the licensing plan that was developed by the Coast Guard and forwarded to Congress in January 1992. Unfortunately, this licensing plan has not yet been supported or sponsored by our lawmakers. A joint effort by G-MOC and G-MSE is presently underway to develop several "hands-on" training devices, including stability trainers, that will be used by both district offices and field units to educate fishermen on vessel stability. A copy of this report will be distributed to field units through district fishing vessel safety coordinators to underline the importance of a working knowledge of stability and free surface effect for operators of commercial fishing industry vessels.

Recommendation 2: Partial concurrence.

Comment: While we agree with the proposal to periodically inspect the material condition of commercial fishing industry vessels and their associated safety equipment, we lack the legislative authority to take further action in this respect. A plan to inspect such fishing vessels was submitted to Congress in November 1992, but to date no support or sponsorship has been forthcoming. Absent legislative authority, no requirements will be prescribed for the periodic inspection of commercial fishing industry vessels. A copy of this report will be distributed to field units through district fishing vessel safety coordinators.

Subj: MARINE CASUALTY REPORT ON F/V PACESETTER; COMMENTS ON  
RECOMMENDATIONS

Recommendation 3: Partial concurrence.

Comment: We agree with the proposal regarding the development of watertight subdivision standards for uninspected fishing vessels; however, Congress did not authorize the Secretary of Transportation to prescribe these type of regulations for existing vessels, unless they have been substantially altered since September 15, 1991. Several Navigation and Vessel Inspection Circulars (NVICs) provide some guidance on the watertight integrity of vessels. Moreover, the issue is presently being addressed by the stability subcommittee of the Commercial Fishing Industry Vessel Advisory Committee--this subcommittee is developing voluntary guidelines for vessels less than 79 feet. A copy of this report will be provided to subcommittee members for their use in developing the voluntary guidelines. A copy of this report will also be distributed to field units through district fishing vessel safety coordinators to underline the importance of a working knowledge of watertight integrity for operators of commercial fishing industry vessels.

G. J. PAITL, JR.  
By Direction

Copy: G-MSO  
G-MSE



# Memorandum

Subject: MARINE CASUALTY REPORT ON F/V HEATHER  
LYNN II; COMMENTS ON RECOMMENDATIONS

Date: 16732

From: G-MOC

Reply to: G-MOC-3/FISH  
Attn. of: LT Joe Paitl  
267-0507

To: G-MOA

Ref: (a) G-MOA Memorandum 16732 of 2 May 97

1. The subject casualty has been reviewed (four staff hours) as requested by reference (a), and the following comments are provided:

#### COMMENTS ON RECOMMENDATIONS

Recommendation 2: Partial concurrence.

Comment: We agree with the proposal that operators of commercial fishing vessels should be tested for navigational competency and appropriately licensed. This would certainly increase their seafaring qualifications, knowledge, and skills. A plan to license commercial fishermen was developed by the Coast Guard and submitted to Congress in January 1992, but to date no support or sponsorship has been forthcoming. Absent statutory authority, the Coast Guard may not prescribe requirements for the licensing of commercial fishing vessel operators. Moreover, chemical testing of commercial fishermen may not be implemented until the Coast Guard is given the authority to license fishing vessel crews.

Recommendation 4: Concurrence.

Comment: This casualty case, although quite tragic, provides for several valuable "lessons learned." Therefore, a copy of this report will be distributed to field unit examiners through district fishing vessel safety coordinators to highlight the importance of operator visibility and attentiveness, with the ultimate aim of preventing similar incidents in the future.

G. J. PAITL, JR.  
By Direction

Copy: G-MSO



# Memorandum

Subject: MARINE CASUALTY REPORT ON F/V HEATHER  
LYNN II; COMMENTS ON RECOMMENDATIONS

Date: 16732

From: G-MOC

Reply to: G-MOC-3/FISH  
Attn. of: LT Joe Paitl  
267-0507

To: G-MOA

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Recommendation 4: Concurrence.

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G. J. PAITL, JR.  
By Direction

Copy: G-MSO

# Memorandum

Subject: MARINE CASUALTY REPORT ON F/V DEBRA D;  
COMMENTS ON RECOMMENDATIONS;  
MC97015562

Date: 23 September 98  
16732

Reply to  
Attn. of: G-MOC-3/FISH  
LT Joe Paitl  
267-0507

From: G-MOC

To: G-MOA

Ref: (a) G-MOA Memorandum 16732 of 10 Sep 98  
(b) G-MSO-2 Memorandum 16732 of 5 May 98

1. The subject casualty has been reviewed (four staff hours) as requested by reference (a), and the following comments on the recommendations are provided:

- (a) Recommendation 1. Concur. Twenty-three commercial fishing vessels have been lost as a result of fire this year. The master's formal fire fighting training, received to satisfy the requirements for a master's license, was likely a contributing factor leading to the mitigation of fire damage aboard the subject vessel. Moreover, such training may have prevented the complete loss of the vessel and its crew. The Commercial Fishing Industry Vessel Safety Act of 1988 (P. L. 100-424) required the Coast Guard to submit a plan to Congress to license operators of documented commercial fishing vessels. In consultation with the Commercial Fishing Industry Vessel Advisory Committee (CFIVAC), such a plan was submitted on January 3, 1992; however, sponsorship and legislative action is not forthcoming. G-MOC intends to submit a proposal to G-M that might rekindle the impetus to license operators of commercial fishing vessels and will consider using this case as supporting documentation. In the interim, G-MOC will provide a copy of this report to district commercial fishing vessel safety coordinators. District coordinators, in turn, should disseminate this report to field units and encourage field unit vessel examiners and vessel boarding officers to remind commercial fishermen of the importance of personnel training, emergency preparedness drills, and formal fire fighting training.
- (b) Recommendation 2. Do not concur. See reference (b) for a detailed explanation.

G. J. PAITL, JR.  
By direction

Copy: G-MSO

# Memorandum

Subject: MARINE CASUALTY REPORT ON F/V DEBRA D;  
COMMENTS ON RECOMMENDATIONS;  
MC97015562

Date: 23 September 98  
16732

Reply to G-MOC-3/FISH  
Attn. of: LT Joe Paitl  
267-0507

From: G-MOC

To: G-MOA

Ref: (a) G-MOA Memorandum 16732 of 10 Sep 98  
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(b) Recommendation 2. Do not concur. See reference (b) for a detailed explanation.

G. J. PAITL, JR.  
By direction

Copy: G-MSO

DEPARTMENT OF  
TRANSPORTATION  
U.S. COAST GUARD  
CG-4229 (Rev. 5-97)

# DIGEST

APPROVAL   
SIGNATURE   
INFORMATION

FROM: G-MOC

Via: G-MO

TO: G-M

24 April 1998

1. The attached summary regarding commercial fishing vessel safety (CFVS) was faxed to our office yesterday. We have reviewed the summary and, in preparation for Monday's meeting at 1530-1630 with Assistant SECDOT John Lieber, have forwarded the summary for your review with some general comments. Monday's meeting was originally scheduled for the purpose of addressing safety issues in Puget Sound, WA. However, according to Mr. Robert Clark of DOT, they (DOT) suggested that CFVS issues be addressed as an add-on. Mr. Clark conveyed to LT Joe Paitl of my staff, during a telephone conversation this morning, that DOT's offer to address CFVS issues is merely an offer of support, not a mandate, and subject to your approval.

2. Overall, I agree with the DOT summary assessment of CFVS and recommend that we accept DOT's gracious offer for support in order to improve safety in the commercial fishing industry. Although the licensing plan and inspection plan are separate documents, they have been submitted together for the past several years. The idea of separating these plans into separate, more digestible portions and gaining ground through incrementalism is certainly a worthwhile venture.

3. The casualty data contained in the DOT summary is somewhat questionable. According to the USCG CASMAIN data, there were 648 commercial fishing fatalities from 1982-1987, an average of 108 fatalities per year. In 1986, the number of commercial fishing fatalities was 98, not 57 as indicated by the summary. LT Paitl is working with Mr. Clark on this matter.

4. I recommend that we concentrate our DOT/CG consolidated efforts, first, on licensing of commercial fishing vessel operators, as the more palatable of the two plans. This effort, if successful, would certainly enhance safety through professional training and competency. In addition, the chemical testing provisions contained in Title 46, CFR, Part 16 would be introduced into the commercial fishing industry.

J. E. SCHRINNER

## SIGNER'S COMMENTS

## Meeting with RADM North, Mr. Janno Lieber

27 April 1998

1530-1630

### Other Attendees

Mr. Serig (OST)

CAPT Mark VanHaverbeke (G-MSE)

LT Joe Piatl (G-MOC)

LT Duane Boniface (G-MSE-1)

### Agenda

1. Puget Sound Marine Safety/ITOS
  - 1.1. Process leading up to and following Secretary's determination.
  - 1.2. Measures for further review
  - 1.3. Mechanisms for study of measures.
  - 1.4. Stakeholder participation
  - 1.5. Partnership with Washington State
  - 1.6. Meeting with Mr. Joe Stohr (Washington State Dept. of Ecology)
  - 1.7. Budget
    - 1.7.1. ITOS Evaluation
    - 1.7.2. Cost-Benefit Analysis
  - 1.8. Upcoming Items
2. Fishing Vessel Safety Program