

Task: #24-24

Description of Task:

Review CFV marine casualty cases that resulted from structural failures which resulted in sinking and total loss of the vessel. Make recommendations to the Coast Guard on preferred standards for material conditions, construction, and design to improve vessel seaworthiness.

Background:

NCFSAC Recommendation:

Su, on reviewing the two cases highlighted as a part of this task, has the following:

Regarding the loss of the vessel RANDI, the subcommittee concludes insufficient information has been provided to effect a recommendation related to structural failures. The MISLE Incident Investigation Report For FV RANDI – Sinking / Loss of Life contains a recommendation to establish new standards. The Subcommittee recommends instead an alternative action that the USCG should promote the Commercial Fishing Industry Vessels Best Safety Practices Guide in place of development of new regulations for these existing vessels.

Regarding the loss of the vessel CAPT JOHN, NCFSAC recommends that the Commercial Fishing Industry Vessels Best Safety Practices Guide be amended to include a new section VIII/C which reads as follows:

- C. Each machinery or cargo space (to include fish holds and the lazarette) of a vessel, regardless of the completeness of internal watertight integrity should be equipped for dewatering the lower portions of the space. This may be accomplished via a bilge suction in that compartment from a bilge manifold connected to a dedicated pump, or its own installed dewatering pump. In the case of a vessel which carries the portable pump described in section B above, dewatering of cargo or void spaces may be accomplished by connecting the independent pump to an above-deck fitting permanently installed and maintained accessible during vessel operations.

Furthermore, NCFSAC agrees with Safety Recommendations #1 through #4 of the CAPT JOHN MISLE Incident Investigation Report for CAPT JOHN – Sinking and recommend the USCG act upon them with the clarification that #2 should be applicable to all districts and not just Sector Puget Sound.

Based upon cases provided, NCFSAC additionally recommends the USCG close this task, #24-24.