



New England
Fishery Management Council

NTSB's FISHING VESSEL SAFETY FORUM

October 13 and 14, 2010

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Executive Director

New England Fishery Management Council



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Councils and Safety

- “Safety at sea has long been a serious issue for the Council”
- National Standard (10): Conservation and management measures shall, to the extent practicable, promote the safety of human life at sea.
- Rely on USCG, Council Advisory Panels, and Public Input



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Coast Guard Report to the Council Sep 2010

- Sea Scallop and Multispecies Fleets
- Limited to Reported Casualties
- Casualties include the following types of accidents:
 - Disabled
 - Aground
 - Allision
 - Collision
 - Capsize
 - Sinking
 - Flooding
 - Man overboard
 - MEDEVAC
 - Injury
 - Fire



Scallop Fleet Age

Year Built	Hours Fishing	% of Fleet Size	% of effort	# of Reported Casualties	% of Reported Casualties	Reported Casualty Rate (per 100 K hrs)
2000-2010	332,080 Hrs	14%	17%	11	11%	3.3
1990-1999	205,470 Hrs	10%	11%	6	6%	2.9
1980-1989	649,832 Hrs	37%	34%	35	36%	5.4
1970-1979	609,658 Hrs	29%	32%	41	42%	6.7
1900-1969	102,961 Hrs	8%	5%	4	5%	3.9

January 1st, 2008 to June 1st, 2010



Scallop Fleet Size

Vessel Size	Hours Fishing	% of Fleet Size	% of effort	# of Reported Casualties	% of Reported Casualties	Reported Casualty Rate (per 100 K hrs)
0-19	0	3%	0%	0	0%	0
20-29	0	0%	0%	0	0%	0
30-39	12,382 Hrs	5%	1%	15	15%	121.1
40-49	143,340 Hrs	19%	8%	17	17%	11.9
50-59	87,163 Hrs	8%	5%	4	4%	4.6
60-69	200,842 Hrs	11%	11%	16	16%	8.0
70-79	606,824 Hrs	25%	32%	17	17%	2.8
80-89	582,116 Hrs	19%	31%	22	22%	3.8
90+	267,333 Hrs	10%	14%	7	7%	2.6

January 1st, 2008 to June 1st, 2010



Multispecies Fleet Age

Year Built	Hours Fishing	% of Fleet	% of Effort	# of Reported Casualties	% of Reported Casualties	Reported Casualty Rate (per 100 K hrs)
2000-2010	83,504 Hrs	18%	8%	8	6%	9.6
1990-1999	129,948 Hrs	15%	12%	10	11%	7.7
1980-1989	455,221 Hrs	33%	43%	45	38%	9.9
1970-1979	334,896 Hrs	23%	32%	49	45%	14.6
1900-1969	57,224 Hrs	8%	5%	10	10%	17.5

January 1st, 2008 to June 1st, 2010



Multispecies Fleet Size

Vessel Size	Hours Fishing	% of Fleet Size	% of Effort	# of Reported Casualties	% of Reported Casualties	Reported Casualty Rate (per 100 K hrs)
0-19	0	9%	0.0 %	0	0%	0
20-29	955 Hrs	14%	0.1 %	0	0%	0
30-39	116,670 Hrs	28%	11.0 %	12	8%	10.3
40-49	228,682 Hrs	19%	21.6 %	24	19%	10.5
50-59	103,098 Hrs	6%	9.7 %	13	10%	12.6
60-69	138,328 Hrs	6%	13.1 %	13	10%	9.4
70-79	253,764 Hrs	9%	23.9 %	42	33%	16.5
80-89	197,675 Hrs	6%	18.6 %	19	15%	9.6
90+	21,621 Hrs	3%	2.0 %	5	4%	8.1

January 1st, 2008 to June 1st, 2010



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Fishing Vessel Requirements

- Basically none. That's a problem. However, new Coast Guard Bill includes a number of Fishing Vessel Safety provisions.
- Fishing Vessels are “Uninspected Vessels”. No annual Coast Guard COI for all systems (deck, engine, fire fighting equip, damage control equip, navigation equip, hull maintenance, etc...)
- No Licensing requirement for operators or crew. No competency testing for even basic knowledge of seamanship, navigation, first aid, fire fighting, etc.. No experience or physical requirements.
- Even the Coast Guard's Dockside Safety Exam is voluntary.



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Conclusions

- Casualty rates increase with respect to age of the vessel.
- Small scallop vessels 30 to 39 feet in length, which is our new IFQ Fishery, have increased casualty rates. Small, older vessels, towing very heavy gear.
- Multispecies vessels between 70-79 feet, that operate primarily offshore, have an elevated casualty rates.
- Loss of stability and man overboard continue to be the leading causes for fatalities in the New England region.
- Inadequate licensing and inspection requirements are contributing to casualty rates.
- Fishing regulations are most successful when developed from the bottom-up, but safety regs should be from the top-down.



Recommendations

- Competency testing and a license should be required for all Commercial Fishing Vessel Captains. With a true professional in the wheelhouse with demonstrated knowledge and experience, safety will be improved.
- Coast Guard Dockside Safety Examinations should be mandatory.
- Commercial fishing vessels should be “Inspected” by the Coast Guard.