

Alternate Compliance and Safety Agreement Meeting Summary

NPFVOA classroom - 1900 West Emerson Suite 101
Seattle, WA 98119 - (206) 285-3383

16 June 2011

❖ **Welcome – 4th Annual Meeting between USCG and ACSA Stakeholders**

- Host NPFVOA – Welcome and facility brief, Leslie Hughes – Government and Industry Affairs
- Round of Introductions, led by Dan Hardin: went around the room with introductions.
- Meeting was attended by 41 people representing ACSA vessel owners and operators, NPFVOA, Freezer Longline Coalition, Groundfish Forum, maritime consultants, ABS, USCG representatives from Headquarters, Pacific Area, Sector Puget Sound, Sector Anchorage, Sector Juneau, MSD Dutch Harbor, District 17 and District 13.

❖ **General Announcements:**

- Coast Guard, Sector Puget Sound, Commander Chris Woodley:
 - Problem Resolution – you may ask for clarification on requirements issued during ACSA Exams. The contact information to seek clarification or appeal a requirement will be added to the next edition of the ACSA Guide.
For Puget Sound it is John Dwyer: (W) 206-217-6180 (24 Hr) 206-217-6002
Anchorage (covers Western Alaska) Brad Clare (W) 907-271-6727 (24 Hr) 907-271-6769
- Coast Guard Sector Anchorage, Lieutenant Commander Brad Clare:
 - Addressed examination follow-up issues. Asked vessel operators to schedule examinations a few days ahead of time so that the examination will be entered into the calendar. This will help ensure the Examiner will be available for the exam. Also schedule the exam so that there will be time to correct deficiencies prior to departure.
- Coast Guard District 13, Seattle, Dan Hardin
 - Please ensure ACSA vessels are carrying their Exemption Letters aboard. If a vessel is processing without the required Classification and Load line documents they may be subject to voyage termination (unless they can show the Exemption Letter to the USCG Boarding Officer).
 - Clarification that after completing an ACSA Exam, the standard Fishing Vessel Safety Dockside exam still needs to be completed. The dockside exam covers items all fishing vessels must comply with. The ACSA annual exam covers ACSA specific items.
 - The exam requirements on page 8 of the ACSA Guide explain the types of exams required and the frequency.
- Coast Guard, District 17 Alaska, Lieutenant Commander Mike Franklin:
 - The 17th Coast Guard District will continue to provide assistance and support to the ACSA program.
- Coast Guard Headquarters, Jack Kemerer, COMDT CG-5433:
 - Praised the ACSA Program for its cooperative approach where government and industry work together to improve safety. There is continued interest in the program and it serves as a model for new Alternative Safety Compliance programs required by the Coast Guard Authorization Act. The ACSA program should continue to stress aspects of the program to reduce fatalities and vessel losses.

- The Coast Guard Authorization act was passed since our last meeting. Dockside Safety Exams (Certificate of Compliance exams) will be mandatory for all fishing vessels that operate outside of 3 nautical miles. Operator training in navigation and safety will also become mandatory for those vessels. Implementing regulations still need to be developed. This will take time. Go to FishSafe.info for information and updates.
 - A brief about the upcoming changes to regulations is being planned for the [Pacific Marine Expo](#) to be held a Quest Field November 17-19.
 - The Commercial Fishing Safety Advisory Committee may be meeting in Seattle just prior to the Expo. Planning and scheduling is under consideration. There are currently 7 open positions on the committee for 2011. Interested individuals are encouraged to apply and pass the word on to acquaintances who may be interested. [More information.](#)
 - Encouraged fishing vessel owners and operators not to wait to complete the required dockside safety exams as there may be a flood of exam requests in the summer and fall of 2012. Vessels that have completed their exam prior to that time will be evaluated for how to be given credit for their exam and compliance.
 - The vessel's build date determines applicability for many of the requirements set forth in the Coast Guard Authorization Act. Headquarters is looking into the definition of "built" in the act to determine if it is the date the keel was laid, the date the vessel was contracted, or delivery date. This is particularly important for owners considering new construction.
 - The Coast Guard investigation report of the ALASKA Ranger was released since our last meeting. The ACSA program was criticized in the report. However since the incident many improvements have been made to the program. Three full time people have been hired to conduct examinations and provide program oversight. The program is alive and well. It is expected that changes and improvements will occur as needed and agreed upon by all parties.
- Freezer Longline Coalition, Kenny Down:
The Coalition considers ACSA a success overall, the program guidance continues to improve. Appreciates clarification on the Chain of Command. Vessel safety continues to improve under the program. The open dialogue between the Coast Guard and industry is working well.
- Open announcements from Industry Stakeholders:
ACSA vessel operator stated that during a recent at-sea USCG boarding, the Law Enforcement Boarding Officers did not understand the ACSA program. Reply from USCG; contact the USCG District Fishing Vessel Safety Coordinator if problems arise during boardings and they will attempt to resolve the problem, or at least mitigate. The district Coordinators recently sent material regarding fish processing vessels, classification, load line and the ACSA program to the Law Enforcement Training Team. The ACSA Exemption Letter is required to be aboard ACSA vessels as proof the vessel meets requirements.
- ❖ **Recommended updates to ACSA Guidance, Troy Rentz:**
- *Distributed summary of modifications and ACSA Guides with recommended modifications and comments for stakeholders to review.*
 - Page by page review of document:
 - Cover – updated revision date. Jack Kemerer recommended adding the web address for the on-line version of the [ACSA Guide](#) as well as the [FishSafe](#) web address. These will be added as recommended.
 - Table of Contents - adjusted reflecting modifications
 - Points of Contact / Appeals – Added contact information for the Officer in Charge, Marine Inspection for both Puget Sound and Anchorage. These are the people to contact to seek clarification on requirements or to appeal a requirement issued by the USCG Examiner.

Question: Do vessels have to comply with requirements that are being appealed? Answer: Yes, the requirement is enforced until rescinded. However, do not hesitate to call the OCMI to work out a solution. Sometimes it is just a matter of how the requirement is being interpreted. Comment from vessel operator: It seems some requirements exceed standards for classed and load lined vessels. Comment (John Myers): New Alternative Safety Compliance programs should be based on existing standards to the greatest extent possible.

- Section A – Administration - Dry-dock & load line clarification. Vessels with valid Load Line Certificates need not complete the dry-dock and hull gauging sections of the checklist, unless deemed applicable by the USCG. This is to avoid re-checking items that the Classification Society verified.
Note: The USCG will still need to be notified and attend vessel dry-docks to check ACSA agreement items that do not correlate with items in the Load Line Convention (i.e. factory interlocks, rudders, shafts, pressure vessels, fire boundary...)
- Section C, Dry-docking and internal structural exams
 - Changed interval for fuel tank internal exams from twice in a five year period to once every 5 years to match inspected vessel standard.
 - Added Guidance for requesting dry-dock extensions.
 - Trawler sterns: Additional dry-dock checklist item - Examine outer transom, ramps & wear plates, interval 5 yrs. Ref: ALASKA RANGER Recommendation #31
- Section D, Tail shaft and Rudder Exams
 - Intervals vary significantly depending on shaft type. Added fine lines on checklist to clearly align shaft type with the appropriate interval
- Section F, Watertight Integrity
 - Changed section title to “Watertight and Weathertight integrity” as recommended by Hockema & Whalen Associates (the section pertains to both).
 - Significant comments were received from Hockema, Whalen Associates regarding this section. It was decided a workgroup will be formed to discuss ACSA standards for watertight and weathertight closures. Anyone who desires to be included in the workgroup may contact Christopher.J.Woodley@uscg.mil. The workgroup will discuss both standards for the ACSA program and recommend standards for new Alternative Safety Compliance programs.
 - Added checklist item for maintaining existing below deck watertight subdivision so that every requirement in the ACSA guide has a checklist item. Previously it was hard to find as the requirement was only written in the ACSA Guide discussion paragraph.
- Section G – Machinery Systems.
 - Generator. The following checklist item was added: “Test reverse power relays OR mechanical interlock” Interval: Annually. Technician reports stating the tests conducted and the test results will be accepted as satisfying this requirement.
 - Vital system piping and non-metal expansion joints were moved from the dry-dock section to the machinery systems section as these items are not covered by the load line convention.
 - Corrected wording for pressure-relief valve settings. Now states “Set to relieve at or below MAWP”
- Section H - Life Saving Equipment & Arrangements
 - Life rafts. Deleted implementation date for having life rafts approved under 160.151 (date has passed)
- Section I - Fixed Firefighting equipment and arrangements
 - Reworded checklist item for fixed fire extinguishing systems in main engineering spaces to clarify that they may be approved by an accepted vendor or a licensed professional engineer.
 - Checklists will be developed for FM & loop systems

- Non-combustible insulation. Any insulation replaced in hidden spaces must be of non-combustible material IAW 46CFR Subchapter Q. (changed should to must)
- Section J -Other Fire Fighting and Safety Equipment
 - Added checklist item. Freon detectors must be calibrated within the manufacture's specifications
 - Accommodation spaces where gas cylinders are stored - Added Halon detection for vessels using a Halon system. Since this is a new item, an implementation date of 1 Jan 2013 was established.
- Section K Emergency Drills and Training
 - Simplified the list of drills to be conducted in the presence of a USCG Examiner. (Previously listed all 10 contingencies in 46 CFR 28.270)
 - Moved the 10 contingencies to #3 (Record Keeping). "Records of drills and instruction include at least the following 10 contingencies:"
- Section L Emergency Communications and Navigation
 - Notification prior to discharging fixed firefighting systems. Simplified wording. Previous wording was confusing.
- Annex 5
 - Updated sample ACSA Exemption Letter
- Annex 6
 - Added sample ACSA Exemption Letter showing how it looks when a third party completes the CoC Exam.
- Misc.
 - Sector Seattle was replaced with Sector Puget Sound throughout the document
 - All references that previously read "Original ACSA Agreement" were replaced by "ACSA Guide" throughout the document

❖ **Discussion of Examination Protocol:**

- CDR Woodley stated the basic procedures to be followed for ACSA Examinations, stated work lists should be issued for every examination.
- John Dwyer stated review of ACSA examination files showed this procedure was being followed.
- Regarding placement of new items on work lists during follow-up; it was pointed out that there are multiple exams going on (ACSA Renewal, Dry-dock, Internal Structure, Dockside Safety Exam) Examiners are looking at different items during different visits. It is common that rather than type up 3 or 4 different work lists for different exams, the same work list is added to and items are cleared as they are corrected.
- Paul Tramm stated that he often tapes his notes in a recorder, then types up the work list in the office & sends it to the company rep. He recognized that sometimes the company rep does not give a copy to vessels personnel and that on other occasions when he left the work list aboard, vessel personnel did not give a copy to the company rep. In any case Paul will e-mail to multiple people to ensure they obtain a copy of the work list, just provide him with the e-mail address at the time of the examination. Paul asked how this was working and feedback was that it works fine.
- A vessel operator asked if the USCG Examiners could be more specific regarding tanks that need to be examined/safe for workers. In particular potable water tanks. The USCG Examiners will try to be more specific however, it was pointed out that Examiners are not familiar with all the tanks on the vessels; this is why it is written in general terms.
- CDR Woodley commented that an on-line porthole where Owners and Operators could check on their examinations & vessel status within the ACSA program would be beneficial. Dan Hardin said one obstacle is making it so that an owner could not see data for vessels outside of his or her fleet (due to proprietary concerns). This obstacle can be overcome & Dan stated we will look into creating a database such as the one suggested by CDR Woodley.

❖ **Review of Program effectiveness:**

- CDR Woodley commented that straight measurement of serious marine incidents within the ACSA fleet would not be a good measure of the program's effectiveness due to the number of accidents from factors outside the scope of the ACSA program (such as processing and cargo handling accidents). A good measurement would need to exclude processing and cargo accidents and account for the number of vessels working, crew size and hours worked to come up with full time equivalent workers per 100,000. That way the data could be compared.
- Marty Teachout commented that it would be good to know the number of operational days now compared to the number of operational days before the material condition of the vessels improved thru the ACSA program (How many days lost due to repairs such as lost shafts, generators down, hull condition...). Also commented that in the beginning many shafts had to be replaced. Now shafts are being repaired (a good sign that the material condition of the vessels has improved).

❖ **Fatal accidents within the ACSA fleet:**

- Passed out pie chart showing fatal accidents within the ACSA fleet Jan 2008 – Jun 2011
- 2 fatal falls overboard, 2 cargo handling accidents, 1 chemical exposure, 5 from vessel disaster (sinking).

❖ **Falls overboard:**

- Actual man overboard account on the BERING PROWLER told by Mr. Casey P. (MOB Bering Sea Survivor). Fell into the Bering Sea while chipping ice off the bow of the vessel. Incredible story! Thank you for sharing this with the group.
- Scott Erwin discussed what went right and what went wrong during the incident. The vessel had conducted drills. Everyone on the crew took prompt action and knew what to do when the incident happened. Preparedness was a big factor as to why the MOB survived this incident. The item that went wrong is that the crewmember was not wearing a personal floatation device.

❖ **Open comments & announcements:**

- NOAA/ National Marine Fisheries Service (NMFS) requests public comment on potential revisions to the National Standard 10 (NS10) guidelines. Meetings will be held where the public can attend and comment on proposed revisions. The Seattle meeting will be: July 19, 2011, 10 a.m.- noon at the Swedish Cultural Center, 1920 Dexter Ave. N. Seattle, WA 98109.

❖ **In attendance:**

- Leslie Hughes NPFVOA
- Greg Thomas Iquique US
- Ed Miner USCG Sector Anchorage
- Richard Thummel Alaskan Leader Fisheries
- Jack Kemerer USCG Headquarters
- Daryl Peloquin 13th Coast Guard District, Seattle
- Bill McGill FCA
- Kevin Kiive American Seafoods Co.
- Keith Bruton O'Hara Corp.
- Craig Cross Aleutian Spray Fisheries
- Paul Tramm USCG Sector Puget Sound
- Scott Hansen Beauty Bay
- Lori Swanson Groundfish Forum
- Brad Clare USCG Sector Anchorage
- Alan Davis American Seafoods
- Jacob Varghis USCG Pacific Area
- Mike Franklin 17th Coast Guard District, Juneau
- Troy Rentz 13th Coast Guard District
- Kenny Down Freezer Longline Coalition
- Chris Woodley USCG Sector Puget Sound
- Marty Teachout USCG Sector Puget Sound
- Susan Robinson Fishermen's Finest
- Rick Mahoney USCG MSD Dutch Harbor
- Dan Hardin 13th Coast Guard District
- Mike Saturno Blue North Fisheries
- Tommy Laing Commercial Marine Service
- Heather Morse Commercial Marine Service
- John Dwyer USCG Sector Puget Sound
- Kristian Uri Fishermen's Finest Inc.
- Brett Vielbig Pacific Longline/Coastal Villages
- Paul Webber Clipper Seafoods
- Scott Irwin Alaska Longline
- Kris Mullan Alaska Longline
- Chuck Shull ABS
- John Myers Hockema & Whalen Associates
- Scott Shelford Clipper Seafoods
- Dave Kettrick U. S. Fishing
- Mary Boggs Gulf Mist/Deep Sea
- Dave Wilson Iquique
- James Paul USCG Sector Juneau/MSD Ketchikan
- David Belliveau USCG Headquarters