

# Safety Implications to Amendment 80 Vessel Replacement



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October 6, 2006



# Presentation Summary

- Amendment 80 safety performance
- History & description of the Alternate Compliance & Safety Agreement (ACSA)
- Vessel replacement issues as related to safety



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# Amendment 80 Fleet Risks

- Creating fish products on board means
  - More complex vessels – multi-deck work spaces
  - 42 crew members - average
- Freezers mean
  - Poisonous gas (NH<sub>3</sub>)
  - High fire loading – boxes, foam
- Remote operating location means
  - Long way from Search & Rescue



# Amendment 80 Fleet Casualty History

## ARCTIC ROSE -2001

- All 15 crew dead
- Poor stability & lack of watertight integrity
- Out of her league in the Bering Sea



92' in length – 199 gross tons



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# Amendment 80 Fleet Casualty History

## ALASKA RANGER - 2008



208' in length – 1578 gross tons

- 5 crew dead
- Flooding & Sinking
- One of largest at sea rescues in Alaska history
- CG Investigation pending



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# Fatality Rates (2000-2009)

- Amendment 80 Fleet: 339 fatalities per 100,000 workers
- Other Alaska Fishing Fleets: 109 fatalities per 100,000 workers
- Amendment 80 Fleet has the highest fatality rate in the BSAI, from 2000-2009
- Rates reflect the high consequence work environment & sub-optimal safety regime.

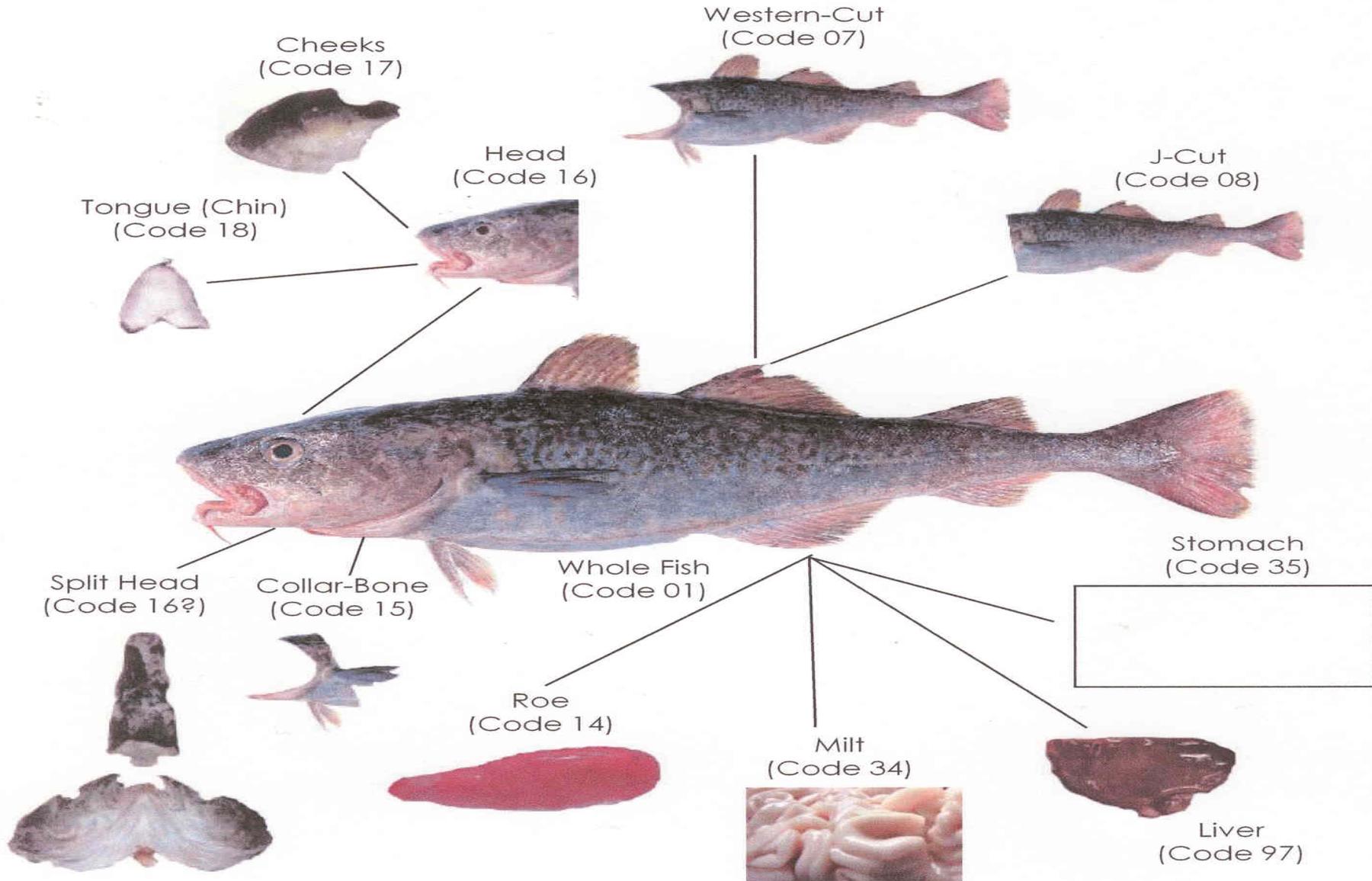


# H & G = Fishing Vessel Regulations



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# Fish Processing Vessel = Class & Loadline







# Alternative Compliance & Safety Agreement (ACSA)

- Began in Jun 2005, fully implemented in Jan 2009
- Cooperatively developed program designed to mitigate risks, & significantly upgrade safety.
- Focus is on hull, watertight integrity & stability,
- Downflooding & fire prevention, machinery inspection
- Improved lifesaving, firefighting & crew emergency training





# Alternative Compliance & Safety Agreement (ACSA)

- Program allows vessels to remain in fishery, producing historically important ancillary products
- Prohibits extensive processing
- Shortcoming: ACSA is voluntary and vessels may disenroll





# Results of ACSA

- 18 of 21 active Amendment 80 vessels are fully ACSA compliant
- \$20-\$25 million spent in Pacific Northwest shipyards



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# Limitations of ACSA / Need for Vessel Replacement



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186  
378

186  
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USCG

 Type of Vessel	FVS Regs	FPV Exam	ACSA	Loadline Reqs	Class Req	CG New Vsl Regs	Damage Stability	# of Active Vessels
H&G Vessel	X							1
ACSA Vessel	X	X	X					15
ACSA w/ LL	X	X	X	X				3
Class & LL	X	X		X	X	X		2
New FPV	X	X		X	X	X	X	0



# AFA C/P as Comparison Group

- Operate in same area / same time of year
- No occupational fatalities
- Higher safety standards
  - Classed & loadlined
- Average length is 280', 315' for vessels that produce fillets & fish meal.



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# 120' versus ~300'

- Maximum flexibility to design ship w/ safety in mind
- Licensed master, mate, & engineers at 200 GT
- 50% of deck force has A/B rating
- Required 2-watch rotation for licensed crew
- Navigation safety requirements at 1600 GT
- Coast Guard Inspected at 5000 GT
- Little safety downside to unrestricted vessel length



# Conclusions

- Concerns regarding vessel safety are fully substantiated
- ACSA has made significant improvements
- Lack of vessel replacement inhibits long-term safety
- Most critical structural & design safety improvements achieved through new construction
- Operational improvements achieved through increases to vessel size

