

FIFTH COAST GUARD DISTRICT ENFORCEMENT REPORT



01 April 2015 – 31 May 2015

Presented to the Mid-Atlantic Fisheries Management Council

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List of Abbreviations

CFVS – Commercial Fishing Vessel Safety	SAR – Search and Rescue
HC-130 – USCG Fixed-Wing Aircraft	WLB – 225ft Buoy Tender
WPB – 110ft or 87ft Patrol Boat	P/C – Pleasure Craft
STA – USCG Small Boat Station	F/V – Fishing Vessel
EPIRB – Emergency Position Indicating Radio Beacon	A/S – Air Station
WMEC – 210’ or 270’ Medium Endurance Cutter	SEC - Sector
M/V – Motor Vessel	M/T – Motor Tanker

I. Mid-Atlantic Fisheries Enforcement and Marine Protected Species Operations

Operations Summary

During this period, CGC LEGARE (WMEC) conducted a fisheries patrol in the Mid-Atlantic in an effort to curtail illegal fishing in the Mid-Atlantic Scallop Access Area. Throughout this period, D5 units conducted 163 boardings and found 13 violations.

Boarding Statistics (Note: "This Period" data should be considered preliminary and is subject to change)

<u>01 April – 31 May 2015 Activities</u>	<u>Comparison to FY14</u>
Fisheries Boardings.....	163 201
Fisheries Boardings w/Fishery Violations	13 0
Violation Rate.....	7.9% 0%

<u>Activities Fiscal Year 2015</u>	<u>Comparison to FY14</u>
Fisheries Boardings.....	493 740
Fisheries Boardings w/Fishery Violations	23 24
Violation Rate.....	4.7% 3.2%

Violation Summary

08APR15: CGC SHEARWATER issued a violation to a fishing vessel for retaining mutilated lobsters.

18APR15: CGC NANTUCKET issued a violation to a charter vessel for retaining yellowfin tuna without an HMS permit (second time in less than a year).

29APR15: STA Oregon Inlet issued a violation to a recreational vessel for finning and filleting a mako shark at sea.

02MAY15: CGC BELUGA issued a violation to a recreational vessel and seized/released 2 undersized black sea bass.

06MAY15: STA Oregon Inlet issued a violation to a recreational vessel for filleting 3 yellowfin tuna and 3 dolphin at sea.

15MAY15: STA Oregon Inlet issued a violation to a recreational vessel for retaining an undersized mako shark.

The remaining 7 violations consisted of vessels (commercial, charter, and recreational) all fishing and retaining HMS without the required permits.

II. Commercial Fishing Vessel Safety Efforts

(April 1, 2015 – May 31, 2015)

Fishing Vessel Dockside Safety Examinations	This Period	Fiscal Year to Date
Dockside Exams	89	324
Decals Issued	70	271
Commercial Fishing Vessel Safety Terminations	4	13

III. Search and Rescue Highlights

From April 1, 2015 – May 31, 2015, there were 14 marine casualties reported involving commercial fishing vessels:

- Allision –1
 - CAPTAIN ED (O.N. 595804) – 05 MAY 2015;
- Capsize – 0
- Collision – 0
- Damage to Environment (Pollution/Hazmat) –0
- Death – 1
 - NC8663DZ (O.N. NC8662DZ) – 22 APR 2015;
- Disabled – 3
 - MARY V (O.N. 572230) – 03 APR 2015;
 - LILLIE BELLE (O.N. 596153) – 04 MAY 2015;
 - RENEGADE II (O.N. 646015) – 16 MAY 2015;
- Fire – 1
 - NORTHSTAR 4 (O.N. 560915) – 18 APR 2015;
- Flooding – 2
 - NAVIGATOR (O.N. 988454) – 26 APR 2015;
 - LOOSE CANNON (O.N. 574953) – 01 MAY 2015;
- Grounding – 3
 - SECOND WIND (O.N. 615481) – 07 APR 2015;
 - CAPT. GAVIN (O.N. 1030209) – 08 APR 2015;
 - ILLUSION (O.N. 655467) – 13 APR 2015;
- Medevac – 1
 - VENGEANCE (O.N. 608464) – 29 APR 2015;

- Injury – 1
 - TIDELANDS (O.N. 501955) – 19 MAY 2015;
- Fall(s) Overboard – 0
- Sinking – 1
 - HALEY GRAHAM (O.N. Unknown) – 09 MAY 2015
- Terminations – 4
 - LITTLE FIN (O.N. NJ4793GA) – 01 APR 2015, no survival craft, no immersion suits and expired flares;
 - VA1862BF (O.N. VA1862BF) – 16 MAY 2015, missing portable fire extinguisher, missing throw-able floatation device, no sound producing device;
 - NC6213DT (O.N. NC6213DT) – 19 MAY 2015, no serviceable PFDs;
 - NC0633BC (O.N. NC0633BC) – 21 MAY 2015, missing portable fire extinguisher and no PFDs onboard.

IV. Outreach Information

Attention on Deck! Commercial Fishing Vessels

According to U. S. Bureau of Labor statistics in 2012, commercial fishing was the second most dangerous occupation in the country, with over 117 fatalities per 100,000 workers. This alert serves to remind commercial fishing vessel owners, operators, and crew members of the dangers associated with working around moving deck machinery, rigging, and equipment.

A recent marine casualty resulting in the death of a crew member highlights the need to remain ever vigilant to unsafe practices and conditions. In this instance, the crew member was standing in a hazardous location on the vessel's working deck, near the stern between a section of interior bulwark and a large-diameter trawl wire which was supporting the weight of at least 1,400 pounds of deployed fishing gear. As the load on the wire increased and the direction of the load path shifted due to the sea state and the vessel's motion, the wire suddenly became taught against the vessel's bulwark where the crew member had been standing. As a result, the crew member was trapped in between and suffered fatal injuries. Although the investigation of this casualty is not complete and other causal factors may be discovered, initial findings indicate that failure to follow shipboard safety procedures and failure to recognize a dangerous situation may have contributed to this casualty.

The Coast Guard **strongly recommends** that owners, operators, and crew members of commercial fishing vessels implement the following, common-sense safety measures:

- Develop and post safety plans that include identification of “pinch points” and other dangerous locations on deck;
- Regularly conduct onboard safety training emphasizing on-deck hazards and other potential dangers;
- Remain ever-vigilant to the changing nature of potential dangers in the presence of moving deck machinery, rigging, and equipment;
- Follow vessel safety procedures and avoid placing oneself in peril!

Entanglement Accidents

A recent marine casualty involving a severe injury to a crewmember aboard an inspected passenger vessel reminds us that these hazards happen in any segment of the maritime industry. Moving, rotating, and reciprocating machinery may include (but are not limited to) rotating or spinning shafts, fan blades, fan or serpentine belts, gearing, hydraulic ram assemblies, couplings, arms, linkages, windlasses, drums, blocks, booms, and sheaves, etc. In this instance, a crewmember's hair became entangled with a rotating propeller shaft as the crewmember was on watch and conducting rounds. The crew member sustained life-threatening injuries and is permanently disfigured. Although the investigation of this casualty is not complete, initial observations serve to remind all vessel owner / operators, and crew members of the hazards onboard vessels of all types.

The Coast Guard **strongly recommends** that vessel owner /operators evaluate their vessels for the presence of moving, rotating, reciprocating or articulating machinery hazards, and implement documented common-sense policies, procedures, and safety measures:

- Never wear loose fitting clothing, jewelry or personal gear in the vicinity of such equipment.
- Keep long hair tied back to avoid entanglement;
- Install and maintain guards and protective equipment to prevent personnel contact;
- Post appropriate hazard signs;
- Never energize machinery unless certain that all personnel are well clear;
- Follow proper lock-out tag-out procedures when working near or on such equipment, and ensure it has been verified that local or remote motor controls have been tagged-out or disabled and completely de-energized;
- Develop procedural safeguards that eliminate, as far as practicable, personnel's need to be in proximity to hazardous machinery when in operation;
- Regularly conduct onboard safety training to emphasize safety procedures and the hazards of machinery, include deck and engine department, cargo equipment, and tools;
- Always be vigilant for new risks and dangers presented to your crews and passengers.