



RESCUES: **Responding to Emergencies at Sea and to Communities Under Extreme Stress**

Madeleine Hall-Arber, Ph.D., MIT Sea Grant College Program

Kristina Pinto, Ed.D., Fishing Partnership Support Services

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*Dedicated to the Courageous Fishermen, Fishing Families,
and Fishing Communities of New England*

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Thanks!



Introduction

Commercial fishing is one of the most dangerous occupations in the nation. Every fishing community has suffered the loss of men and boats, trauma that affects not only the individual families who have lost loved ones, but the community at large. To help counteract the cascading effects of such tragedies, we have developed this manual, intended as a compilation of best practices for fishermen, their families, and communities.

The advice was gathered by interviewing thirty knowledgeable individuals: fishing community leaders (including selected politicians), Coast Guard personnel, fishing vessel safety trainers, clergy, social service agencies, fishermen and/or family members, shoreside business owners, insurance companies, and attorneys. Follow-up calls were also made to harbormasters and fire and police departments.

Three main sections focus on what interviewees told us were critical to know or do before, during, and after incidents. In each section, information for fishermen and their families, the Coast Guard, and community leaders is highlighted. We suggest, however, that you read through everything. Throughout the document are quotes from the interviews that capture particular points of interest. We also highlight a few “lessons learned” from specific incidents.

This manual has detailed information and contacts for services in Gloucester and New Bedford; however, we believe that the general information is applicable to every fishing community.

This study was conducted with the approval of the MIT Committee on the Use of Humans as Experimental Subjects (COUHES 2/27/2012) and the approval of the Harvard T.H. Chan School of Public Health Institutional Review Board Protocol 22434 (October 23, 2012).

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We would appreciate any and all feedback to improve this document so that others may benefit when they are faced with the unthinkable. Feel free to contact Madeleine Hall-Arber (arber@mit.edu).

Chapter 1

Integrated Preparedness



NOTE**Leave a float plan with your shore captain**

Shore captains may be wife of the captain, the owner if not on board, or the owner/operator of the dock where the boat ties up. For fleet boats, the main office should be given this information. The bottom line is that the shore captain should be someone trusted and attentive to the movements of the boat, willing to contact the Coast Guard when necessary.

Turns out, the Boy Scouts were correct, you need to “be prepared!” What follows is advice to follow before an incident and when trouble first appears.

Never one thing sinks a boat, never. It's always a series of events that lead up to that.

— Fisherman and safety instructor

Before Leaving the Dock

For fishermen, boat owners, and fishing families

Communication

With the easy availability of cell or satellite phones and Internet, most of us assume that we are “connected” and can call for help or find information whenever we need to. This reliance on technology for communication can be devastating—even fatal—in emergencies when at sea. Planning and communicating are essential to both safety at sea and protection of one’s family at home.

For the vessel owner and/or captain

- Have a signed agreement with crew member(s)
 - Responsibilities of owner/captain:
 - ▶ On pay (i.e., share)
 - ▶ On medical coverage
 - Responsibilities of crew member:
 - ▶ Physical fitness for duty
 - ▶▶ No drugs
 - ▶▶ No alcohol
 - ▶ Report one’s own injuries or if witness to another’s injury
 - ▶▶ Before end of trip
 - A signed agreement is *required* by 46 USC 10601 for fishing vessels greater than 20GT
- Designate a **shore captain** or dock manager/spokesperson for the vessel and leave them with:
 - A float plan (when the boat is leaving, where it’s going, when it’s returning)¹
 - A list of crew with contact information
 - ▶ Know if family members speak English.
 - ▶ Especially important if someone is filling a spot at the last minute
 - A list of critical health notations concerning captain and crew
 - A satellite phone number (not just a cell phone number)

- Make sure the EPIRB is registered and has current, correct contact information.
- Make sure basic first aid equipment is on board:
 - Bandages
 - Pain killer
 - Antiseptic
 - Alcohol strips

For the crew

- Tell, phone, or email the people you live with or your emergency contact:
 - Name of the vessel
 - Type of gear (e.g., trawl, dredge, longline, pots)
 - Description of the boat (e.g., color of hull and pilot house)
 - Name and contact information of captain and/or owner
 - General fishing grounds
 - Health issues (diabetes, allergies, prescription drugs, etc.)
 - Expected return
- Give the name of an emergency contact to the captain
- Give the captain two sealed envelopes with potential health issues listed (one to be left by captain at the dock, one for the boat in case a medevac is necessary).

Medical history (diabetes, asthma, etc.), medications they need, things they're allergic to and stuff like—next of kin, blood type, all the things that if the person's rendered unconscious, the things the doctor is going to need to know and you don't want them playing catch up.

— Safety instructor and community leader

Note

Tell someone where to find essential documents

It's important for fishermen and their spouses, significant others, and families to know where essential documents and information are kept.

To do at home

- Designate a spot to keep critical information that may change:
 - Name of the vessel
 - Type of gear
 - General fishing grounds, including seasonal changes
 - Full description of the vessel such as length and colors of hull and superstructure
 - Name and contact information of captain and/or owner
 - Health issues
 - Name and contact information of the bookkeeper/settlement house/tax accountant

- Coast Guard telephone number: (617) 223-5757 (Central Command)
 - ▶ Local Coast Guard stations' numbers are under the town's tab in the appendices in this manual or in the phone book.
 - ▶ If someone at home *alerts* the Coast Guard, they should provide:
 - ▶▶ Name of individual calling
 - ▶▶ Home phone number and cell phone number
 - ▶▶ Address
 - ▶▶ Name of the boat they are concerned about
- Know where vital documents and objects are kept:
 - Birth certificates
 - Marriage license
 - Insurance certificates (health, life, disability, car, property, bike)
 - Bank accounts (checking, saving, certificates of deposit)
 - ▶ The title on the bank account is important (see below)
 - Power of attorney
 - Health care proxy
 - Will
 - Papers showing discharges of loans
 - Location and key to safety deposit box
 - Tax returns
 - Check book
 - Receipts for major household expenditures
 - Bills for heating fuel, electricity, car, investments, house, etc.
 - Pension information (e.g., spouse may have) and forms
 - Beneficiaries
 - Fixed deposits
 - Succession certificate to transfer ownership to survivor (even if jointly owned)

Note

Hands-on safety training is an extremely valuable source of information about preparedness. The notes here are what trainers identified as useful reminders or were indicated by incidents.

In today's society, not everybody's married. So—you could be, I've done it—you could be living with somebody for years, something happens, right? You could have bought a house together, the income, was her income and my income together combined, or there could be children involved that are not married, all that stuff. If you're not legally married, they got no entitlement to any of that stuff.

— Fisherman

- Write down:
 - Passwords and exact security questions and answers for bank accounts

- Any automatic payments for recurring bills (on credit cards, through a bank account, or deducted from social security) such as:
 - ▶ Health insurance
 - ▶ Cell phone
 - ▶ Car insurance
 - ▶ Credit card bills
 - ▶ Memberships
 - ▶ Cable TV
- Contact information for important individuals such as your health provider, attorney, tax accountant, settlement house, and spiritual leader

Safety preparation: Advice from the experts

Training and safe practices for captains and crew

- Captains must be sure all of the fishermen on board know what to do in an emergency, where safety equipment is located, and how to use it, including:
 - Putting on a survival suit quickly
 - Using fire extinguishers, flares
 - Administering first aid
 - Following man overboard and recovery procedures
 - Making a MAYDAY call
 - Launching a raft
 - Maintain flooding damage control
 - Working as a team
- Some captains maintain a checklist; make sure the new crewmember knows what responsibilities he has and both sign the checklist. (See sample checklist in appendices.)
- Take safety seriously. Set up a *communications plan* with another boat (e.g., a buddy system).
- Take smart precautions:
 - Plastic baggies for cell phones
 - Waterproof radio
 - Assign someone to be responsible for grabbing fresh water and snack food
 - Clothing (to avoid sunburn)
- There are places to stand and not to stand on a boat and different places depending on the gear being used or the configuration of the vessel. New crewmembers (and observers) need to be told what to watch out for.

Note

Set up a communications plan

Setting up a communications plan does not mean you have to be best friends or share information about your catch; this is a plan for maintaining contact with someone reasonably nearby for mutual aid in the case of unexpected incidents.

Pay attention to drug and alcohol testing rules

“Post-accident drug and alcohol testing regulations apply to all U.S. commercial vessels.” See <http://tinyurl.com/hhstz3l>

- Pay attention to ergonomics, that is, keep in mind the mechanics of body movement to avoid injury, for example lifting with legs (not back), keeping fingers and eyes protected, etc.

Equipment

- Make sure a first aid kit is replenished and ready. Bandages, antiseptic, and painkillers are essential. The kit should also include strips for alcohol testing.
 - Optional equipment should be considered for safety reasons:
 - ▶ Multigas sensors (to detect hydrogen sulfide, carbon monoxide, low oxygen, and high oxygen)²
 - ▶ Medical oxygen
 - ▶ Dive tanks with masks in case of a Freon leak, if your boat has refrigeration
 - ▶ Tool for fire suppression (such as DSPA 5)
 - ▶ Glow in the dark stickers to show the way out of an engine room and/or galley
 - ▶ 110V battery to back up emergency lights, pilothouse, galley way, and engine room
 - Radios and phones (See next section and/or Coast Guard website at <http://tinyurl.com/qxa2qmc> for details)
 - VHF marine radio is essential
 - Also useful is a DSC radio
 - MF/HF radiotelephone or mobile satellite telephone

Note

Use a checklist to keep track of maintenance

A comprehensive checklist for vessel maintenance provided by Fred Mattera of Northeast Safety Training Company (NESTCO) is included in the appendices.

For more information or reminders about fishing vessel safety, see the FISH SAFE and SAFE-BOAT SMART-BOAT columns in Commercial Fisheries News, written by Ann Backus and Fred Mattera: <http://tinyurl.com/j5vaah9>

Vessel safety

- Vessel configuration

A marine surveyor or naval engineer should analyze planned additions of deck equipment and structures since they can affect the boat's stability or watertight integrity.

 - Draggers' nets caught on something on the bottom can lead to the flipping of an unstable boat.
 - Keep watertight doors closed and latched, especially to the pilothouse and engine to prevent flooding.³
 - Inspected commercial fishing vessels make it easier to calculate stability.
- Vessel maintenance

Maintenance of the machinery and equipment is essential. Just as airplane pilots go through a checklist before *every flight*, no matter how experienced they are, fishing captains should also be sure to:

 - Test engine controls before leaving the dock;

- Test electronics and do a radio check;
- Test interior lights, horn, and spotlights;
- Test all engine alarms and high water alarms;
- Check fluid levels such as fuel, lube oil, coolant, reverse gear and PTO oil, power steering, battery electrolyte, and hydraulic fluid;
- Check and test batteries for starting and check air compressor for air start;
- Check engine while it's running for proper operation, as well as fluid leaks, belt drives, and electrical connections;
- Grease the main shaft bearing;
- Check drip rate at the propeller shaft and rudder post packing glands;
- Check bilge pumps to confirm they are working properly and that the bilges are dry;
- Secure all equipment and watertight closures;
- Activate the steering system, turning from full right and left rudder;
- Inspect all navigation lights; and
- Check sensors for gas in closed engine room.

Also:

- Have a plan for deicing EPIRBs and life rafts so the hydrostatic releases will work.
- Keep scuppers clear to release excess water from the deck.
- Maintain fire suppression system:
 - ▶ Consult with supplier and/or read the manual for expiration dates for extinguishers.

- Safety sticker

The dockside safety inspection conducted by the Coast Guard checks the safety equipment and layout of the boat as it is when the inspection occurs. However, if a vessel changes fisheries and therefore changes the boat's configuration, its safety equipment could be compromised. For example, an enclosure over part of the deck could block the EPIRB so that it would not float free if the boat went down. The captain/owners should consider undergoing another inspection after changes to the boat, even when the certificate is still valid.

- The safety sticker is now mandatory for state and federally documented fishing vessels that:
 - ▶ Operate beyond 3 nautical miles
 - ▶ Have more than sixteen individuals aboard
- The dockside exam is required at least once every five years, but some vessels (depending on their operation or areas of service) may have to be examined more frequently.

Note**Get to know your community.**

Please see individual community profiles and links to websites in the Appendix for more information about organizations.

For community leaders, politicians, clergy*Community organizations*

Advice from the experts: Be proactive—before an incident or disaster occurs:

- Introduce your organization to the local Coast Guard. Remember that the Captain of the Port changes every three years.
- If your organization is new, learn what fisheries organizations exist in your community or region.
- Become familiar with what organizations can help serve as intermediaries between the public/press and affected families.
- Know rules for setting up an emergency fund:
 - Remember the income loss to the families is sudden, unexpected, and even if the vessel or individuals are insured, money is not immediately forthcoming.
- Develop criteria for referrals to counselors, lawyers, and financial aid.
 - Also: Grief counselors/posttraumatic stress specialists
 - Family/fishermen may need help if a boat sinks, even if there are no fatalities.
- Consider hiring the state dive team if bodies are not recovered by the Coast Guard.
 - The Coast Guard must be ready for the saving of lives, so once a search is called off, the community and/or family may need to engage the state dive team to find the boat and locate bodies.
 - ▶ It is not always feasible for the dive team to conduct a search; weather and site of the sinking may make it too dangerous.
- Develop a fishing family center with:
 - Information on available jobs in the industry
 - Training/education for fishing families (including teenagers)
 - ▶ Basic budgets
 - ▶ Financial plans, both for average circumstances and emergencies
 - ▶ Tax information, referrals (importance of filing)
 - Support for children in school after loss of relatives in fishing incidents
 - Curricula for school children about fishing industry
 - Water safety
- Emergency fund for salvage operations

Note**Talk to emergency professionals BEFORE an emergency occurs**

Official protocols are found in city documents, such as emergency management plans, and in the Coast Guard's rules. Individuals who have successfully navigated challenging situations identified the ideas suggested here as "best practices."

Lines of communication

Official and formal, as well as informal, lines of communication arise when an emergency threatens. Just as certain facts should be recorded before a vessel leaves the dock (see above), lines of communication should be opened *before* an emergency at sea arises. The Coast Guard's Captain of the Port changes every three years, mayors and certain community leaders change periodically, and the media personnel may change, as well. In an emergency,

we all tend to go to those we know and are comfortable with. Therefore, it is important to start communicating early and often.

The sections below identify categories of individuals likely to be important in an emergency. Contact information can be found in the sections on each community. We also have made a few recommendations in order to be proactive.

Nine times out of ten, nobody pulls “the” book, how do we handle the emergency? We go to what we are comfortable with. We pull in the people that we trust.

— Clergy

- Forge personal connections with each other, industry members, police, firefighters, etc.
 - Annual face-to-face meetings, formal or informal, are worthwhile and may lead to a comfort level with each other that is beneficial in times of emergency.
 - Meet with officials in neighboring towns/communities to exchange ideas and share resources.
- Organize a central clearinghouse that lists where boats tie up and names owners and their contact numbers.
- If funding is allocated for emergency relief, distribution works well if a fishing community organization provides the service (e.g., Massachusetts Fishing Partnership, Gloucester Fishermen’s Wives Association), since they are familiar with and concerned about helping crew as well as captains and owners.
- Form a Response/Crisis Team and meet periodically
 - Include: Coast Guard, politicians (e.g., mayor), clergy, police/sheriff’s department, EMTs, harbormaster or someone else on the waterfront, a dive team, community leader(s), and well-regarded fishermen in the community.
 - ▶ Host an annual meeting to acknowledge changes in personnel and make certain that everyone knows whom to call, how, why, and when.
 - ▶ After a crisis, the crisis team and other responders should meet to discuss what was done right and what was not, to prepare for the next emergency.
 - In advance, make arrangements for a meeting place in a crisis.
 - Identify a doctor, therapist, and/or chaplain who is willing to meet with families when a crisis arises.
 - Discuss potential scenarios and develop an action plan or procedure.

Note

Form a Response/
Crisis Team and
meet periodically

Note

The Coast Guard's knowledge about safety is important to fisheries regulators

Advising the councils about the potential safety impacts of management actions is an extremely valuable role according to fishing industry leaders.

How the Coast Guard works with communities

- When the commander changes, the new commander consults the “Pass Down Log.” This lists the people in the community that past Coast Guard commanders have found helpful. The new commander is expected to make contact with these community leaders soon after his or her installment (preferably within sixty days).
 - Includes government officials (mayor, others)
 - Includes community organizations
 - If regular emergency preparedness meetings are held in the community, Coast Guard participation is beneficial.
- The Coast Guard fosters community relations with various industry and recreational fishing groups such as tuna clubs, lobster associations, and groundfish fishing associations.
- Coast Guard representatives on the Regional Fishery Management Councils are sensitive to potential safety impacts of new regulations and advise the council accordingly.

Chapter 2

At Sea



Potential Dangers

This section discusses potential risks to a vessel when at sea.

- Weather
 - Wind
 - ▶ Know the boat's limits.
 - ▶ Strong winds can increase the height of waves and exacerbate any instability of the boat.
 - Ice: 2 or 3 miles from shore, ice builds rapidly when a fine spray from choppy seas freezes as a result of colder overland air temperatures. In contrast, offshore (15 miles or so) seas breaking on the vessel minimize ice build-up.
 - ▶ Affects stability. After heeling over, the boat rights itself more slowly as the center of gravity shifts.
 - ▶ Experienced captains can feel the boat's roll period slow down, so they often require the crew to break the ice off the rigging.

Note

Avoid dangerous situations by being prepared

The importance of paying attention to potential dangers in order to avoid them is critical. Avoid the need for medevac or losing a trip by an early return!

While experienced captains and crew are well aware of potential dangers, safety trainers advised including reminders as a precaution and potential conversation starter. Avoiding accidents is preferable to recovery!

- ▶ However, if the ice is significant, breaking ice low could make the boat top heavy and lead to rolling over.⁴
 - ▶ With fewer experienced captains running boats, more are likely to have problems.
 - ▶ Can also make the deck slippery, leading to man overboard
 - Fog
 - ▶ Reduces visibility and can lead to collisions
 - ▶ Learn the conditions that produce fog (i.e., the relationship between dew point and temperature). See CFN FISH SAFE July 2015
- Fire risks common on vessels:⁵
 - Hot exhaust in a dry exhaust system hitting wood or other flammable material
 - Many flammable items on a boat
 - Oil or hydraulic fluid leak
 - ▶ Cover hydraulic hoses with a second layer of hoses that are split so they can be wrapped around the hydraulic hoses
 - ▶ A pinhole in a hydraulic fluid tube can lead to a mist being discharged, a spark can ignite the mist, but pooled fluid (under a cover) is less likely to suddenly ignite.
 - Stack fire—turbo charger ignites oil in the exhaust pipes
 - Clothes left to dry on the engine or too near an electric heater
 - Chaffed wiring
 - Battery should be uncovered, but the positive terminal should be covered with a rubber cap (or other insulating material).

Note

Experience and new technology help keep vessels safe

For example, tests of a new paint that minimizes the build-up of ice are promising.

Ask the Coast Guard's Commercial Fishing Vessel Safety Examiner for a copy of:

A Best Practices Guide to Fishing Vessel Stability... Guiding Fishermen Safely into the Future

For detection of toxic gases in fish holds, the Coast Guard recommends a four-gas meter.

Because it can go from being nothing to very serious very quick. Especially fire. When there's smoke, there's fire. You got to be real careful with that.

— Fisherman

The size of a fire expands twenty-five times in the first minute, one hundred times in three minutes, and doubles every minute thereafter.

— Safety instructor

- Flooding⁶
 - Fishing vessels are constructed with scuppers to let seawater flow off the deck when a dripping net is brought up or when heavy seas pour over. Blocking the scuppers can lead to flooding.
 - Vessels also have watertight doors leading to the engine room and to galley/bunks. These should be kept closed and latched to minimize flooding dangers.
 - Flush hatches checked and secured

- Wires or ropes on deck
 - Wires or ropes are a tripping and/or entanglement hazard on any size vessel and have been responsible for man-overboard incidents.
- Toxic gases in fish hold
 - Herring/menhaden/squid have a short shelf life. If they can't be pumped out in a timely fashion, even small quantities can decay and produce toxic fumes (hydrogen sulfide).
 - Bilges and fish holds should be cleaned regularly to prevent the accumulation of decaying fish tissue and the build-up of extremely toxic hydrogen sulfide.
 - US Coast Guard Fishing Vessel Safety Examiners recommend a four-gas meter to ensure spaces are safe for entry/occupation.
- Collision hazards
 - Barge tow line
 - ▶ Because towlines can stretch a long distance between tugboat and barge, they are difficult to see, especially at night or in fog. If a fishing boat hits a towline, the boat may flip over.
 - Tanker
 - ▶ The large size of tankers or container ships reduces their ability to change course quickly. They also may not see a fishing boat crossing their path.
 - Fog
 - ▶ Reduces visibility for both the fishing boat and for other vessels.
 - To help avoid collisions, maintain watch-keeping rules.
- Fatigue
 - Many boats go farther out to sea, and stay longer with fewer crew than in the past, to generate more income.
 - Scallop boats are only allowed a seven-man crew, but it was a fatiguing job even when there were ten to eleven men. The smaller crews simply work longer hours to haul and shuck the same size catch as the larger crew.
- Falls overboard
 - Tripping on wires, ropes, etc.
 - Slippery decks
 - ▶ Use nonskid covering in working areas such as nonskid deck paint, rubberized or other coatings, or deck tiles.
- Insufficient maintenance of personal safety equipment
 - Zipper of survival suit must be “waxed” with nonpetroleum-based material.
 - EPIRB needs to be tested monthly and NOAA registration kept updated.
 - Raft must be repacked every year.

Note

Keep up with changes in PFD design so crew will wear them

See Appendices for a list of the types of PFDs currently available.

- Gear entangled in propeller
 - Currents and tides or uncharted obstructions on the sea bottom tend to be the most common causes of gear shifting too close to the propeller, resulting in entanglement.
- Open watertight doors and/or hatches can lead to flooding (noted above).
 - Check gaskets.
 - Free all dogged handles.
- Gear hanging up on obstruction on sea bottom
 - Not all obstructions appear on fishermen's charts. Sunken vessels, large boulders, or other sea bottom features can catch fishermen's gear.
- Heavy equipment on a moving deck
 - Hooks
 - Winches (entanglement hazards)
 - Trawl (otter boards or other gear) shifting along the rails
 - Scallop dredges
 - ▶ Awareness of the potential for sudden shifts of the gear is essential.
- Inexperience of crew and captains
 - The danger potentially associated with each of the hazards noted is increased in the case of inexperienced crew and captains.
 - Each boat is different, so it is important for those most familiar with the boat to teach new crewmembers how best to stay safe while working.

We have a saying [in the Coast Guard] that routine does not equate to low risk.
— Coast Guard

Note

Be aware of the possible safety impacts of management regulations

Management regulations may have direct and indirect effects on safety at sea, because of the choices captains and/or owners make in an effort to both abide by the regulations and to make sufficient profit to support themselves and their crew.

Some Safety Implications of Fisheries Management Regulations

While some of the effects of regulations actually pertain to choices made before going to sea, they are all listed here to remind both managers and fishermen that responses to regulations can have serious safety consequences.

- Quotas and “Days at Sea” (DAS) regulations
 - Restrict how much catch of a certain species could be landed during a specific time period. Fishermen who anticipated staying at sea long enough to match their catch with the allotted time have remained at sea even in sudden storms in order to avoid illegal landings (and therefore forfeiture of their catch).⁷
- Closed areas

- Similar to quotas and DAS, in the recent past, closed areas could not be transited even when a boat was trying to get back to port as quickly as possible due to bad weather. Eventually, regulations for most species were amended to permit transiting with the gear stowed.
 - ▶ Safe Harbor rule is paramount.
- Inactivity
 - Tying up the boat for long periods of time leads to rust that may compromise critical wires and other metal parts, dry gaskets, sludge in fluids, and even diminish battery power if the generator is not running consistently.
- Lower income
 - If a boat is not making sufficient money, maintenance of equipment may be minimal.
 - ▶ Shackles, wires, seacocks, and other equipment can break.
- Crew size limits
 - Seven-man crew on scallop boats means that the captain or mate help shuck the scallops, so their attention is divided (they're not just watching out for the safety of the boat and crew).
- Fleet consolidation
 - Many fewer vessels are fishing at any one time, and most vessels have fewer crewmembers. With fewer vessels fishing, there are fewer boats to come to another's rescue.

You know, for one moment I realized I was all by myself. All the way out there. There was nobody near me. That if anything happened, there was no way of saving ourselves.

— Fisherman

- Fewer skilled applicants for jobs
 - ▶ Because fewer jobs are available, fewer young people are moving into the fishery and the pool of skilled workers is smaller.
 - ▶ Scallop vessel crew positions are the most sought after, since they have the highest compensation. If a scallop fisherman is injured, he will try to take a trip off to heal, rather than seek insurance coverage, or in some cases, medical attention.

The fact that jobs are so few and scarce that a lot of injuries go unreported or self-medicated, because they don't want to antagonize the owner or insurance on the boat.

— Former fisherman, community leader

Note

Contact the Coast Guard early

As soon as problems arise, contact Coast Guard via VHF radio Channel 16 or on a VHF-DSC radio, use Channel 70. If not within 20 or 25 miles of shore, use single side band radio—distress channels include frequencies 4125.0 kHz; 6215.0 kHz; 8291 kHz. Satellite phones may also be used, but it is important to have the Coast Guard's emergency phone numbers programmed into the phone or easily accessible. Also, the disadvantage of not using the radio is that nearby, potential Good Samaritan vessels will not hear and respond immediately. There will be a delay between contacting the Coast Guard and the issuance of a pon pon alert.

For more information: <http://tinyurl.com/qxa2qmc>

Actions for Fishermen to Take in an Emergency

- For a MAYDAY call, say these things:
 - “MAYDAY” (Repeat three times)
 - Boat name (Repeat three times)
 - Location (i.e., position: latitude and longitude and/or heading and a widely known geographical point)
 - ▶ This also alerts nearby fishermen.
 - Number of people on board (POBs)
 - The nature of the problem and when it started (e.g., flooding, grounding, etc.)
 - Description of the vessel
 - ▶ Type of gear
 - ▶ Color of hull and pilot house
 - ▶ Identifying characteristics such as outriggers or smoke (if there is a fire)
 - Estimated time of sea worthiness (e.g., if engine room flooding and pumps are not keeping up)
 - Any injuries (give specifics)
- Abandoning ship
 - All crew put on immersion suits
 - ▶ Tell the Coast Guard (so they know that no one is in civilian clothes and can look for the orange suit and reflective patches).
- Man overboard
 - Throw anything that floats over as a marker and something to hold onto.
- Emergency, but not yet critical
 - Contact the Coast Guard; they may set up a communication plan for the boat to report at specified intervals. If communication ends suddenly, the Coast Guard knows there's a serious problem.
 - Putting on an immersion suit should not occur only when the fisherman has given up and is ready to abandon ship. It can be a good precaution.

Safe practice

- Use the buddy system.
 - Set up a communications plan with a nearby vessel.
 - Make sure you each know where the other is and check in periodically.
- Communicate changes in plans
 - If float plan changes (where going, expected return), contact the vessel owner or shore support.

- Direct shore support to contact families of crew.
- Personal flotation devices (PFDs) are now much easier to work in. Deaths from man-overboard could be reduced if captains and crew routinely wore PFDs.

They're working vests. If you can find a way at all to wear one, all you're doing is maximizing your chances of survival. And the Coast Guard is going to do everything we can to rescue anybody in distress. The other side of that equation is that person needs to keep themselves alive until we can get there. The Coast Guard will look longer for someone who they know is wearing a survival suit or PFD.

— Coast Guard

Note

The order of the information in a MAYDAY call is important.

Essentials include

1. Name of vessel
2. Position
3. Number of people on board
4. Nature of distress
5. Vessel description

See Appendices for a list of the types of PFDs (personal flotation devices) currently available.

Chapter 3

Emergency



What the Coast Guard Does in an Emergency

Chain of Communication in Emergency

- Coast Guard National Distress System designates a chain of command, each with different responsibilities and expertise. With the use of computers, data, including the search pattern, is shared more accurately and quickly through the chain of command.
 - Sectors
 - District
 - Area

- When the Coast Guard has been alerted that a boat is missing or needs aid, they issue an “Urgent Marine Information Broadcast” (known as Pon-pon or Pan-pan).
 - Other vessels in the area are asked to look for signs of the missing vessel (or render aid if it is possible to do so safely) and report to the Coast Guard.
 - Could be sent out by one sector or several sectors, depending on the location.
- The Coast Guard will also launch USCG, state, and/or local assets to locate and assist the vessel
 - Patrol boats, helicopter, fixed-wing aircraft, response crafts operated by the harbormaster, police, and fire departments

The message goes out over the radio alerting mariners that someone's in trouble. They may be overdue, unreported, person in the water, any kind of a distress situation and we would tell them, report all sightings and information as safely as they can and notify the Coast Guard if they have any additional information.

— Coast Guard

- Notification to the owner initially, then to families of the vessel's crew and/or injured or missing individual.
- If the search is suspended, the Search and Rescue (SAR) mission coordinator and sector commander briefs the group of families.
 - If the police or fire department helped in the search, they would be included in the briefing.

Community Responders in Emergencies

The sections below identify categories of individuals likely to be important in an emergency; detailed contact information can be found in the sections on each community.

This information is intended as guidance for emergency first responders, particularly those who are new, including Coast Guard staff, traditional first responders (e.g., police, fire fighters, EMTs), politicians, and social service agencies that wish to provide aid, but may not be familiar with the fishing industry.

In some sections, this information includes ideas for resources that should be developed (e.g., maps of wharves, database with descriptions of boats, etc.).

Emergency Response Team

- Confirm availability of a prearranged meeting place.
- Arrange for a doctor, therapist, and/or chaplain willing to meet with families when a crisis arises.

Politicians

- Knowledge about the community and fishing industry varies. Currently (2015), mayors of both New Bedford and Gloucester are active supporters of the fishing industry.
 - New Bedford has a Mayor's Fishing Industry Task Force monthly meeting that includes harvesters, processors, labor, and city workers.
 - Gloucester Fisheries Commission, mandated by the state in 1956, is comprised of local fishing industry members, plus the mayor, and meets monthly. They focus on everything from appropriate use of federal disaster funds, harbor infrastructure (especially, protection of the Designated Port Area (DPA), and environmental issues to fishing people's needs.

Note

Politicians who support the industry are likely to help organize family briefings and attend services. This may attract media attention.

Community Leaders (e.g., Fishing Organizations)

See the appendices under community name for lists of fishing organizations in particular places.

- Fishing organizations know the industry.
 - They may know the individuals involved or can relay personal health information that can help the Coast Guard know how to proceed (e.g., in case of injury).
 - ▶ Are likely to be trusted by families of the fishing vessel's crew
 - ▶ Have relationships with Coast Guard, police department, fire department, harbormaster
- Settlement houses, commonly used for keeping the books in New Bedford, usually have records of the names and contact information for crew.
 - Community leaders may contact the vessel owner to learn what settlement house is used.
- Bookkeepers in Gloucester also maintain records on names and contact information about crew.

Note

Be aware that new police or firefighters may not know how to find specific vessels or docks

While experienced firefighters and police in Gloucester and New Bedford may be familiar with such details, new recruits and smaller or less fisheries-oriented communities could use information made easily available.

Police, Firefighters, Emergency Medical Technicians

- Maps of the port's different wharves, where specific boats tie up, and how to gain access to private facilities could be useful.
- Lists of potentially dangerous materials or vessel designs that could affect response success to emergencies on docked boats would be useful.

- Axes and water hoses traditionally used in combating house fires are not as effective on fishing boats with their fiberglass and/or steel construction, engine motors and starters, etc. In particular, if a boat has a refrigerated seawater (RSW) system and/or blast plates for freezing, Freon or ammonia are likely to be present. The fumes from these are highly flammable and toxic.
 - ▶ Firefighters must use SCBA (self-contained breathing apparatus, head to chin).
 - ▶ If the valves to the fuel tanks are not closed, an explosion is possible.
 - ▶▶ Sight gauges are usually clear plastic that can melt.
 - ▶▶ Hoses can melt and cause the oils/fluid to drip into the bilge.
 - ▶ Registration of onboard alarms with a fire alarm company can lead to early notification that there is a problem on board, but if the alarm company or the fire fighters do not know how to find the boat and/or emergency contacts, the alarm will not be helpful.⁸
- Dive team
 - A dive team is used in case recovery of a vessel's crew is necessary.

Clergy and other Social Support Agencies

- Clergy and other social support agencies that serve as trauma supporters:
 - Bring in multiple chaplains, some multilingual, some female, to support various faiths and individuals;
 - Respond to the individuals' needs or wishes;
 - Find out from the families if there are other individuals who should be notified or who could be called to be with the family;
 - Learn whether there are specific faith leaders who should be called.
- Shaw Fund for Mariners' Children
 - Funds are intended primarily for the expenses of fishermen's children. They are also intended to help stabilize the family and help them move forward after loss.

Those Who Must Be Kept Informed

- Vessel owners
 - Will know who is on their vessels, how to contact family members
- Family
 - Because captains and crew members are often related to each other (e.g., father and son, brothers, uncles, cousins), several generations may be involved in emergencies with any one vessel, thus multiplying the effects.
 - ▶ Initially, confusion and fear, is common, followed by sense of loss.

Coast Guard National Distress System

Each level has different responsibilities and associated expertise.

- Sectors
 - Five sectors in District 1 (Canadian border to Sandy Hook, NJ):
 - ▶ Northern New England
 - ▶ Boston
 - ▶ Southeast New England
 - ▶ Long Island Sound
 - ▶ New York
 - Rescue stations—smaller, quick cases; if search is longer in time, or the area larger, the response is bumped up to sector level.
 - ▶ Boston Sector's Stations:
 - ▶ Merrimack River (Newburyport)
 - ▶ Gloucester
 - ▶ Boston
 - ▶ Point Allerton (Hull)
 - ▶ Scituate (Seasonal: Memorial Day to Labor Day)
 - Patrol boats
- District—regional
 - New England is District 1
- Area—Atlantic or Pacific coast
 - If case is many miles off shore

When Alerts Occur

- Vessel makes a MAYDAY call (or EPIRB signal is received, either manually by captain or crew if direct communication is impossible, or automatically).
 - Better to make a MAYDAY call as soon as a situation arises; cancel if situation is under control.
 - Coast Guard monitors radio channel 16.
 - A MAYDAY call is instant, and SAR deployment immediate.
- Owner loses contact with his/her vessel.
- Automatic VMS reports missed.
 - VMS reports are not monitored for safety purposes, but can be used to identify last known positions.
 - *Boatrac*s and *Shipmate*, commercial satellite communications systems, may also provide the last known position.
- Another vessel finds a debris field with fishing-related items and contacts the Coast Guard.
- Vessel does not return when expected (family and/or owner).

- Call the closest Coast Guard station when there is any doubt.
- Coast Guard confirms vessel departure and no return, begins “pre-comms and ex-comms and call outs.”
- Coast Guard receives an EPIRB alert.
 - If direct communication is not possible (e.g., radio malfunction), fishermen can manually activate their EPIRB or the hydrostatic release will trip the EPIRB out of its shell and seawater will activate the unit. The Coast Guard will pick up the signal and they will respond.
 - ▶ For vessels offshore (especially 50–100 miles), it can take thirty to forty-five minutes for the EPIRB signal to be acknowledged, so a MAYDAY call is the preferable first step.
 - Keep EPIRB registration and contact information up-to-date with NOAA.
 - Check batteries on EPIRB, make sure the EPIRB is not iced over, nor blocked by the wheelhouse roof, loose equipment, or gear.

Response to Alerts

- Coast Guard emergency broadcast to vessels in the vicinity of an incident starts with “Pon-pon, pon-pon” (or, sometimes “Pan-pan, pan-pan”).
 - The Coast Guard identifies the vessel’s coordinates and gives basic information (e.g., F/V ___ is on fire).
 - If vessel is missing, last known coordinates are given and vessels in vicinity are asked for information about their last sighting.
 - Emergency radio channel 16 is used to exchange information.
- Information helpful for search:
 - Description of the boat
 - Number of crew
 - What were their plans (i.e., float plan)
 - What kind of boat it is, (e.g., dragger, scalloper, lobster boat, clammer)
 - Color scheme of the hull and house, description of notable features such as outriggers
 - Other boats that the missing boat might be affiliated with, that might also be out fishing (e.g., if a buddy system has been organized, what is the name/contact information for the other boat)
 - Planned duration of the trip
 - Fuel capacity of the boat (how long could it stay out without having to come in to replenish its fuel supplies or its food)
 - Kind of communications equipment on board
 - Radio communication and side band scanners are monitored by families, partners, owners, businesses, and others ashore that may result in an alert being communicated.

Note

Be sure to update contact information regularly

Harbormaster, USCG, fire chief, or other person/organization should be sure that fire department has US Coast Guard contact numbers.

- ▶ This may also result in incomplete or incorrect information being transmitted (rumors started).
- When the Coast Guard answers questions from the media, they emphasize only the release of confirmed information.
- Vessel fire alarms are sometimes registered with local fire stations.
 - If a vessel fire alarm sounds, the fire station should report alarm to Coast Guard immediately.
- Injury and request for medical evacuation
 - If a vessel reports an injury that they think needs a medical evacuation, the Coast Guard station consults with the Coast Guard Flight Surgeon, who is a doctor but also familiar with the Coast Guard operations.
 - ▶ The surgeon recommends what steps the search and rescue (SAR) mission coordinator should take.
 - ▶ The decisions are based on an analysis of the risk trade-offs:
 - ▶▶ Type and seriousness of the injury (i.e., patient risk management), and the risks of dangling the injured crew in a basket to bring it up to a helicopter versus steaming time for the boat to reach a port
 - ▶▶ Evaluation of the operational risk (i.e., the safety of the flight crew considering weather and distance)
 - Helicopters can be launched within thirty minutes and can travel about 125 knots (144 MPH), although winds and weather can affect distance and travel time.
 - ▶ The helicopter crew dons their gear and starts the helicopter within fifteen minutes.

Note

Information/ communication during a search and rescue

Families and owners may want or expect more frequent or detailed information from the Coast Guard during a search and rescue, but after obtaining critical details from the families, the CG's focus must be on planning and executing the rescue operation itself.

EPIRB with up-to-date contact info takes the “search” out of “search and rescue.”

— Coast Guard

Guess what, if I'm in the water, in a gummy suit, 80 percent of me is below the water, [but] if I'm in a life raft, that has much more sail area. One is going to be more affected by the current, one is going to be more affected by wind.

— Coast Guard

- Searches may include Coast Guard vessels and/or a helicopter.
 - The Coast Guard may also request the help of nearby fishing boats.
 - Search pattern is similar to the shapes made when slicing a pie, with a floating light or buoy at the center of the pattern.
 - A SLDMB, a Self-Locating Data Marking Buoy is dropped in the water and uses satellite-based technology to provide location. If the initial search doesn't locate the missing boat or person, the buoy helps

validate their computer analysis. Using a planning tool called SAROP, all environmental data such as wind and currents are included in the calculations of the probability of where the search should be focused.

Using models based on a certain body type, wearing a certain type of clothing and in certain environmental conditions . . . gives us two numbers: functional time and a survival time. The functional time is basically how long you could maneuver—tread water and survival time is how long—basically hypothermia, before hypothermia will set in, if you're wearing a life jacket. In reality, we research well beyond those calculations.

— Coast Guard

- The Coast Guard keeps the families and the local government officials informed, as possible.
 - Will respond to update requests from the family and/or the local government as long as the search is ongoing; however, their primary task is to focus on response operations.
 - The Coast Guard does not get involved in recovery.
 - ▶ In some cases, the local government will help obtain a dive team.
 - ▶ In other cases, it is up to the families/boat owners.

Alerting Owners, Families of Crew, Community

- Coast Guard may call families directly:
 - Depending on who is assigned the task of calling, that person may not have significant information or may be limited by privacy concerns. They may be primarily looking for critical information to help plan the rescue information.
 - ▶ Insufficient information may create more stress than necessary to families.
 - ▶ It may be helpful for the Coast Guard to contact someone who knows the family to let them know there is a potential problem.
 - ▶▶ Who reports, and how, is extremely important to the families.
 - When to contact family:
 - ▶ If in the middle of a medevac, the Coast Guard should wait to contact the family.
 - ▶ In case of man overboard, the Coast Guard should contact the family right away.
 - ▶ In case of towing a distressed vessel, the Coast Guard or the towing boat should contact the shore captain right away.
 - ▶ If EPIRB goes off, the Coast Guard should contact the families right away before they hear rumors.

Note

Comments regarding alerts

Two interviewees noted that when a loved one was injured and/or rescued, the initial call gave so little information that the recipient was extremely worried until they were able to talk to their loved one directly. More details might help keep the recipient calm.

The suggestions about when to contact families of fishermen were made by a fishing captain who has faced examples of these incidents.

Please see individual community profiles in the Appendix for contact information for community leaders and organizations.

- In the case of a vessel sinking, the Coast Guard may call certain community leaders to request help contacting families and then set up an informational meeting.
 - The Coast Guard, with the help of community leaders (fishing organizations and politicians) should gather the boat owner and families of captain and crew in a private location.
 - ▶ Picking up the owner and families in police cruisers and escorting them through the back door of the police station, for example, helps avoid untimely and uncomfortable confrontations with the media.
 - The Coast Guard explains the status of the search and retrieve steps.
 - The Coast Guard explains the sequence, when and why search may be called off, and/or whether a sunken vessel will be raised.

[He] laid it out on the flow chart. This is what we're doing, this is where we're going to look today, this is where we'll be searching tomorrow, this is where we're going. We've got this cutter out there... we've got fly overs, we've got helicopters; we've got other boats in the area looking. I mean he laid it all out, it was there, you could look at it, it was like a flow chart.

— Former fisherman, community leader

- In the case of a man overboard, the Coast Guard should meet with the family to:
 - Give the status of the search and retrieval steps.
 - Explain the sequence and when and why search may be called off.

If it were my husband missing, I would ask the Coast Guard: "What's the procedure on looking for him. What are you doing? How long are you going to do it for? Who's looking for it? Where are you looking? Can I help? Do we have a team, is there an organization, or what boats are out there so they can start looking and let them inform them. I want other fishermen knowing where to look.

— Community leader

- Informational meetings by the Coast Guard:
 - To reduce rumors, ideally the Coast Guard's information is released to all at the same time (although young children should not be included in initial meeting).
 - ▶ There is an informal communication chain in the industry that works very quickly, but not always accurately.
 - Police stations, community centers, or Coast Guard stations usually have an appropriate room that can be accessed, away from the curious.
 - Support/Crisis team should be assembled at the same time.

- Regular updates from the Coast Guard to the families through a designated spokesperson are needed.
- A well-informed Coast Guard spokesperson is usually designated to handle media inquiries.

The best at communicating with the family are often the ones that are closest to the search and rescue case. But they're the ones that are trying to look at search patterns, dispatch boats, do risk assessments, calculate drift using drift theory.

— Coast Guard

- Families:
 - Designate one family member as spokesperson.
 - It is not necessary to talk to the media.
- Support team for families and the community:
 - Those who know the individuals or families are usually best for initial outreach. They can then communicate with community leaders and social service agencies to facilitate obtaining help.
 - Community leaders:
 - ▶ Fishing organizations (e.g., Gloucester Fishermen's Wives Association, Fishing Partnership Support Services, Northeast Seafood Coalition)
 - ▶ Certain politicians (e.g., mayors, legislators)
 - ▶ Harbormaster
 - ▶ Clergy
 - Social service agencies (e.g., Shaw Fund)

Tell me the name of the boats, then I can find out if there's something—I'll call the owner. You don't have to tell me who is injured or anything like that. And if we could—it would help a lot of us on shore prepare a response, whether it's getting a surveyor or an ambulance, or having someone at the hospital or contact with the family to say listen, we're going to be able to—the medical needs will be provided for, don't worry about—at least help take away some of the stress that they'll be dealing with at the time.

— Insurance company representative

- Translators potentially needed
 - ▶ Sicilian
 - ▶ Portuguese
 - ▶ Spanish
 - ▶ Mayan
 - ▶ Vietnamese
 - ▶ Thai

Don't forget the first responders are traumatized too. And the Coast Guard at that point are focused on their job and their job is not to be a social worker or a clergyperson for the family.

— Charity representative

Chapter 4

The Aftermath



After Loss is Confirmed

Telling the Families and Loved Ones

- Certain hospital personnel and police and firefighters are trained to notify families in the case of death. When a fisherman dies, however, industry members agreed that it is usually best if someone from the industry or fishing community accompanies the trained personnel.
- The notification might take time, and support individuals may need to be asked to attend to the bereaved.

Note

Leaders of fishing industry organizations are usually asked to help.

Should be someone familiar—someone connected with the industry. Someone that knows—knows and respects what they're going through. Someone that's clear-minded about not having the stereotypical attitude about people in the fishing industry.

— Community leader, fisherman's wife

- The grieving process is different for different individuals and different cultures.
 - Some people need time simply to grieve.
 - Others want as much information as is known about what happened and why.
 - Others do not want to hear about it at all.
- Owners should contact families to extend condolences (and support for those with serious injury).

When the boat owner doesn't—particularly when a boat goes down—never even calls and talks to the family, or won't even call and say... "Sorry about your loss"... Here they lost their father, their son, their brother and there was not one phone call, and that may be because of legal reasons where the lawyer says don't speak to them, but it's just absolutely heartbreaking to the family.

— Attorney

Media Relationships

- Families are not required to talk to the media; community leaders and politicians can help protect their privacy.
 - Some families do not mind talking to the media.
 - Some do not want pictures, while others don't mind.
- Someone knowledgeable about the industry and the boats should provide whatever facts are known to the media.
- The media needs to balance sensitivity toward the families who are worried or grieving and the public's right to know.
 - If the location of a search is reported to the public, someone with more recent information may contact the Coast Guard to suggest a different area to search.
 - Broadcasting photographs of missing boats may also jog someone's memory so that they provide valuable information.
 - The media also helps publicize the effects of fishing in dangerous conditions (e.g., icing) and consequently, might lead to other boats making different decisions in the future.
 - When searching, the Coast Guard will use individuals' names in case someone has seen them, but once the case is suspended or closed, names are not used due to privacy issues.

Community

It is important to recognize that the loss of a fisherman or vessel affects the whole community, not just the boat, the crew, and their families. Providers of food, fuel, and ice may top the list of shoreside support businesses, but those who buy the fish, keep the books, make the gear, teach the children of the crew are just a few of the people who may be directly affected by such loss, in addition to friends, neighbors, and other fishermen. Moving out through the networks, it is clear that the community is also affected indirectly by the loss of a vessel and/or individuals, economically and socially. The interconnectedness is illustrated by the attendance of many in the community at funerals and memorial services, even when the loss is not the result of a fishing-related incident.

And so if you're hurting or something happens to you, even though Susan may not know you, but that's okay because she knows me and she's just going to say, "What can I do to help?" And that's what happens in Gloucester. And so that's the uniqueness, I think, of this community.

— Community leader

Note

Grief is not short term, nor restricted to relatives

Those leaders who have to stay strong during the crisis may also be traumatized and may need attention later.

Please see the sections on the individual communities to find contact information for specific organizations and individuals.

Fishermen

Fishermen are generally proud of their ethnic heritage and their vessels' fishing success, and, while rivalries abound, individual fishermen are often informally and privately supportive of other fishermen in need. Furthermore, when at sea, if safety is threatened, even ardent rivals will immediately go to each other's aid. Nevertheless, the informal networks connecting fishermen and families in a community do not always have sufficient knowledge or resources to cope with a major crisis, such as the loss of the family's breadwinner or the loss of a fishing vessel. Pride may interfere with requests for help, especially economic help, and even those involved in the informal network may assume someone else is taking care of the family in need.

Community Organizations

Women's roles

In both New Bedford and Gloucester, women are leaders in the fishing community, providing information and services to help improve the quality of life of the community, and they serve as a reservoir of hope and aid to those affected by sudden loss. Furthermore, they take responsibility for encouraging best practices for the safety of their family members as well as helping their community before, during, and after emergencies.

- Mothers, wives, grandmothers, and aunts typically encourage fishermen to invest in safety equipment.
- Spouses of fishermen are often the first to report a missing vessel.

- Might provide information about the last known location
- Might know usual fishing grounds
- Spouses may help the Coast Guard and political leaders identify whom to contact when vessels are lost.
 - Serve as intermediaries for family members
 - Identify resources
 - ▶ Translation
 - ▶ Food
 - ▶ Social services
- Spouses keep the household running, maintain family and community networks, and raise the children.

They support each other, their families, and when there is a need they really reach out for each other and have done that over the years.

— Clergy

Recovery

Recovering the Fishermen (Physically)

Sudden loss of a family member to sinking is extremely difficult, regardless of how well one prepares for the potential. Sadly, fishermen who fall overboard without survival suits (or other PFDs) and those who go down with the vessel are often not recovered. This complicates and severely delays the issuance of a death certificate, usually resulting in delays in the payment of insurance and/or social security. Often, this also interferes with the grieving process; particularly any closure that family members may hope to find. Consequently, many families urgently request the salvaging of the vessel and/or the service of a dive team to inspect the interior of the vessel seeking the crews who have not been recovered. The Coast Guard is focused on search and rescue, and they do not participate in recovery.

Note

Massachusetts
State Police Dive
Team

Underwater
Recovery Section
(508) 820-2121

Quincy Police
Department Dive
Team
QPD Scuba Unit
One Sea Street
Quincy, MA 02169
Lt. Robert Gillan
(617) 745-5719
rgillan@quincyma.
gov

Salem Dive Team
Lt. Conrad
Prosniewski
(978) 744-0171 x200
cprosniewski@
salempd.net

Dive team (underwater recovery team)

- Massachusetts State Police and the towns of Quincy and Salem have dive teams.
- If the vessel goes down within 8 miles of the shore, it is more likely that a dive team can be prevailed upon to inspect it. Offshore, use of a dive team is improbable because of danger to the team.
 - Dive teams must be able to decide if conditions are safe enough to deploy.
 - Those asking for dive team services must respect the team's expertise in the determination of their relative safety in attempting recovery.
- It is expensive to hire a dive team.

- In order to determine where to search, the dive team considers the missing individual's body type, mass, height, and weight as well as the water temperature, currents, turbidity, bottom contour, and numerous other features.

Raising the vessel

- The State Police and Environmental Police have dive teams.
 - Deployment of the dive team is not automatic.
- Communities with active fishing fleets should consider developing a fund to help pay for the recovery of boats that sink.

They [dives] still kind of happen as a result of personal, interpersonal relationships and whatever fishing organizations there are out there, they need to establish those relationships with the police, the police need to establish those relationships with them, so that you can pick up the phone and say, "Hey, I got to call Jay. I got a possible dive situation here."

— Harbormaster

Memorial service for the family and for the community

- Regardless of differences in ethnicity and religion, representatives of every sector of the industry usually attend memorial services.
- Mayors and local politicians generally attend.

This is not simply a religious service or this is not simply a political or a governmental response, but this is a coming together of the whole community in support of the folks who are in need.

— Clergy

When you do a service like that you are doing it for the families, but you're also doing it for the fishing community, the greater community because again, it's like the poet says, it's weaved into the whole community. It's not just those that went out to sea, it's those that sell to these people, it's those that buy from these people—relationships are built. It's family and friends and family and friends of others who weren't involved in this ship, but you know, mine's going out tomorrow.

— Clergy

The service starts the healing process.

— Community leader

Note

Delays in obtaining death certificates are common and have serious consequences

Delays in obtaining a court order or death certificate usually range from six months to two and a half years. This can lead to serious consequences for families, even if they are insured.

Resources for Surviving Families

Sudden loss of income associated with fishing disasters can be very difficult for families. Even if there is insurance, there is a time gap before any payment is received. Many fishing communities rely on informal networks to distribute needed resources. However, the resources available through the informal networks may not be sufficient for the individual families' needs—whether economic or psychological. Help may be needed for finances and grief, but also for basic tasks such as picking up children from school during the crisis.

Emergency funds

Some families of lost fishermen are ashamed to have to ask for money. If a fisherman is lost at sea, but the body is not recovered, typically, no death certificate is issued, leading to complications for surviving family members, especially regarding finances.

If the Coast Guard conducts a search but does not locate a body, upon request, it will usually issue a letter stating that the person is presumed dead. This letter must be taken to the probate court to request an order finding that the person is dead. However, each probate court has different rules and may require additional information or affidavits in order to minimize the risk of fraud. For example, a wife may need to testify that she dropped off her husband at a specific boat at a specific time, talked to him when he was at sea, and hasn't heard from him since.

If a fisherman is lost at sea and no body is recovered, the family should seek an admiralty lawyer to help them navigate the probate court system and to protect their interests.

Even when the fisherman is insured, there may be delays in the payment, leading to serious difficulties paying for funeral expenses, house mortgages, and other living expenses. Social Security is also delayed for five months. Bank accounts, especially if not joint accounts, may be inaccessible, since a declaration of death (or death certificate) is needed to access a spouse's or other person's bank account.

Other challenges may stem from identifying the next of kin, particularly if the deceased is an immigrant. Furthermore, if the deceased is an undocumented worker, the Coast Guard may delay in issuing the letter stating a finding of presumption of death.

- Emergency funds are typically set up on an ad hoc basis by community members or organizations that are very involved in and knowledgeable about the fishing industry and thus can rely on their own knowledge and networks to distribute the funds wisely.

- Important to note that emergency funds are intended for the crews' families and fishermen survivors, *not* limited to permit holders.
- As the industry changes, it may be advisable for communities or fishing organizations to establish a permanent, revolving fund with established criteria for allocating the money.
 - The fund should be sufficiently flexible to accommodate unanticipated circumstances.
 - At least some of the money would be an interest-free loan until insurance payments are received, at which time, the emergency loan will be repaid.

Examples

- Gloucester Fishermen's Wives Association (GFWA) usually starts an emergency fund when a boat goes down.
 - Sets up a temporary fund when an accident occurs
 - ▶ Divides the collected funds evenly among the crew
 - Has helped families outside of Gloucester and Massachusetts
 - ▶ They are cautious in delivering the funds (e.g., a Nicaraguan crewmember had a wife and children in Nicaragua, so the GFWA found a nun who had contacts in the country and could deliver the funds via trustworthy links).
 - They also call The Shaw Fund early in the aftermath of a loss.
 - Gloucester Fishermen's Widow Fund
- Churches
 - Members of a congregation generally help each other, providing services (e.g., childcare) or food (e.g., prepared meals) in the immediate aftermath of a loss.
 - The Catholic Church has donated general emergency funds to individual families and to GFWA.
- New Bedford Fishermen's Emergency Relief Fund
 - The fund started as a result of the loss of F/V *Northern Edge* and is meant for catastrophic incidents.
 - ▶ Mayor formed a board to handle donations.
 - The fund was partially funded through grants (applications were written by Shore Support).
 - The *Standard Times* has helped publicize the need for donations to the fund.
 - Shoreside fishing support businesses will often contribute, if asked.
 - The fund pays families' bills rather than giving them cash.

Note

For Gloucester's emergency funds, contact the GFWA through the Massachusetts Fishermen's Partnership:

Angela Sanfilippo
or Nina Groppo
(978) 282-4847

Note

For New Bedford's emergency relief fund, contact Jim Kendall, New Bedford Seafood Coalition
(508) 997-0013
or
Verna Kendall
(508) 991-3043

You know everybody gave a little bit but it was enough to sustain the family.
— Community leader, former fisherman

- New Bedford Fishermen's Family Relief
 - FFR started as a fund for fishermen's children at Christmas.
 - A board of directors sets up criteria.
 - PACE, a nonprofit community action agent, is the fiduciary agent.
 - The Tragedy Fund pays \$5,000 for loss of life, and \$2,500 for disability or inability to return to work.
 - In addition to the Tragedy Fund, church members generally help other church members when there has been a loss.
 - Portuguese-American Clubs help their members.
 - Specific fund-raisers, such as a spaghetti dinner and auction, are occasionally held to help families who have experienced sudden loss.
- Rhode Island Commercial Fishermen's Association will sometimes help struggling fishermen pay fuel bills.
- Point Judith has a memorial fund, as well as the Follet Scholarship Memorial Fund, for the education of children of fishermen.
 - An annual golf tournament is used to raise money for the scholarship fund.
 - The memorial fund raises money through "Stevie's Tournament" an annual waterfront festival focused on recreational fishing.
- Communities with active fishing fleets should set up a fund for fishermen and their families in need, especially due to injury or loss of life.
- Communities should also establish a revolving fund for those with insurance who need temporary help due to sudden loss without recovery of the body.
 - Need specific criteria to define "fisherman" as there may be individuals who are not actively fishing but consider themselves fishermen.
 - Might need some evaluation of need, such as tax returns.

Note

Emotions are high after accidents; following these "best practices" can help

Interviewees for this manual were often emotional about the topic of insurance and the responses of boat owners, captains and/or crew to incidents or casualties. This section reviews "best practices" so that negative and adversarial relationships may be avoided to the extent possible.

Know the difference between the Jones Act and Workmen's Compensation

Fishermen are not eligible for Workmen's Compensation.

Insurance and Legal Matters

Vessel Insurance

- Insurance companies generally want to help the fishermen injured on the boats that they insure and not have them "stressed out about money at that point." Good will dominates the interaction. However, if the injured crewman files a lawsuit, the insurance company is limited as to what it can do. It is prohibited from speaking directly with the crewman and they must speak only with his or her attorney.
- Adjusters for the owner's insurance may be the first to contact the injured fisherman.
 - They explain what the insurance covers and what it does not; they may discuss the medical treatment the injured fisherman needs/wants (i.e., maintenance and cure).

- Adjusters work for the insurance company. They are not advocates for the fisherman, nor are they adversaries. Their job is to negotiate in good faith with the injured party and work toward a “fair and reasonable” resolution for both the insurance company and crewman.
 - Adjusters must always remind the injured party that he has the right to seek legal counsel. Some injured crewmen do seek the help of an attorney.

In some instances what the insurance company feels is fair may not feel fair to the individual, but also, what the individual may feel is fair may not feel fair to the insurance company.

— Anonymous

- When crewmen are lost at sea, families may hire an attorney to advocate for them, particularly when no body is recovered. (See above: discussion of probate court under Emergency Funds paragraph.)
 - Because of the Jones Act and involvement of the Coast Guard, attorneys practicing admiralty law may provide the best service.
- Some vessel owners may feel hurt and personally attacked by a crewmember who sues them for damages—especially if it is a long-term crewman who the owner employed for many years under generally good circumstances for each.
 - Lawsuits can often be avoided if the owner and injured party engage in open dialogue early in the process.
 - ▶ This will assure the crewman that the owner cares for his welfare and reduces adversarial feelings that may arise if the crewmember feels he is being neglected.
 - ▶ Owners should maintain a dialogue with both the crewmember and the insurance adjuster in the hopes of developing a fair settlement for both the crewman and the company.
 - Boat owners who support the interests of their injured crewmen, assuming their support is well founded and not asking for more than the injury is worth by practical standards, should have no fear of their insurance company punishing them in any way.
- Some owners, fearing a “bad claims record” and having their insurance rates rise, may not report small claims but rather choose to pay them directly.
 - Almost all P&I policies carry a deductible, generally between \$500 and \$5,000. The owner may settle his claim within that deductible at no penalty since the insurer did not pay anything for the claim.
 - The owner should *always* notify the insurance company whenever a crewman is injured, no matter how small the injury. By notifying the company, the owner relieves himself of any future obligation above the deductible, should the injury prove greater than originally thought or should the crewman later sue the owner over the injury.

Note

Owners and company representatives should call injured and attend services for those lost

If neither the owner nor a company representative attends the funeral or memorial service of someone lost at sea, the family may be devastated.

Always report injuries

Injuries must be reported to the captain or owner within seven days. Some captains/owners have crewmembers sign a form when picking up their check to confirm the accuracy of their payment and to either report an injury or acknowledge that they were not injured (nor witnessed another injured) on the trip.

- The Jones Act does not provide for compensation for the “emotional distress” but does allow for “pain and suffering.” Maritime law also includes a privilege of “Limitation of Liability” for ship owners that limits claims to the value of the boat and the earnings of the trip when the casualty occurred.

Life Insurance

- New Bedford history
 - In the past, membership in the union and in the Boat Owners Association included life insurance, pension plans, and welfare (ended with the union in late 1980s).
- Not all fishermen carry life insurance.
- Some of the fleet owners carry life insurance for their crews, but individuals should confirm this annually.
- Active fishing communities should consider establishing a fund for and access to life insurance. It might be possible for the community or fishing organizations to develop a group life insurance plan.

Legal Representation

If or when an attorney is desired, for example because the compensation from the insurance company is not considered reasonable, fishermen and their families should choose someone who is experienced, well respected, and knowledgeable about *admiralty law*. Because of the Jones Act, maritime (i.e., admiralty) law has some significant differences when compared with workers’ compensation.

- Sometimes the attorney may suggest that a third party share responsibility with the vessel owner for an accident (e.g., if a block was repaired and the welding failed). The legal term for this is subrogation.

Under maritime law if you work on the water and you get hurt, you can sue your employer, unlike anyone who’s hurt on the land, they get workers’ compensation.

— Attorney

Social Services

- Shaw Fund for Mariners Children

The Shaw Fund for Mariners Children does not contact bereaved families directly; they rely on referrals from clergy and/or fishing community organizations, who tell the family members about the fund.

 - The fund’s first priority is the children. Funds may be given to the family for children’s camp, schoolbooks, etc. It is also intended to help stabilize the family, help them move forward after loss. The fund has

helped families think through the options for mortgages or rent. While the fund does not offer monthly stipends forever, they try to help the family cope financially and emotionally.

- Catholic Charities North
- St. Vincent DePaul
- Island Institute, Rockland, ME
- Neither the Red Cross nor United Way generally get involved.
- The larger fishing ports generally have memorial funds that they can tap into to provide assistance.

Potential other sources

- Mitigation funds for fishing communities when traditional fishing grounds are taken for alternative uses (e.g., LNG terminals) may have a portion earmarked for emergency funding.
- Law firms
 - Especially those that work for fishing-related insurance companies
- Insurance companies
- Banks

Longer-term support

- No consistent long-term support exists.
- Emergency funding is occasionally made available from the government for loss of fishing opportunities, not for the loss of individual boats or crew.
 - Disaster relief in the past was allocated to the permit holders, but in the latest round, compensation has been allocated for captains and crew.
 - There is no allocated support for essential shoreside services or businesses.

Note

No consistent long-term support exists for fishermen and their families

Banks

Mortgages on homes and boats are typically sold by the originating bank to larger banks or mortgage management companies. So, it may be more difficult to obtain a grace period in which payments can be suspended until insurance is paid.

Even when a family's main source of income is lost, their mortgages must still be paid. However, insurance payments can be delayed in the event that bodies are not recovered.

Chapter 5

Longer-Term Outreach and Counseling



Outreach to the bereaved after the media has turned to other topics is important. A few of the social service organizations make a point of contacting the families periodically after a loss. During a crisis, the media and politicians express a great deal of concern, but almost as soon as a loss is confirmed, the families are left alone, leading to a sense of abandonment. Even small gestures of concern such as a phone conversation once a week to ask how the family is doing and whether there is something that could be done to help, is appreciated. Contact a year later benefits some as well.

Grief Counseling

Both survivors and bereaved families may need psychological counseling (e.g., for posttraumatic stress). Everyone in the fishing community is affected by loss, though some people would prefer not to talk about it and not to acknowledge it. Even in cases where there is no loss of life, the fishermen who had to be rescued probably need counseling. Also, former addicts who have been clean may have a relapse as a result of a traumatic event. But the fishermen have to continue fishing; they can't let fear stop them.

Different cultures have different approaches to grieving and counseling. Some prefer clergy in the role of counselor; others prefer to be surrounded only by family and friends. Cultural sensitivity is important in such stressful situations. Support services should ask the family spokesperson what would be helpful.

Help for the Children

In addition to the immediate financial support of the Shaw Fund and the community's help with day-to-day meals, childcare, etc. shortly after the loss, community networks will sometimes extend to offering shoreside jobs to older children. Scholarship funds are found in several communities.

Most of the help you need, the basic stuff, is available right in your own home town and they're more than willing to do that and that's what your home town's about.

— Insurance company representative

Retraining

New Bedford's New Directions works with Massachusetts Department of Employment Training and may help to provide retraining for fishermen.

Investigation

When a boat sinks and/or a fisherman dies at sea, the Coast Guard conducts a Marine Casualty investigation. The results of the investigation are official reports, kept as part of a database.

- Details about the vessel such as modifications and history of maintenance are included.
- Also considered in the determination of cause of the incident are: how much catch and ice were on board and status of the water tanks (e.g., were they full?)

About Crew

New England was long known for its family-owned and operated fishing fleet. Extended families, including fathers, sons, brothers, occasionally sisters, uncles and cousins tended to work together, particularly among relatively recent immigrants. Important lessons about fishing techniques, sites, and safety were passed on within families.

While some vessel owners now say that they've "educated their children out of the industry," family traditions of industry involvement continue, particularly in the groundfish and lobster industry. In addition, recent immigrants continue to diversify the crews, many now hailing from South America and Asia.

There has always been a hierarchy on a boat with the captain being the decision-maker and crew following his lead. This carried over to the land, as well. According to long-time observers and community leaders, even when the union was active in New Bedford, for example, the crew was not encouraged to speak up. Knowing that the captain hired and fired was enough to keep crew quiet if they valued their job. (Exceptionally skilled crew, however, had more leeway since they could easily find another site on another boat if they were net menders, cooks, knowledgeable about hydraulics or engines, etc.) Captains who do not own their own vessels must abide by the owners' decisions, but rarely does the owner micro-manage the day-to-day fishing operation.

The significance of this hierarchy for this manual is that the captain is responsible for the crew's safety. *Crews will participate in safety training and drills if the captain and/or owners insist on it.*

A negative effect of the hierarchy is that it may result in injuries going unreported, possibly untreated, according to some interviewees. Some owners, and captains as direct representatives of the owner on the boat, may fear insurance consequences and be reluctant to have crew report injuries that do not require a medevac. However, knowledgeable interviewees pointed out that injuries should always be reported, even if it is "for reporting purposes only," that is, even if no insurance claim is planned.

Graying of the Fleet

- Fewer young people are entering the fisheries.

Wild party day and that era of the cowboys are gone; the cowboys have bad backs and big bellies.

— Fishing family

I can guarantee after my kid, that's going to be the end of this fishing—in my family. End of five generations—he's going to be the last generation.

— Fisherman

- Family boats (and family friends' boats) and small fleets are being sold to corporations.

It's consolidated to the point where there are haves and there are people who used to have. And then there are people who are just have-nots.

— Former mayor

- Relatives used to be recruited from home country.
- Ethnic identity still exists, but there is more intermarriage.
- Skills were traditionally learned by doing and listening to those more experienced.

Just go practice in front of everybody and you know, people come and give you pointers and if somebody can weld better than you or is a professional, they'd be more than happy to say, 'Hey, do it this way and you'll pick up' – that's how I learned.

— Fisherman

Transit Fishermen

Monthly drills and inspections are required so crewmembers know where the safety equipment is and generally how to handle it. However, when a new crewmember joins the boat, the captain must show the newcomer all the equipment and tell him what his assigned duties are in case of emergency. The captain is strongly advised to use a checklist of the safety equipment and assignments for this task.

Medical Insurance

- Commonly obtained via a spouse's job
- Help with finding health insurance is available through Fishing Partnership Support Services in Gloucester, New Bedford, Plymouth, and Chatham.

Injuries

Serious injuries are required to be reported to the Coast Guard by the captain, vessel owner, or the insurance company. If the injury exceeds personal first aid, it is considered a major incident or if the vessel is damaged or causes damage of \$100,000 or more.

- Form 2692 must be filed with the Coast Guard.

- Within two hours, everyone on the boat must submit an alcohol test. Saliva test strips should be kept on board, along with the DOT form that you have to submit to the Coast Guard.
- Within thirty-six hours, everyone must go to a medical clinic or emergency room for a drug test.

It is not uncommon for injured fishermen to self-medicate, take a trip off, or continue to work despite injury due to:

- Fear of losing their position on the boat
- Fear of being black-balled, so they will never find another fishing job
- Fear of not being able to work and provide for their families
 - Independence and strength are strong values; injury can create great psychological distress.
 - If injured fishermen have to borrow money from friends and family, the stress increases.
- Owner's fear of insurance premium cost increases
 - Some will pay for hospital visits for minor injuries (e.g., stitches).
 - Want to avoid \$1,500–\$2,000 deductible
- If a suit is filed, it may take two to three years to conclude, and the injured party has no income during that time.
 - The family is usually not eligible for welfare, social security, or disability until they have not been able to work for one year.
- The Jones Act makes fishermen ineligible for Workmen's Compensation.
 - When a vessel owner has Jones Act insurance, benefits may include compensation for lost wages, medical expenses, pain and suffering, and food and lodging.
 - Maintenance is \$25–\$50/day depending on their documented expenses.

I don't understand why the captain didn't call ship-to-shore to the company and have the company contact me. No one should ever receive a phone call like that from a total stranger with—that's all the information we can give you.

— Family member

Common injuries

- Lacerations, deep cuts
- Hands, feet
- Heads
- Backs
 - Herniated disks

- Knees
- Carpal tunnel
- Tendon
- Torn biceps
- Injured rotator cuffs (shoulder)
- Shoulder
- Ribs
- Crushed fingers or feet
 - Leading to amputations

Being sucked into the winch, you got falls, somebody up in the mast or in the rigging trying to take a hook back up, a rigger take a hook and you're thirty feet in the air or twenty-five feet in the air and you're going back and forth like this, or just regular slips and falls on a boat. Fingers—fingers and toes, it's heavy equipment. Not much forgiveness there. I used to tell guys, don't put your fingers or your hands any place you don't want to leave them.

— Former fisherman, community leader

APPENDIXES



Appendix A Methods for Contacting the U.S. Coast Guard

Appendix B Maintenance Checklist

Appendix C Personal Flotation Devices and Icing

Appendix D Coping After an Accident at Sea

Appendix E Community Profiles and Contact Information

Appendix F Search and Rescue Information

Appendix G Literature Review of Responses to Other Types of Crises

Appendix H Useful Websites

Appendix A

Methods for Contacting the U.S. Coast Guard

To report a search and rescue emergency:

VHF-FM Radio VHF-FM radios are the preferred method for reporting emergencies from vessels on the water.	Call US Coast Guard on Channel 16 VHF-FM (156.8 MHz) Emergency Radio Call Procedures: 1. Make sure radio is on 2. Select channel 16 3. Press/hold the transmit button 4. Clearly say: “MAYDAY! MAYDAY! MAYDAY!” and vessel name 5. Also give: — Position and/or location — Number of people on board — Nature of emergency — Vessel description 6. Release transmit button 7. Wait for ten seconds; if no response repeat call. Intentional hoax calls are an offense and subject to prosecution
VHF-DSC Radio	Digital Selective Calling (DSC) radio can send an automatic distress signal and, if connected to GPS, will send the vessel’s location. Channel 70 is reserved for distress calls.
AIS	Automatic Identification System (AIS) is a tracking system required on ships, but available to fishing vessels.
Other methods	The Global Maritime Distress and Safety System (GMDSS) provides a number of additional means for contacting or alerting SAR authorities. These include INMARSAT, SARTS (EPIRBs, ELTs, and PLBs), MF-DSC, HF-DSC, etc. In addition, for vessels or persons in distress, there are nationally and internationally accepted/prescribed visual and sound distress signals (flares, horns, mirrors, flashing lights, flags, etc.).
Telephone	<ul style="list-style-type: none"> • Call the nearest US Coast Guard Rescue Coordination Center listed below. • Look in the front of your telephone directory for an emergency number listing for the US Coast Guard. • As a last resort, call 9-1-1. (The distress call will be shared with the Coast Guard, but vital information for an effective search may be missing.)
Not by email	Currently the US Coast Guard email system is not set up to accept or respond to emergency SAR messages. If you are in distress or need to report an emergency, do NOT send it via email ; contact the Coast Guard via telephone or radio.

US Coast Guard Rescue Coordination Centers (RCCs)

Note: The previous chart only provides geographical breakdown of the USCG Sectors in District I. The phone numbers for the five sectors are listed below.

24-Hour Regional Contacts for Emergencies

RCC	Location	Area of SAR Coordination Responsibility	Phone Number
Atlantic Area SAR Coordinator	Commander US Coast Guard Atlantic Area Portsmouth, Virginia	Overall responsibility for areas covered by RCC Boston, RCC Norfolk, RCC Miami, RSC San Juan, RCC New Orleans and RCC Cleveland plus a portion of the North Atlantic Ocean out to 40 degrees west longitude.	(757) 398-6700
RCC Boston	Commander 1st Coast Guard District Boston, Massachusetts	New England down to and including a portion of Northern New Jersey plus US waters of Lake Champlain.	(617) 223-8555
RCC Norfolk	Commander 5th Coast Guard District Portsmouth, Virginia	Mid-Atlantic states including the majority of New Jersey down to the North Carolina–South Carolina Border.	(757) 398-6231

USCG District 1: Boston, MA

Response Division

- Division Chief (617) 223-8457
- Division Secretary (617) 223-8458

Incident Management Branch

- Chief, Incident Management Branch (617) 223-8461
- Assistant Chief, Incident Management Branch (617) 223-8278
- Incident Management & Preparedness Advisor (617) 223-8413
- Search and Rescue (617) 223-8257
- Small Boat Manager (617) 223-8466

Command Center

- Command Center Senior Controller (617) 223-8462
- Assistant Controller (617) 223-8132
- Command Center Watch (24/7) (617) 223-8555

Coast Guard District 1: Sector Northern New England

During business working hours contact (207) 767-0320. After business working hours, contact the Operations Center (207) 767-0303.

- Ombudsman: Contact (207) 767-0320 for name and contact information.
- 24-Hour Emergency Response: (800) 410-9549
- COAST WATCH: (866) 455-8238
- National Response Center: (800) 424-8802

Coast Guard District 1: Sector Southeastern New England

Small Boat Stations		
Station Woods Hole, Woods Hole, MA	Main: Fax:	(508) 457-3254 (508) 457-3388
Station Brant Point, Nantucket, MA	Main: Fax:	(508) 228-0398 (508) 228-6019
Station Cape Cod Canal, Sandwich, MA	Main: Fax:	(508) 888-0020 (508) 888-8725
Station Chatham, Chatham, MA	Main: Fax:	(508) 945-3829 (508) 945-4182
Station Castle Hill, Newport, RI	Main: Fax:	(401) 846-3675 (401) 846-3684
Station Menemsha, Martha's Vineyard, MA	Main: Fax:	(508) 645-2662 (508) 645-3258
Station Provincetown, Provincetown, MA	Main: Fax:	(508) 487-0077 (508) 487-3048
Station Point Judith, Narragansett, RI	Main: Fax:	(401) 792-0306 (401) 782-4957

Coast Guard District 1: Sector New York

- Primary Phone (718) 354-4037
- Emergency Phone (718) 354-4353

Coast Guard District 1: Sector Long Island Sound

- Coast Guard Sector Long Island Sound (203) 468-4403

General Numbers	Phone
Command	(203) 468-4472
Command Senior Chief	(203) 468-4589
24 Hour Number	(203) 468-4404
Response - Incident Management	(203) 468-4433
Prevention - Fishing Vessel Safety	(203) 468-4437
New Haven Units	Phone
USCGC Bollard	(203) 468-4465
CG Station New Haven	(203) 468-4498
Aids to Navigation Team Long Island Sound	(203) 468-4510
Coast Guard Exchange	(203) 468-2712
Other Sector Units	
Aids to Navigation Team Moriches	(631) 728-6981
Marine Safety Detachment - Coram, NY	(631) 732-0190
Sector Field Office Moriches	(631) 395-4400
CG Station New London, CT	(860) 442-4471
CG Station Eatons Neck, NY	(631) 261-6959
CG Station Montauk, NY	(631) 668-2773
CG Station Fire Island, NY	(631) 661-9101
CG Station Shinnecock, NY	(631) 728-0078
CG Station Jones Beach NY	(516) 785-2995
USCGC Chinook	(860) 447-1155
USCGC Morro Bay	(860) 701-6160
USCGC Ridley	(631) 668-3104

Ashore Units

Air Station Cape Cod

General Information: (508) 968-6800

Duty Sections:

JOOD (508) 274-7713

FED (508) 274-7917

ANT Bristol

(401) 253-9585

ANT Long Island

Monday through Friday 8AM – 4PM call (203) 468-4419

All other times call (203) 468-4401

ANT New York

(201) 443-6298

ANT Woods Hole

(508) 457-3323

International Ice Patrol

Contact the International Ice Patrol using their online form: [Contact Us](#)

Marine Safety Detachment Cape Cod

Marine Safety Detachment Cape Cod

3162 Herbert Road

Buzzards Bay, MA 02542

(508) 968-6556

Marine Safety Detachment New Bedford

(508) 999-0072

Sector Boston

USCG Base Boston

427 Commercial Street

Boston, MA 02109-1027

OPFAC: 31-31120

(617) 223-3312

Sector New York

U. S. Coast Guard

Sector New York

212 Coast Guard Drive

Staten Island, NY 10305

Primary Phone: (718) 354-4037

Emergency Phone: (718) 354-4353

Sector Long Island Sound

Commanding Officer

U.S. Coast Guard Sector Long Island Sound

120 Woodward Avenue

New Haven, Connecticut 06512

(800) 774-8724

Sector Northern New England

During working hours contact:

(207) 767-0320

After working hours contact:

Operations Center at

(207) 767-0303

Ombudsman: Contact (207) 767-0320 for name and contact information.

24 Hour Emergency Response (800) 410-9549

COAST WATCH (866) 455-8238

National Response Center: (800) 424-8802

Sector Southeastern New England

(866) 819-9128

Sector Field Office Moriches

Commander

U.S. Coast Guard Sector Field Office Moriches

100 Moriches Island Road

East Moriches, New York 11940

Sector Field Office Southwest Harbor

SUPERVISOR

Sector Field Office Southwest Harbor

Box 5000

Southwest Harbor, ME 04679-5000

(207) 244-4200

SFO Officer of the day: (207) 244-4211

SFO Winter Storm line: (207) 244-4688

Station Boothbay Harbor

Main Phone Number: (207) 633-2661

Mailing Address:

Officer in Charge

USCG Station Boothbay Harbor

PO Box 327

Boothbay Harbor, ME 04538

Station Brant Point

(508) 228-0398

Station Cape Cod Canal

(508) 888-0020

Station Castle Hill

(401) 846-3675

Station Chatham

Mailing Address: Officer in Charge

37 Main St

Chatham, MA 02633

Telephone: (508) 945-3830

Emergency Line: (508) 945-0164

Station (SM) East Moriches

Commanding Officer

U.S. Coast Guard Sector Long Island Sound

120 Woodward Avenue

New Haven, Connecticut 06512

(800) 774-8724

Station Eatons Neck

(631) 261-6959

Station Fire Island

(631) 661-9101

Station Gloucester

(978) 283-0705

Station Jones Beach

(516) 785-2995

Station (SM) Menemsha

(508) 645-2662

Station Montauk

(631) 668-2773

Station New Haven

(203) 468-4498

Station New London

(860) 442-4471

Station New York

Commanding Officer

CG STATION NEW YORK

10 Search Lane
Staten Island, NY 10305
Unit Telephone Numbers:
Main: (718) 354-4101
Secondary: (718) 354-4099
Fax: (718) 354-4066

Station Point Allerton
Commanding Officer
USCG Station Point Allerton
93 Main Street
Hull, MA 02045-1198
(781) 925-0166

Station Point Judith
USCG Station Point Judith
1470 Ocean Road
Narragansett RI 02882
(401) 789-0444

Station Provincetown
Officer in Charge
U.S. Coast Guard
Station Provincetown
125 Commercial St.
Provincetown, MA 02657-2011
(508) 487-0077

Station Shinnecock
(631) 728-0078

Station Woods Hole
(508) 457-3254

Appendix B

Maintenance Checklist



(Published in *Commercial Fisheries News*, February 2015, reprinted with permission)

By Fred Mattera, NESTCO

Conduct your inspection and maintenance activities according to the following schedule.

Daily

- Test engine controls before you leave the dock;
- Test all your electronics and do a radio check;
- Test interior lights, horn, and spotlights;
- Test all engine alarms and high water alarms;
- Check fluid levels such as fuel, lube oil, coolant, reverse gear and PTO oil, power steering, battery electrolyte, and hydraulic fluid;
- Check and test batteries for starting and air compressor for air start;
- Check engine while it's running for proper operation, as well as fluid leaks, belt drives, and electrical connections;
- Grease the main shaft bearing;
- Check drip rate at the propeller shaft and rudder post packing glands;
- Make sure the bilges are dry and bilge pumps are functioning properly;
- Secure all equipment and watertight closures;
- Activate the steering system, turning from full right and left rudder; and
- Inspect all navigation lights.

Weekly

- Inspect all deck machinery for leaks, bearings, and wear;
- Grease winches, controls, bearings, and blocks;
- Inspect for fuel leaks;
- Check fluid levels for the main engine and genset expansion tanks
- Check primary fuel filters (Racors);
- Check and test all batteries and chargers;
- Check operation of auxiliary generators;
- Check that all PTO shutoffs are functioning properly;
- Check hydraulic system for leaks; and
- Perform a visual and operational check of the electronic systems.

Monthly

- Test all vessel lights – deck, interior, backup, gauges, dash, alarms, etc.;
- Inspect emergency equipment for operational status and expirations – flares, life raft, EPIRB, hydrostatic releases, life buoys and lights, immersion suits and lights, fire extinguishers, hand-held VHF, and batteries;
- Change oil and oil filters for main engine (max 400 hours);
- Change oil and oil filters for auxiliary gensets (max 250–300 hours);
- Change fuel filters for main engine and gensets;
- Change air filter;

- Check for corrosion of machinery, equipment, and compartments; inspect the condition of steering gear, rudder, packing gland, bearings, and bearings and bushings on hydraulic rams;
- Check net drum chain stops;
- Check brakes, clutch, and controls on winches and hoisting systems;
- Inspect all lines, hooks, and main wire for wear;
- Inspect compartments for leaks;
- Check for exhaust leaks and carbon buildup; and
- Inspect all hose connections, secure with two hose clamps, and tighten all hose clamps.

Quarterly

- Inspect electrical system wear and chafing;
- Inspect battery connections and look for corrosion;
- Inspect belts for alternators and pumps and replace if necessary;
- Inspect gearbox oil filter;
- Inspect fuel lines – suction and return – for leaks;
- Change sight gauges (plastic tubing) on fuel tanks, lube tanks, and fresh water expansion tanks;
- Clean strainers on suction line to all compartments;
- Clean out fish hold and shaft alley bilge;
- Inspect all deck plates, hatches, doors, and windows for watertight integrity;
- Check condition of nonskid coatings;
- Change fresh water filter for potable water system;
- Inspect hydraulic hoses and connections for wear and corrosion;
- Inspect and replace zincs in saltwater plumbing; and
- Have a diver inspect zincs, propeller, rudder, through-hull fittings, strainers, keel coolers, and transducers.

Semiannually

- Change hydraulic system filters;
- Change the oil on air compressor motor;
- Clean out crankcase breather fittings and line;
- Inspect the hull structure for cracks and corrosion;
- Inspect all rigging, shackles, blocks, stays, and turnbuckles;
- Inspect blocks, bushings, and shivs for wear; and
- Visually inspect watertight bulkheads and fittings.

Vessel Orientation for Crew Members

Show Vessel Layout

Show Vessel Safety And Survival Equipment

- Immersion suit/PFD: need, stowage, fit, donning
- Life raft: need, location, function, deployment, what not to do
- Life rings: number of and placement of, attached line(s) and light(s) per regulations.
- EPIRB: need, location, function, deployment, what not to do
- Radios: need, location, function, use, practice making a proper distress call (MAYDAY)
- Electronic position fixing devices: function, what not to do, Radar, Loran, Auto Pilot
- Flares: need, location, function, use, what not to do
- Fire Extinguishers: location, function, use, what not to do
- Other equipment: person overboard recovery gear, first aid kit, etc.
- Emergency lighting: Exits, interior and exterior, location, use
- Engine: on/off, steering, gear shift selection
- Fuel: shut off and crossover valves
- Sea chest/Seacock: location, function, shut off valves
- Alarms: location, function, what they are, what they mean, report inoperative
- Exits: location, routes
- Hazards: hatches, winches, machinery, lines, slippery areas, PTO shut offs, location
- Drug and alcohol policy
- Placards: report all injuries, waste disposal, report malfunctions, oil pollution
- Emergency response plan (station bill): posted, location, muster area, duties

Emergency Assignments

Each crewmember's specific duties in:

- Abandoning the vessel
- Fighting fires in different locations onboard the vessel
- Recovering an individual from the water
- Minimizing the effects of unintentional flooding
- Launching a life raft
- Donning immersion suits and wearable PFDs

- Donning firemen's outfit and self-contained breathing apparatus (if so equipped)
- Making a voice radio distress call
- Using visual distress signals
- Activating the general alarm
- Reporting inoperative alarm systems and fire detection systems
- Recommend that all crew members attend Safety Training Courses

CAPTAIN _____

CREWMEMBER _____

DATE _____

Appendix C

Personal Flotation Devices and Icing



Vest with foam padding

No bladder, so sharp objects such as fish picks won't pierce it and cause it to deflate

Bib overalls

Padding in front and back (no bladder)

Fanny pack

Often used in the summer when no shirt is worn. The release is manual only (recessed, so it will not snag).

Inflatables

Mustang has a PFD with an automatic hydrostatic release.

- Improved hydrostatic release by Hammer goes off when 4 inches under water so a deck hose will not set it off (unlike "bobbins").

- If fisherman hits his/her head when going overboard, the inflated bladder flips the wearer over so the face is above the water.

Whole suits or jackets are also available

- Can be worn under oilers

Reducing the Risk of Sinking Due to Icing

Ann Backus, MS

Icing Incident: In January 2007 the 76-foot trawler F/V *Lady of Grace* with a crew of four sank off Nantucket as a result of ice build-up. This is not the only incident of this type in New England or on the Atlantic coast, but is one of the more recent.

Know How to Calculate and Predict the Likelihood of Icing

The group that is presently actively addressing this phenomenon of icing has produced the *Arctic Operations Handbook* through their Joint Industry Project; they are largely oil drillers and transporters working in the arctic environment. Their report, “Volume 5. Impact on Marine Icing on Arctic Offshore Operations” (AMO), by Robert Platt, published December 15, 2013, contains very interesting data and observations regarding icing. For example, the report characterizes icing as slow, fast, and very fast and provides objective numbers for each category.

Table 1: Icing speeds at different air temperatures and wind speeds (AMO p. 13)

Icing Speed	Air Temperature	Wind Speed
Slow (ice accumulation of <10 mm/h) (Slightly more than 1/3 in/h)	32°F to 26.6°F, or 26.6°F or less	Any wind speed or <7 m/s (roughly 13.6 knots/h)
Fast (ice accumulation of 10–30mm/h) (Between 1/3 and 1 in/h)	26.6°F to 17.6°F	7–15 m/s (between 13.6 and 42.7 knots/h)
Very Fast (ice accumulation >30 mm/h) (More than 1 in/h)	Less than 17.6°F	>15 m/s (greater than 42.7 knots/h)
Conversions: 10 mm = 0.393 inches	0°C = 32°F	1 m/s = 3.6 km/h = 1.94 knots/h

Perhaps an easier way to predict when icing will occur is to remember the numbers—minus 2, 8, and 10:

- When air temperature is below the freezing point of seawater which varies with salinity, but ballpark, **minus 2°C** (28.4°F),
- The water temperature is **8°C** (46.5°F) or less and
- The wind speed is **10 m/s** (19.4 knots) or more.

Likelihood that icing will occur (re: the Northeast)

A 2008 report by two students at Worcester Polytechnic Institute, “The Effects of Icing on Commercial Fishing Vessels,” found that icing conditions routinely occur south of 42°N and made the recommendation that the ice load stability testing standards be changed to include areas north of 38°N, which is in Virginia just south of the border with Maryland. They analyzed weather buoy data for 1997–2007 and found that Boston at 42.3°N had 287 icing events from December to April 15, and Delaware Bay at 38.464°N had 91 icing events covering December (1 event) through the end of March. The take-home message is, be vigilant about checking weather conditions when you are fishing either north **or** south of 42°N.

Monitor Weather Conditions

Fishermen have their favorite, efficient methods for checking air and sea temperatures, wind speed, and icing conditions. Googling the Ocean Prediction Center, a NOAA program, brings up the option to click on Probabilistic Guidance for wind speed (<http://www.opc.ncep.noaa.gov/windprob.shtml>).

Marine forecasts (<http://www.opc.ncep.noaa.gov/atlantic.shtml>), and other products of the National Center for Environmental Prediction. You can arrange to have weather data faxed or transmitted to your electronic device. Perhaps the most useful website regarding icing is found at <http://www.met.nps.edu/~psgquest/polarmet/vessel/predict.html>.

While this site provides a formula you can use to calculate the probability of icing, the more user-friendly components are the examples or nomograms of the probable severity of icing using the three critical data components: air and sea temperatures and wind speed. Two examples are provided. One for sea temperatures of -0.5°C (31.1°F) and one for sea temperatures of 3°C (37.4°F). At the bottom of the page you can click on a helpful discussion of “Mitigation and Avoidance of Vessel Sea Spray Icing.” This page lists tools such as baseball bats for removing ice from surfaces, vessel maneuvers for reducing ice accretion, and the caution that turning a vessel with heavy ice accretion is a very high-risk maneuver.

DIAL-A-BUOY: The National Dial-a-Buoy Center is located at <http://www.ndbc.noaa.gov/dial.shtml>. This site provides buoy-specific weather data. These data can be very helpful when planning a trip or while transiting during a trip. You can use the information about air temperature, sea temperature, and wind speed to calculate the likelihood of icing.

Please see: <http://www.met.nps.edu/~psgquest/polarmet/vessel/predict.html> as mentioned above.

First find the buoys in your vicinity and path:

Quoted from the site: “There are several ways to find the station locations and identifiers. For Internet users, maps showing buoy locations are given at <http://www.ndbc.noaa.gov/>. Telephone users can press ‘2’ at the beginning of the call ((888) 701-8992) to be prompted for latitude and longitude, and they will receive the closest station locations and identifiers.”

Then use Dial-A-Buoy (888-701-8992) to hear weather data from each specific buoy in your path.

Do Not Exceed the Load Line if Your Vessel Has a Load Line Certificate

Load Lines:

- Load lines are marks on the hull of certain vessels that indicate a safe loading level (weight of ice included in some geographic areas) and therefore safe freeboard.
- The International Convention on Load Lines (ICLL) applies to US vessels that are required to have a load line certificate.
- For reference: <http://www.uscg.mil/hq/cg5/cg5212/loadlines.asp>
- For references on determining load-line length: <http://www.uscg.mil/hq/cg5/cg5212/lllength.asp>
- See also 46 CFR Parts 42...27 and 46 USC Chapter 51.

Recent Changes in Load-Line Regulations (pertinent to the Northeast fishing fleet):

- Changes in US Commercial Fishing Industry Vessel Requirements: <http://www.fishsafe.info/UpdateonCFVSRequirements-Mar2013.pdf>
- Historical Timeline of Load-Line Regulations

Date	Requirements
July 21, 1968	International Convention on Load Lines (aka, ICLL), Load-Line Certification required for all vessels making an international voyage and some fishing vessels that “process their catch beyond certain stages.” US fishing vessels on domestic trips were excluded regardless of length.
July 1, 2012	Fishing vessels over 79 feet built after this date were going to be required to carry an ICLL because the USCG Authorization Act of 2010 revoked the load line exclusion for fishing vessels.
Dec 20, 2012	USCG and Marine Transportation Act of 2012 postponed the load line compliance to July 1, 2013.

July 1, 2013	<p>Fishing vessels over 79 feet built after this date are required to carry an ICLL when fishing outside the “Boundary Line.” The Boundary Line as a demarcation line has been discontinued and has been replaced by the 3 nautical miles demarcation line.</p> <p>Fishing vessels at least 50 feet in overall length, built after July 1, 2013, and intending to fish beyond the 3 nautical mile line must meet survey and classification requirements.</p>
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During Stability Testing, Ice Loads Must Be Calculated:

- The MSC Guidance Document H2-20 states that “for vessels operating in applicable regions, ice loads should be calculated in accordance with 46 CFR 28.550. Ice loads should be considered in all conditions of loading” (Ferrie 2013).
- There are specifications in 46 CFR 28.550, which if adhered to, are designed to reduce the risk of icing for those in the northeast fishing north of 42°N, which is about the latitude of Boston.

Recognize that Ice Is Heavy

According to the Russian Marine Registry of Shipping Rules for the Classification and Construction of Sea-Going Ships, “for ships navigating within winter seasonal zones, stability with due regard for icing shall be checked in addition to the main loading conditions.”

The allowance for icing used in stability calculations is 30 kg per square meter (66.0 pounds per 10.76 square feet) of the total area of horizontal projection of exposed decks and 15 kg per square meter (33.0 pounds per 10.76 square feet) of windage. [According to Wikipedia, *windage* is a force created on an object by friction when there is relative movement between air and the object. There are two causes of windage: the object is moving and being slowed by resistance from the air, or a wind is blowing, producing a force on the object.]

There is no substitute for reading up on icing and ice accretion. Captains/owners should understand thoroughly how air and water temperatures and the wind speed impact ice accretion and loss of stability.

Ice is heavy, and adding the weight of ice above a vessel’s center of gravity is a precarious situation especially when coupled with reduced freeboard due to fish and fuel load coupled with high seas.

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- . Arctic Operations Handbook: Arctic Marine Operations Challenges & Recommendations, Vol. 5, Impact of Marine Icing on Arctic Offshore Operations. <http://www.arctic-operations-handbook.info/pdf/ArcticMarineOperationsReport.pdf>.
- Ferrie, K. B. 2013. "MSC Guidelines for Commercial Fishing Vessel Stability: Procedure Number H2-20." Revised June 17. <http://www.uscg.mil/d13/cfvs/PDFs/MSCStability.pdf>.
- Regulation and References related to the Commercial Fishing Vessel Safety Program. Available at: <http://www.uscg.mil/d13/cfvs/regs.asp>.
- Dial-a-Buoy: <http://www.ndbc.noaa.gov/dial.shtml> 888-701-8992 or Commercial 301-713-9620
- The above text was substantially revised from the FISH SAFE article written by Ann Backus and published in Commercial Fisheries News, Jan 2015.

Appendix D

Coping After an Accident at Sea



Coping with an Accident at Sea



Photo by Deborah Mercy

Those of us who work and live near the sea are used to dealing with stressful situations, but surviving an accident at sea might bring up a different kind of pressure. As you begin to take care of your immediate needs after an accident, you may be concerned by the emotions or physical sensations you continue to feel, even though you are out of immediate danger. Not everyone will respond to a disaster at sea in the same way—even people who lived through the same incident. But researchers have found that there are some common reactions among survivors.

How our brains experience a life-threatening situation

Current research suggests that our brains respond in a unique, self-preserving manner when we experience a situation that feels like our lives or the lives of others are in danger. The memory of the life-threatening event bypasses the hippocampus—the area of the brain that helps you understand where you are and navigate in space. As a result, these memories are not firmly linked to a

specific place and time and may resurface unexpectedly.

What you may be experiencing now

The most common reactions to at-sea disasters are

- Trouble sleeping and nightmares.
- Feeling overly jumpy and/or easily startled.
- Loss of concentration.
- Increased irritability or anger.

You may also experience

- Flashbacks—memories, feelings, or sensations of the event that come back unexpectedly.
- Intense physical or emotional reactions when you smell, hear, feel, or see things that remind you of what happened (examples: diesel smell, rocking motion).
- A desire to avoid places, people, or other activities that remind you of the event.
- An inability to remember important details about the event.
- A sense of numbing, detachment, or lack of emotions.

by Sunny Rice

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and

Bethany Rice, MSW
(counselor and sea accident survivor)



ALASKA SEA GRANT
MARINE ADVISORY PROGRAM
ASG-60 2015
<http://doi.org/10.4027/cas.2015>



Photo by Sunny Rice

- A lack of awareness of your surroundings (being in a daze or things seem “unreal”).
- Less interest in your usual activities.
- Hopelessness.
- Feeling that you must always be on the lookout for danger.

These symptoms are extremely common reactions to traumatic experiences.

What you can do to help yourself

Talking or writing about what you have experienced and how you are feeling is one of the most effective actions you can take to help yourself and prevent future problems. When you are in a safe environment, reflecting on what happened helps your mind make sense of the events and gain a sense of control over the difficult memories. This helps your mind “contain” the memories by placing the events securely in the time and location in which they occurred so that they are less likely to “intrude” unexpectedly and uncontrollably.

While close friends and family can be a great source of support, don’t be discouraged if other people have a hard time understanding your reactions. Talking about what happened can sometimes be difficult in a small coastal community. You might worry that your story will frighten others who also spend time on the water, you may hesitate to talk about the ways human error could have contributed to the disaster, or you may worry about overwhelming your loved ones. You might also feel that some people are interested in your story only for its shock value. It is up to you to decide who you are comfortable sharing your story with. It may be easier to talk to someone outside your normal social circle, such as a counselor, doctor, nurse, or clergy person. Professional support can provide much-needed confidentiality, understanding, and a neutral perspective. If you have trouble finding someone to talk to, the NAMI¹ hotline (1-800-950-6264) is a good place to start.

¹ National Alliance on Mental Illness

Talking to other survivors of your accident

Other people who experienced the same accident you did can be a great source of comfort for you and may be the first people you talk with about your experience. But keep in mind when talking with them that reactions will not be the same for everyone in the incident. Some people may have a much stronger response than you do, or interpret the level of danger differently. Also, a person who has already experienced many threatening situations may find that each new traumatic experience has a stronger impact than the last one.

Other actions that may be helpful

- Engage in pleasant, distracting activities off and on, but try not to completely avoid thinking or talking about what happened.
- Get adequate rest and eat healthy foods.
- Try to maintain a normal schedule.
- Take breaks and reminisce about those who lost their lives in the incident, if applicable.
- Focus on something practical you can do now.
- Use relaxation techniques.
- Keep a journal.
- Exercise in moderation. Exercising within 24 hours of the event will help your body process the stress hormones that flooded your body during the incident.

For the longer term, one researcher found that survivors have been helped by:

- Focusing on their sense of purpose or mission in life.
- Attachment to loved ones.
- Maintaining a sense of humor.

Actions that are not helpful

- Using alcohol or drugs to cope.
- Withdrawing from family, friends, pleasant activities.
- Working too much.
- Violence or conflict.
- Doing risky things.
- Extreme avoidance of places or activities that might remind you of the event.
- Excessive TV or computer games.

When to see a health care provider

Counselors, doctors, nurses, and clergy people will be happy to talk with you about your experiences. If the symptoms listed above are interfering with your functioning at work or at home a month or more after your accident, or if you are anxious or depressed, it is a good idea to talk to a counselor or health care provider. Don't avoid getting help. You and the ones you love deserve it.

When you do go back out on the water

Residents of coastal communities are very connected to the sea. At some point, possibly very soon after your emergency, you may decide to go back on the water. Trust yourself about when is the best time for you, but don't avoid the activities or career you love because of the anxiety you think they might provoke.

You will likely notice some changes when you go back to sea. Your perception of what is safe may change. Being out on the water may re-trigger responses you thought were over. This is common. Your anxiety will most likely get a little better each time you return to the water, and gradually challenging yourself to do so can be a helpful step in recovery. According to one researcher, "Some people come out of disasters in better condition than they went in. They are psychologically healthier, with improved personal and working lives, a stronger sense of purpose and clearer perspective on their own lives."

Where you can get more help

The US Department of Veterans Affairs offers handouts that include parent tips for children, adolescents, and adults after disasters, as well as information on reactions to trauma, seeking and providing social support, and tips for relaxation.
<http://www.ptsd.va.gov/professional/materials/manuals/psych-first-aid.asp>
 They also offer an online coaching tool. <http://www.ptsd.va.gov/apps/PTSDCoachOnline/>

The International Association of Fire Fighters has handouts for adult disaster survivors with tips on dealing with flashbacks, post trauma "dos and don'ts," and skill-building for coping with trauma.
<https://www.iaff.org/hs/disasterrelief/resources/HandoutsForAdultSurvivors.pdf>

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Appendix E

Community Profiles and Contact Information



Gloucester Profile

NMFS published a community profile of Gloucester with information based on the 2000 Census, fish landings from 1997–2006, and vessel information from 2006.

<http://www.nefsc.noaa.gov/read/socialsci/pdf/MA/gloucester-ma.pdf>

An updated snapshot reviews 2013 landings (volume and value by species), characteristics of the fleet, and some demographic attributes:

<http://www.nefsc.noaa.gov/read/socialsci/createReport.php?state=MA&county=GLOUCESTER>

Gloucester Fishing Organizations

Fishing Partnership Support Services

<http://fishingpartnership.org/>

Phone: (978) 282-4847

Toll-free: (888) 282-8816

Angela Sanfilippo, asanfilippo@fishingpartnership.org

Nina Groppo, ngroppo@fishingpartnership.org

Massachusetts Fishermen's Partnership

<http://www.mass-fish.org/>

2 Blackburn Circle

Gloucester, MA 01930

Phone: (978) 282-4847

info@mass-fish.org

Angela Sanfilippo, Executive Director

Gloucester Fishermen's Wives Association

<http://gfwa.org/>

2 Blackburn Center

Gloucester MA 01930

Phone: (978) 283-2504

Fax: (978) 283-7304

Angela Sanfilippo, President

Northeast Seafood Coalition

<http://northeastseafoodcoalition.org/>

4 Parker Street, Suite 202

Gloucester, MA 01930

Phone: (978) 283-9992

Fax: (978) 283-9959

Jackie Odell, Executive Director

Vito Giacalone, Volunteer Chair of Governmental Affairs

Christine Sherman, Membership & Fundraiser Coordinator

Glenn Delaney, Federal Representative and Consultant

Gloucester Bookkeeper

All Accounts

C/O Rosalie Parisi

108-110 Commercial St.

Gloucester, MA 01930

Phone: (978) 281-1600

Gloucester Emergency Services

Harbormaster: Jim Caulkett, (978) 282-3012

Fire Department: Eric Smith, Chief of Fire, (978) 281-9760

Police: John McCarthy, Asst. Chief of Police, (978) 283-1212

US Coast Guard: Station Gloucester, (978) 283-0705

Gloucester Social Services

The following is a selection of basic emergency and/or social service information available in or near Gloucester. Wellspring House has a more detailed list:

<http://www.wellspringhouse.org/programs/basic-needs-and-homeless-prevention-services/community-resources/#Abuse>

Emergency Shelter

(Call first as many have a waiting list)

Action, Inc. (978) 282-1000

Limited number of beds for 18+

180 Main Street

(Enter 5 Pleasant Street)

Northeastern Mass Action, Inc. (978) 283 4125

Wellspring House, Gloucester

Provides services to the homeless, and low- income families and adults.

For information on how to attain housing at Wellspring House contact DTA:

(617) 348-8500

(978) 281-3221

302 Essex Avenue, Gloucester MA 01930

www.wellspringhouse.org

Additional shelters in Rockport, Beverly, Ipswich, Salem, Peabody, and Lynn

Crisis Assistance

Gloucester Emergency Services: 911
Police Department: (978) 283-1212
Fire Department: (978) 281-9760
Health Department: (978) 281-9771
(MTWF 8am–4pm; Th 8am–6:30pm)

Catholic Charities North
60 Prospect Street
(978) 283-3055

Saint Vincent DePaul Society
70 Pleasant St.
(978) 281-8672

Samaritans 24-Hour Suicide prevention
Hotline: (617) 247-0220
(877) 870-HOPE (4673)
Teen Hotline:
(800) 252-TEEN (8336)

Child at Risk
A service for children to get help in abusive or violent situations.
(800) 792-5200

Disabled Persons Protection Commission
24-hour hotline for reporting the abuse of the disabled. Ages 18 to 59.
V/TTY (800) 426-9009
www.ma.gov/dppc

Elder Abuse Hotline
To report the abuse of an elderly person.
V/TTY (800) 922-2275

Gay Men's Domestic Violence Project
Provides crisis intervention, support and resources to victims and survivors of gay domestic abuse.
V/TTY (800) 832-1901
www.glbtdvp.org/

Gloucester Child Sexual Abuse Prevention Partnership

Provides training and information on child sexual abuse and how to prevent it.

(978) 281-2477

Email for more information:

GCSAPP2004@yahoo.com

www.enoughabuse.org

H.A.W.C Healing Abuse Working for Change

A resource center for many forms of abuse prevention and support services.

24-Hour Hotline: (800) 547-1649

Gloucester: (978) 283-8642

www.hawcdv.org

Safelink

Hotline operated by Casa Myrna. Available 24 hours a day and offers multi-lingual translations.

(877) 785-2020

TTY (877) 521-2601

www.casamyrna.org

Substance Abuse*AdCare Hospital*

(800) ALCOHOL (252-6465)

www.adcare.com

Alcohol and Drug 24-Hour Help Line

(800) 821-HELP (4357)

Alcoholics Anonymous

(617) 426-9444

111 Middleton Road Danvers MA 01923

www.aaboston.org

Lahey Behavioral Health

24-hour emergency services for mental health or substance abuse crisis. Services are available in the following towns: Beverly, Danvers, Essex, Gloucester, Hamilton, Ipswich, Manchester by the Sea, Marblehead, Middleton, Peabody, Rockport, Rowley, Salem, Topsfield, and Wenham.

(866) 523-1216

www.nebhealth.org

Health Care

Commonwealth Connector

Offers low- or no-cost health insurance for people who qualify. It provides comprehensive benefits and a choice of health plans.

(877) 623-6765

www.mahealthconnector.org

Fishing Partnership Support Services

2 Blackburn Center

<http://fishingpartnership.org/>

Phone: (978) 282-4847

Toll-free: (888) 282-8816

Angela Sanfilippo, asanfilippo@fishingpartnership.org

Nina Groppo, ngroppo@fishingpartnership.org

Department of Transitional Assistance

For health insurance, SNAP (food stamps), emergency shelter assistance.

Application and information hotline:

(800) 249-2007

Gloucester

(978) 282-1545

www.mass.gov/dta

Health Care for All

Focuses on consumer centered health care to provide everyone with care and education.

(617) 350-7279

www.hcfama.org

Home Health Agencies—Sponsored by Centers for Medicare & Medicaid Services

Resources, policies, and billing/payment information for Medicare and Medicaid Home Health benefits.

www.cms.gov/center/hha.asp

Home Health Care Agencies

Find local home health care agencies near you. Provides resources for learning more about home health care agencies facilities in general.

www.homehealthcareagencies.com

Addison Gilbert Hospital

Addison Gilbert Hospital is a 58 bed medical and surgical facility. Inpatient and outpatient care, emergency room, educational center, and support groups. Also does health screenings. Call Sefatia Romeo for financial assistance at (978) 283-4001 x 623. Open 11am to 8 pm daily.

Operator: (978) 283-4000

Automated: (978) 283-4001

298 Washington Street Gloucester MA 01930

www.addisongilbert.org

Cape Ann Pediatrics

(978) 283-5079

298 Washington Street Gloucester MA 01930

Gloucester Family Health Center

Provides many services that include: Behavioral health services, care coordination program (formerly women's health network), case management, dental services, family medicine internal medicine, lab services, ob-gyn, midwifery, outreach and financial counseling, pharmacy services, referral services, same-day sick visits.

(978) 282-0280

302 Washington Street Gloucester MA 01930

Needy Meds

Find help with the cost of prescription medication.

Richard Sagall (President) (978) 281-6666

P.O Box 219 Gloucester MA 01930

www.needymeds.org

Mental Health Care*Children's Friends and Family Services*

Offers many services for children, teens, and parents about counseling, health, and mentoring.

(978) 283-7198

33 Commercial Street Gloucester MA 01930

Department of Mental Health Central Office

Information and referral

(800) 221-0053

TTY (617) 727-9842

www.mass.gov/dmh

Health and Education Services, Inc.

Mental health and counseling services and education located in Addison Gilbert Hospital.

(978) 283-0296

298 Washington Street Gloucester MA 01930

Legal Assistance

Community Legal Service and Counseling Center

Free legal service; sliding scale; psychological counseling.

(617) 661-1010

www.clsacc.org

Lawyer Referral Services of the MA Bar Association

(866) 627-7577

TTY (617) 338-0585

www.masslawhelp.com

Legal Advocacy and Resource Center

(617) 603-1700

Hotline: (800) 342-LAWS (5297)

www.larcma.org

Essex County Bar Association

(978) 741-7888

www.essexcountybar.org

Essex County Family Legal Aid Center, Salem

(978) 740-6688

(888) 835-4300

Neighborhood Legal Services

Provides free civil legal services to low-income and elder residents of Essex and Northern Middlesex Counties, Massachusetts.

(781) 599-7730

www.neighborhoodlaw.org

Volunteer Lawyers Project

(617) 423-0648

TTY (617) 338-6790

www.vlpnet.org

Foreclosure Assistance

Gloucester Housing Authority

Offers help with housing, rental assistance, and foreclosure prevention.

Open MTWTh 8-4:15, F 8-12

(978) 281-4770

Good Neighbor Energy Fund

Available to households that cannot meet their energy expenses and are not eligible for federal energy assistance.

You may apply by calling the Salvation Army Service Center:

(800) 334-3047

(617) 542-5420

Veterans Assistance

Veterans Center

Assisting Gloucester veterans and their families. Contact Director Arley Pett for more information.

Hours are Monday –Wednesday 8:30 am to 4:00 pm, Thursday 8:30 am to 6:00pm and Friday 8:30am to 12:00 pm.

(978) 281-9740

12 Emerson Avenue Gloucester MA 01930

Mailing Address: City Hall 9 Dale Avenue Gloucester MA 01930

Local, State and National Support Telephone Numbers

Mass 2-1-1 Call Center (A United Way Program)	211
Health & Human Services Info	(877) 211-Mass
ADCARE	(800) 252-6465
AIDS Action Committee	(617) 437-6200
Al-Anon/Alateen	(508) 366-0556
Behavioral Health (Seven Hills)	(508) 990-8280
Child & Family Services	(508) 996-8572
National Child Abuse Hotline	(800) 422-4453
Child-at-Risk Hotline	(800) 792-5200
Crisis Center (New Bedford)	(508) 996-3154
Dept. of Transitional Assistance	(877) 382-2363
Disabled Persons Protection Hotline	(800) 426-9009
DCF (Report abuse of a child)	(508) 910-1000
DCF Hotline (Nonbusiness Hours)	(800) 792-5200
Domestic Violence & Sexual Assault (NB)	(508) 999-6636
Elder Services Hotline	(800) 922-2275
Gay/Lesbian Hotline and G.L.A.D.	(800) 455-4523
Coastline Elderly Services	(508) 999-6400
HSPN Support Services	(508) 997-1500

MA Alliance of Portuguese Speakers	(800) 232-7725
MA Dept. of Mental Health	(508) 996-7900
National Sexual Assault Network	(800) 656-HOPE
Domestic Violence Sexual Assault Hotline	(508) 999-6636
Runaway and Youth in Crisis Hotline	(800) 999-9999
Substance Abuse Info/Referral Helpline	(800) 327-5050

Support Services

Action, Inc., Gloucester

(978) 282-1000

www.actioninc.org

North Shore Community Action Program

(978) 531-0767

www.nscap.org

North Shore Community Development Coalition

Provides quality affordable housing and community development on the north shore.

(978) 745-8071

102 Lafayette St. Salem MA 01970

www.northshorecdc.org

Poison Control Center, 24 Hour Hotline

Offers Emergency services and info on poisonous substances. Available 24 hours a day.

(800) 222-1222

TTY (888) 224-5313

www.maripoisoncenter.com

Food Pantries

Cape Ann Food Pantry / The Open Door

Offers community meals, emergency food, Buck-a-bag program, thrift store, mobile market, and senior market. Photo ID is required for food pantry access.

Food Pantry Hours

MT 10:00am–5:00pm

WTh 10:00 am–4:00 pm

Friday 10am–12pm & 3pm– 5pm

Food Stamps

By appt on TThF 10–4

(978) 283-6776

28 Emerson Avenue Gloucester MA

www.capeannfoodpantry.org

Community Meals

Mon, Wed, Thurs, Sat 5–6pm

Sunday 4–5pm

Tues at St. John's Episcopal 5–6pm

Fri at Trinity Congregational 5–6pm

Summer Lunch

A program that offers free lunches for kids during the summer.

(978) 283-6776 (call for sites and details)

Trinity Congregational; Church, Gloucester

Harvest meal every Friday 4:30pm–7:30 pm

(978) 283-1442

70 Middle Street Gloucester MA 01930

WIC

WIC is a food resource for pregnant women, infants, and children under the age of 5.

(800) WIC (942)-1007

TTY (617) 624-5992

New Bedford Profile



NMFS published a community profile of New Bedford with information based on the 2000 Census, fish landings from 1997–2006, and vessel information from 2006.

www.nefsc.noaa.gov/read/socialsci/pdf/MA/newbedford-ma.pdf

In 2010, updates to 177 fishing communities from Maine to Virginia were published: <http://www.nefsc.noaa.gov/read/socialsci/pdf/communityProfiles/introduction.pdf>

Fairhaven Profile

www.nefsc.noaa.gov/read/socialsci/pdf/MA/fairhaven-ma.pdf

New Bedford–Fairhaven Social Services

From *The New Bedford Street Sheet* (2015)

Food Pantries

American Red Cross (617) 274-5200 ext. 5596

93 Kempton Street (Mill St. Entrance)

Thursday 1–6pm (available 1x per month)

Photo ID, proof of income, rent receipts, proof of address, ID for household members required

Braz/Bean Community Center (508) 979-1737

360 Coggeshall Street

Monday–Thursday 9–1 (available 1x every 30 days). ID and/or MA Health card required

Catholic Social Services (508) 997-7337

238 Bonney Street

Wednesday & Thursday 10–12 (available 1x every 30 days).

Min. 18 years old, proofs of income & residency, photo ID, MA Health ID required for all children. Bread, nonperishable foods, and fresh produce

Grace Episcopal Church (508) 993-0547

133 School Street

Wednesday & Friday 9:30–10:30 (available 1x per month/12 x per yr.) Photo ID required and children's insurance cards

MO Food Life Pantry (508) 992-5978

725 Pleasant Street

Open 3 Wednesdays per month (call first) 10–12 noon (available once every 30 days). For adults, picture ID and proof of income, ID for family members

Mobile Loaves and Fishes (508) 993-0614

Food/clothing available at sites across the city: Monday: Salvation Army parking lot 6:00pm, Tuesday: Hungary Whale on Elm Street 6:00pm, Wednesday: Acushnet Heights near Weld Square 6:00pm, Thursday: Main Post Office 6:00pm, Friday: PAACA 6:00pm, and Saturday: Salvation Army parking lot 11:30am

PACE, Inc. (508) 999-9920

166 William Street

Monday–Friday (New walk-ins or received no service w/in past yr.: 9–11, all others by appointment). Available 1x every 3 months; if PACE client, 1x per month. Referral, picture ID, and verification of dependents required

The Salvation Army (508) 997-6561

619 Purchase Street

Monday–Friday 8:30–Noon & 1–3 (available 1x every 3 months) Required: ID for household members and proof of residence for appt. 3–5 days of food/clothing vouchers for fire victims only

St. Anthony's Church (508) 993-1691

Nye Street Entrance (enter through church basement door)

Thursday 11:30am–1:00pm (1x every other week). Picture ID and MA health

St. Martin's Church (508) 264-1520

136 Rivet Street

3rd Saturday 10–11 and last Tuesday 5–6

Seven Hills Behavioral Health (508) 999-4159

1177 Acushnet Avenue

Monday & Wednesday 9:30–12:00, Thursday 5:00–7:00pm. Photo ID, proof of income, and proof of address

Meal Sites

Sister Rose House Soup Kitchen

<http://www.homelessshelterdirectory.org/cgi-bin/id/shelter.cgi?shelter=13701>

Mercy, Meals & More (508) 728-1489

<http://mercymealsandmore.com/>

Pilgrim United Church of Christ

636 Purchase Street

<http://www.puccnb.org/>

Grace Episcopal Church

133 School Street

<http://gracechurchnb.org/>

The Salvation Army

619 Purchase Street

<http://massachusetts.salvationarmy.org/MA/NewBedford>

St. Anthony's R.C. Church

Nye Street

<http://www.saintanthonynewbedford.com/>

Full Blessings Church

475 Union St.

<http://www.manta.com/c/mtm3ym7/full-blessings-ministries>

Emergency Shelter

Catholic Social Services (508) 674-4681

Coordinated entry point for homelessness triage and referral services to shelters/homeless prevention resources in the region.

PACE, Inc. Housing Services (508) 993-0033

Monday–Friday 8–4

Tenant/landlord counseling, homelessness triage/prevent, housing search, stabilization services, and limited financial assistance.

The Women’s Center (508) 996-3343

405 County Street (office)

Provides confidential short-term shelter, counseling, and support to victims of domestic violence and sexual assault.

Sister Rose Network (508) 997-3202

Sister Rose House Shelter—for men only. Grace House—for women only. Call at 9am Monday–Friday for bed availability. Shelter and appropriate support services provided to guests.

Missionaries of Charity (508) 997-7347

Female adults, women 18 and under, boys 6 and under.

Harbour House Family Center (508) 992-6027

713 Shawmut Avenue

DHCD referral required. Must be EA eligible. Referrals may be obtained at your local DTA office.

Crisis Assistance

Domestic Violence Hotline (508) 999-6636

Domestic Violence (The Women’s Center) (508) 996-3343

Elder at Risk Hotline (508) 675-2101

New Bedford Crisis Center (508) 996-3154

543 North Street

St. Luke’s Hospital (508) 997-1515

Suicide Prevention Hotline (Samaritans) (877) 870-4673

Alternate Emergency Services 911

New Bedford Police Dept. (508) 991-6350

Mercy Meals and More

636 Purchase Street

Services include temporary “overflow” emergency shelter during inclement weather, clothing, and book distributions.

Substance Abuse

Self-Help/Treatment Info (SEMCOA) (508) 992-7788

NA Hotline Drug Alcohol Helpline 24/7 (800) 314-8174

ADCARE 508-999-1102

High Point Treatment Centers

(Plymouth) (508) 224-7701

(Brockton) (508) 584-9210

(Women—New Bedford) (774) 628-1000

Community Substance Abuse Center (508) 979-1122

8 Kilburn Street

PAACA (508) 997-9051

360 Coggeshall Street

Addiction counseling and support services.

Seven Hills Recovery & Wellness Center (508) 999-3126

34 Gifford Street

Health Care

Center for Women's Health (508) 998-0600

300b Faunce Corner Road, Dartmouth, MA

Providing a host of health services not limited to women, including radiology, bone density testing, mammograms, and other tests.

GNB Community Health Center (508) 992-6553

874 Purchase Street

Provides complete medical care for individuals and families, including urgent care walk-in, regardless of ability to pay. Services include X-Ray, ultrasound, and lab on-site, as well as nutrition, WIC, HIV counseling, tobacco treatment, and benefits department.

St. Luke's Hospital (508) 997-1515

101 Page Street

Accepts referrals from medical professionals and clinicians who are associates of the Southcoast Hospitals Group.

Mental Health Care

New Bedford Crisis Center (508) 996-3154

543 North Street

Child & Family Services (508) 996-8572

543 North Street,
1061 Pleasant Street
3057 Acushnet Avenue

Behavioral Services (508) 992-6683

96 Cottage Street

Health Imperatives/NB Family Planning (508) 984-5333

651 Orchard Street - Suite 100

FHR Anchor House (508) 984-4300

2277 Purchase Street
Vocational Rehab Program (Clubhouse) Monday–Friday

Seven Hills Recovery & Wellness Center (508) 999-3126

34 Gifford Street
Counseling and psychiatric services for children, adults, and families

MA Dept. of Mental Health (508) 996-7900

888 Purchase Street

Legal Assistance

South Coastal Counties Legal Services (800) 244-9023

Catholic Social Services (508) 997-7337

238 Bonney Street
Immigration Attorneys Only

Foreclosure Assistance

**City of New Bedford Office of Housing and Community Development
(508) 979-1500**

608 Pleasant Street - 2nd Floor

Catholic Social Services (508) 997-7337

238 Bonney Street

Neighbor Works Southern MA (774) 328-9925 ext. 37

Homeowners' Hope 24-Hour Hotline (888) 995-HOPE

PACE Homecorps Recovery Initiative (508) 993-0035

Local, State and National Support Services

Mass 2-1-1 Call Center (A United Way Program) 211

Health & Human Services Info (877) 211-Mass

ADCARE 1-800-252-6465

AIDS Action Committee (617) 437-6200

Al-Anon/Alateen (508) 366-0556

Behavioral Health (Seven Hills) (508) 990-8280

Child & Family Services (508) 996-8572

National Child Abuse Hotline (800) 422-4453

Child-at-Risk Hotline (800) 792-5200

Crisis Center (New Bedford) (508) 996-3154

Dept. of Transitional Assistance (877) 382-2363

Disabled Persons Protection Hotline (800) 426-9009

DCF (Report abuse of a child) (508) 910-1000

DCF Hotline (Non Business Hours) (800) 792-5200

Domestic Violence & Sexual Assault (NB) (508) 999-6636

Elder Services Hotline (800) 922-2275

Gay/Lesbian Hotline and G.L.A.D. (800) 455-4523

Coastline Elderly Services (508) 999-6400

HSPN Support Services (508) 997-1500

MA Alliance of Portuguese Speakers (800) 232-7725

MA Dept. of Mental Health (508) 996-7900

National Sexual Assault Network (800) 656-HOPE

Domestic Violence Sexual Assault Hotline (508) 999-6636

Runaway and Youth in Crisis Hotline (800) 999-9999

Substance Abuse Info/Referral Helpline (800) 327-5050

Veterans Assistance

New Bedford Veterans Services (508) 991-6184

181 Hillman Street Bldg. #3

Christopher Gomes, Veterans Services Office

New Bedford VA Outpatient Clinic (508) 994-0217

175 Elm Street

Primary Care Clinic

Veterans Transition House (508) 992-5313 ext. 22

20 Willis Street

Shelter, transitional housing, and graduate supportive housing.

Contact: Susan Fonteneau-Nicolan, Program Director.

Supportive services for veteran families. Contact: Sheila Sullivan, Case Manager Liaison

NB VET Center (508) 999-6920

73-2 Huttleston Avenue (Route 6) Fairhaven, MA

Counseling, VA Care, Veterans Outreach Services

MA Dept. of Veterans Services (888) 844-2838

Assistance with access to veterans benefits and services

National Call Center Homeless Veterans (877) 424-3838

Support Services

ADCARE (508) 999-1102

88 Faunce Corner Road Suite 260, No. Dartmouth, MA

Assessment and treatment planning, counseling for individuals and families, outpatient programs for substance abuse

Adult Family Care (508) 998-3626

34 Welby Road

Family living for adults who, due to frailty, advancing age, or chronic illness, can no longer live alone in safety

Bristol Elderly Services, Inc. (508) 675-2101

1 Father DeValles Blvd., Fall River

Protective services for the elderly

Catholic Social Services (508) 997-7337

238 Bonney Street

Apartment searches, mental health services, permanent and transitional housing, rental assistance

Coastline Elderly Services (508) 999-6400

1646 Purchase Street

Services to assist the elderly in maintaining their independence

Justice Resource Institute (508) 617-4359

45 North Main Street, Fall River, MA

Housing & stabilization for families in shelter. DTA referrals.

Council on Aging (508) 991-6257

181 Hillman Street Bldg. 9

Provides support services for seniors

The Women's Center (508) 996-3343

405 County Street (office)

Provides confidential short-term shelter, counseling, and support to victims of domestic violence and sexual assault

Seven Hills Recovery & Wellness Center (508) 999-3126

34 Gifford Street

Counseling, medication assisted treatment, and psychiatric services

FHR Anchor House (508) 984-4300

2277 Purchase Street

Clubhouse Program for men and women living with mental illness

High Point Outpatient Services (508) 992-1500

842 Purchase Street

Substance abuse and mental health counseling services

Homeless Service Providers Network (508) 979-1500

Support services, information, and referrals to resources to prevent, mitigate, and end homelessness.

Immigrants Assistance Center, Inc. (508) 996-8113

58 Crapo Street

Info and referrals to at-risk immigrant families/individuals

Steppingstone, Inc. (508) 984-7514

5 Dover Street, Suite 201

Housing & Case Management services for persons with HIV/AIDS

MA Dept. of Mental Health (508) 996-7900

888 Purchase Street Suite 213, 2nd Floor

MA Dept. of Transitional Assistance (508) 961-2000

160 West Rodney French Blvd.

Food and cash assistance for disabled, elderly, and families.

DHCD referral site for family shelter.

Network House (a VTH program) (508) 992-5313

20 Willis Street

Transitional support services for men living with addictions

New Bedford Dept. of Community Services (508) 961-3135

133 William Street

Referrals for elderly, disabled, and low-income residents

PAACA (508) 997-9051

360 Coggeshall Street

Substance abuse treatment referrals, food, clothing, transportation, housing services, daily 12-step and self-help groups.

PACE, Inc. (508) 999-9920

166 William Street

A multiservice antipoverty agency: Head Start, Housing Services Emergency Food Pantry, Fuel Assistance, Health Care Access, Child Care Works, the Family Center, and YouthBuild

Seven Hills Behavioral Health-Project Care (508) 999-4159

1177 Acushnet Avenue

HIV medical case management

Salvation Army (508) 997-6561

619 Purchase Street

Seven Hills Behavioral Health

HIV Prevention, Education & Screening Program (508) 996-0546

1173-1177 Acushnet Avenue

HIV/HEP-C/STI testing, overdose prevention and naran enrollments. Harm reduction and outreach services for men and women at risk.

Southeast Center for Independent Living (508) 679-9210

66 Troy Street, Suite 3 Fall River, MA

By appointment only. Provides advocacy, skills training, peer counseling, information and referral for people with disabilities of all ages, also transitioning to the community from nursing facilities, options counseling, and youth services.

Southeastern MA council on Addiction (508) 992-7788

234 Earle Street

Long-term residential services for substance use disorders

Steppingstone, Inc. (508) 984-1880

979 Pleasant Street

Residential substance abuse treatment, case management, and housing assistance, both short and long term.

Tenancy Preservation Program (508) 944-9502

Assists disabled clients who are at risk of being evicted for reasons related to their disability

Fishing Partnership Support Services

Verna Kendall, Debra Kelsey, or Monica DeSousa

Phone: (508) 991-3043

vkendall@fishingpartnership.org

dkelsey@fishingpartnership.org

mdesousa@fishingpartnership.org

New Bedford Settlement Houses

Fleet owners usually have their own accounting services to “settle” their vessels’ books, for example, Roy Enoksen (Eastern Fisheries) has his own service. The following accountants provide services for a variety of boats:

Dawsons Boat Settlement

84 Front Street

New Bedford, MA 02740

(508) 992-3334

Edie & Maria Boat Settlements

113 MacArthur Drive

New Bedford, MA 02740

(508) 996-0525

Joan Feener

Marine Services

114 MacArthur Drive

New Bedford, MA 02740

(508) 994-4264

Solveig's Boat Settlements

2 Middle Street

Fairhaven, MA 02719

(508) 996-0313

New Bedford Emergency Services

Harbormaster: David T. Condon (508) 961-3000/(508) 965-8019

Port Director: Edward Anthes, Deputy Port Dir. (508) 961-3000

Fire Department: Mike Gomes, Chief of Fire; Task Force (508) 989-7438

Fire Department (general number) (508) 991-6120

Marine Safety Officer Capt. Ramirez (508) 962-3255

Police: Jason Gomes

US Coast Guard Station

Task Force: Fire, Police, Harbormasters from nearby towns (New Bedford, Wareham, Marian, Dartmouth, Westport)

Fairhaven Emergency Services

Harbormaster David Darmofal (508) 989-4443

Shellfish Warden Timothy Cox (508) 962-1416

Appendix F

Search and Rescue Information

Commercial Fishing Safety/Search/Rescue Information for family and friends of fishermen

Developed by Angela Sanfilippo, President, Gloucester Fishermen's Wives, and Ann Backus, Director of Outreach, Harvard School of Public Health, March 2006. (Adapted from the original developed by Richard Hiscock for the Chatham, Mass Harbormaster Department in the 1970s, and then published by the United States Coast Guard District One in the *Fisherman's Digest* in 1983.)

1. Fisherman: Fill out completely and leave with a responsible person ashore. (Please see the categories lists in the box on Page 4.) Arrange with family members/friends a location in the house where these pages will be kept for easy accessibility.

2. Family/friends: In the event that this vessel is 'overdue' please contact the nearest U.S. Coast Guard Station - give them all of this information. PHONE _____



Name of Fisherman _____ ☐ Owner ☐ Captain ☐ Crew

Any known medical conditions? (please list) _____



Vessel Name _____

Hull marking number (USCG Doc.# or State Reg.# or other) _____



Family member _____ Phone _____
or person to call in an emergency



Owner (if different) _____ Phone _____

Address _____



Skipper/Operator (if different) _____ Phone _____

Address _____

Usual number of crew on board (including skipper) _____



Description of Vessel

attach picture of vessel

Type of Vessel (See chart page 4.) _____ Year built _____

Length Overall (LOA) _____ feet Main Color _____

Construction (See chart page 4.) _____

Power _____ HP Fuel _____ Engine _____

Draft _____ feet Special features _____



Type of Fishing (See Chart page 4.) _____



Communication and Navigation

VHF Radio ☐ Yes ☐ No

Is it in working order? _____

Frequencies monitored _____

Hand-held VHF ☐ Yes ☐ No

Is it in working order? _____

Single Side Band ☐ Yes ☐ No

Is it in working order? _____

Frequencies monitored _____

CB Radio ☐ Yes ☐ No

Is it in working order? _____

Cell Phone ☐ Yes ☐ No

Phone Number _____

(Note: A cell phone is not a reliable means of communication on the ocean.)

Satellite Phone ☐ Yes ☐ No

Phone Number _____

Check which of the following equipment is on board:☐ Compass ☐ RADAR ☐ LORAN ☐ Depth Finder ☐ GPS ☐ VMS

Additional comments _____



Safety and Survival Gear

☐ EPIRB: ☐ Manual ☐ Automatic Is it registered? ____ Reg.# ____

☐ GPIRB: ☐ Manual ☐ Automatic Is it registered? ____ Reg.# ____

☐ Life Raft: Type _____ Manufacturer/Make _____

Color _____ Canopy? ☐ Yes ☐ No Color of Canopy _____

Capacity/Number of persons _____ Date last inspected _____



First Aid Kit...Onboard Vessel ☐ Yes ☐ No Does a crew member have First Aid training? ☐ Yes ☐ No



Emergency Food and Water Onboard vessel ☐ Yes ☐ No

 Onboard life raft ☐ Yes ☐ No



Readily Accessible Gear

Type	Quantity
Survival suits*	_____
Life jackets	_____
Flares (gun) (not expired)	_____
Hand-held flares (not expired)	_____
Smoke signals	_____
Dye	_____
Fire extinguisher (charged)	_____
Mirror (can be metal)	_____
Spotlight/MOB Light	_____

Ring buoy (marked) and rope
Personal EPIRBs or GPIRBs
(circle whether EPIRB or GPIRB)

Type

Quantity



Other Safety Equipment (check all that are present onboard)

- ☐ Anchor: Size/Type _____ Length of Rope/Chain _____
☐ Bilge pumps (electric): Number _____ Total gallons/hour _____
 Alarms in working order: ☐ Engine ☐ High Water ☐ Fire
☐ Fire suppression system in engine room ☐ Yes ☐ No



U.S. Coast Guard Dockside Exam? ☐ Yes ☐ No

Date _____

U.S. Coast Guard Sticker? ☐ Yes ☐ No

Date _____

- ✓I have had a recent orientation to the vessel.
 ✓I have tried on my survival suit recently AND KNOW IT FITS,
 ✓My survival suit is stored on deck or in the pilot house,
NOT below deck.
 ✓In an emergency I could pilot the vessel.

☐ Yes ☐ No

☐ Yes ☐ No

☐ Yes ☐ No

☐ Yes ☐ No

Suggestions/choices for categories under Description of Vessel, Page 2

TYPE OF VESSEL: ☐ Skiff/Open ☐ Center-console ☐ Cuddy-cabin ☐ Eastern rig ☐ Trawler ☐ Western rig
(house forward) ☐ Other _____

CONSTRUCTION: ☐ Wood ☐ Fiberglass ☐ Steel ☐ Aluminum ☐ Other _____

POWER: _____ Horse Power (HP) **Fuel:** ☐ Gasoline ☐ Diesel

Engine: ☐ Inboard (IB) ☐ Outboard (OB) ☐ Inboard/Outboard (IO)

TYPE OF FISHING (enter all that are applicable) ☐ Jig ☐ Long-line ☐ Gillnet ☐ Pot (trap) ☐ Drag ☐
 Bottom Trawler ☐ Midwater Trawler ☐ Scottish Seine ☐ Trolling ☐ Other (specify) _____

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Appendix G

Literature Review of Responses to Other Types of Crises

By Bernadette Stadler

The response to an accident that results in a fatality or injury is multiphased and multifaceted. It requires both an immediate crisis response that may involve multiple branches of law enforcement and emergency responders, as well as the media and public officials. This response must be followed up with more long-term community support for bereaved individuals. This second-phase response usually begins within hours of the accident, and may last for several months or years.

Immediate Crisis Response

In *Community Resilience as a Metaphor, Theory, Set of Capacities, and Strategy for Disaster Readiness*, Norris et al. (2008) discuss the factors that contribute to community resilience. They define resilience as “a process linking a set of adaptive capacities to a positive trajectory of functioning and adaptation after a disturbance.” Because resilience is a process instead of a stable state, communities that are not resilient can take measures to increase their resilience. Increasing resilience requires creativity and flexibility. A crisis is essentially “what happens when a surprise reveals a failure of the rules, norms, behaviors or infrastructure that is used to handle that type of surprise” (Norris et al. 2008), and thus response measures developed before a crisis may be entirely unhelpful once the crisis occurs. Communities must be ready to abandon inappropriate measures and react to the situation at hand. However, this does not mean that communities cannot take pre-disaster measures to increase their resilience. In fact, Norris et al. propose five steps that communities can take to enhance their ability to deal with crises.

1. *Communities must develop economic resources and reduce resource inequality.* According to conservation of resources theory, people strive to obtain, retain, protect, and foster resources. Distress ensues when resources are

lost or when people fail to gain resources after a significant investment. Because people must invest resources in order to protect their existing resources, this creates a sort of “rich get richer” situation in which those with more resources are more able to protect themselves. Because disasters affect the resource-poor more adversely than the resource-rich, reducing resource inequality will reduce the overall adverse effects that a disaster can have on a community. Similarly, in disaster situations, resources are sometimes distributed according to the rule of relative advantages instead of the rule of relative needs. Communities should develop methods to channel resources to those who need them most, because this can increase community resilience overall.

2. *Local people must be engaged in the disaster mitigation process.* Non-indigenous actors can play an important role in recovery by providing resources, but it is important that the affected community itself utilize these resources to implement change. By doing so, community members can alleviate the feeling of powerlessness that disasters often generate.
3. *Preexisting organizational networks, relationships, and plans should be utilized in responding to disaster, although communities should not rely too heavily on plans and organizations developed before a disaster.* The Marine Emergency Response plan developed by Monroe County is an example of an effective emergency response plan because it is detailed, yet allows for flexibility.

Monroe is a county in New York that borders Lake Ontario. In case of a Marine Emergency, potential responders include the US Coast Guard, the US Boarder Control, US Customs, the Monroe County Sheriff, land-based fire departments, EMS providers, a corporate fire department, the NYS Police, the City of Rochester Police Department, the NYS Park Police, the NYS Department of Environmental Conservation, and the Monroe County Parks Department. Because none of these agencies has the capacity to cope with a major marine emergency on their own, they must be able to coordinate quickly and efficiently when an emergency occurs. Monroe's emergency plan (2008) eliminates confusion by pre-assigning roles and responsibilities to different agencies. Most of these positions and responsibilities are outlined in Appendix A. At the same time, the plan retains flexibility because it allows actors to assume multiple and different roles as the situation requires. This prevents the entire system from being undermined if one organization is unable to respond to the incident. For example, although the Coast Guard should ideally assume command of the Water Branch, the report directs the first commander to do so until the Coast Guard's arrival, which allows the operation to proceed if the Coast Guard is delayed.

4. *Interventions are needed that protect naturally occurring social supports, including social networks.* Social networks, which will be discussed in more depth in the next section, often provide a large amount of support immediately after a disaster, but the support given and the networks themselves may dwindle with time. Norris et al. argue that naturally occurring social supports are important because they allow members of the affected

community to exchange both emotional support and information, which can improve the equity of resource distribution.

5. *Communities must be prepared to react to the unknown.* Disasters almost always cause confusion and uncertainty. It is thus important for communities to build trusted channels of communication for the distribution of information. It is furthermore important that they react to new information and adjust their strategies to the situation. Norris et al. promote a problem-solving approach over a command-and-control strategy as the most effective framework for disaster response.

Long-Term Support and Response

The immediate crisis response is focused on stabilizing the crisis situation, taking action to save lives, and rebuilding the community. However, it does not address in depth the trauma experienced by those who witness or who are affected by an accident. More detail on social, emotional, and psychological support is provided by bereavement literature. Bereavement literature differentiates between the experience of children and adults, as well as between people who had different relationships with the deceased, such as coworkers or family members. These different groups of people may require different forms of support or intervention.

In general, the bereaved receive social support both from their social network and from professionals. The social network can be one of the most important forms of support, but can also be unhelpful and even detrimental if members of the social network do not act sensitively. Most people in the social network do not have personal experience with the death of a loved one or training on how to interact with the bereaved. They may give well-meaning advice that lacks empathy or respect, or make inconsiderate, thoughtless, and even cruel comments regarding the deceased or the grieving process (Dyregrov and Dyregrov 2008). In one study, Lehman et al. (1986) found that bereaved individuals find 80 percent of the statements intended to help them to be hurtful or unhelpful. Interestingly, the majority of hurtful and unhelpful support strategies came from close members of their support network, such as family (54 percent) and friends (17 percent). Lehman et al. propose that this may be because individuals who are close to the bereaved have a vested interest in seeing the bereaved return to normal and resuming normal relationships with them. They may thus become frustrated with the length of the bereaved's grieving process, or apparent resistance to help (Lehman et al. 1986). The strategies identified as most unhelpful were giving advice, encouragement of recovery, minimization of loss or forced cheerfulness, and identification with feelings of loss.

On the other hand, the same group of bereaved individuals identified several strategies that were almost unfailingly helpful, which included contact with people who had gone through a similar situation, expressions of concern from the support network, having the opportunity to vent their feelings,

involvement in social activities, and being with other people (Lehman et al. 1986).

In *Effective Grief and Bereavement Support: The Role of Family, Friends, Colleagues, Schools and Support Professionals*, Dyregov and Dyregov (2008) propose several support strategies that are similar or the same as those identified by Lehman et al. (1986). For example, they note that the most effective means of support are generally emotional support, conversation, and practical assistance. Giving emotional support can be as simple as baking a cake, sending a card or flowers, or verbally expressing love and support for the bereaved. Members of the social network should demonstrate calmness, patience and empathy when giving emotional support. It is important for network members to continue to give emotional support to the bereaved over time. It is common for the bereaved to receive an immediate outpouring of emotional support that eventually dwindles. Although conversation can be one of the most important forms of emotional support, it may not be appropriate at first. However, when the bereaved are ready, it is important for them to be able to verbalize their thoughts and memories about their loved ones, or their thoughts about death. At first, it may be helpful for members of the social network to simply listen to the bereaved. Later, they can engage in meaningful conversation. Finally, practical assistance is highly valued by the bereaved, who often lack the energy to complete routine tasks, like cooking, or contacting public officials or other organizations to request information or services.

The bereaved also appreciate efforts of those in their social networks to bring them back to normal life by calling them, taking them to social events, and encouraging them to go back to work. They add that it is not sufficient to tell a bereaved person, "If you need anything, just say the word." Many bereaved people find that they do not have enough energy to take the initiative to reestablish social relationships. They may not be able to interact with their friends and family in the way that they previously did. Instead of waiting for the bereaved to reach out, those in a support network must be attentive to the needs of the bereaved. They should, however, refrain from making assumptions about what they need. For example, it is common for those in the social network of a bereaved person to try to protect that person from any memories or thoughts of the deceased by avoiding the subject. In reality, the bereaved often want to talk about the deceased, and would prefer if they were mentioned when it is natural to do so.

On the other hand, Dyregov and Dyregov concur with Lehman et al. that advice is the trickiest form of support to provide. If the bereaved are not close to those who give them advice, they may interpret the advice as a form of meddling in their lives. Furthermore, even when advice comes from close members of their social network, it can be detrimental because it changes relationships of equality to ones that lack reciprocity. Advice is judged by the bereaved based not only on its objective value, but also on its timing and

on who it comes from. Advice is best received when it comes from those who are professionally trained to deal with loss or from those who have gone through a similar situation. It is also better received if given when the bereaved request it.

Finally, the bereaved can also receive support from other bereaved individuals. Peer support is not plagued by the problems that sometimes occur with social network support because the bereaved generally don't suffer from discomfort around another person's grieving. With their peers, the bereaved don't feel like they have to hide their true feelings, which allows them to cry or express sadness without fearing that they are making others uncomfortable, but also allows them to laugh and be happy without fearing that it will be perceived as inappropriate. While peer support is in some ways more natural than social network support, it is not without difficulties. For example, ideal peers, including family members or other members of the community who were close to the bereaved, may not be ready to provide other bereaved individuals with support. Grieving can actually push family members away from each other if they do not understand that everyone grieves differently and may not be able to support each other in the desired ways. When members of the family or close community are not available, the bereaved may turn to support groups to interact with their peers. Again, support groups may be extremely useful, or inappropriate depending on the person. Many support groups are moderated in different ways, and it may be helpful to seek out a support group for people who are in a similar situation (i.e., specifically for people who lost a spouse or people who lost a child; Dyregrov and Dyregrov 2008).

Coworkers of the Deceased or Injured

Coworkers of the deceased or injured are particularly susceptible to feelings of worthlessness and guilt in the aftermath of an accident. They may blame themselves for the accident's occurrence or because they were unable to save the victim. These feelings of worthlessness can cause alcohol and drug abuse as a coping mechanism (Law 2012). Furthermore, those who witness accidents may suffer from posttraumatic stress disorder (PTSD) that hinders their ability return to work in the dangerous conditions where the accident occurred.

For example, in two papers based on his study of perceived risk, safety status, and job stress amongst injured and noninjured employees on offshore petroleum installations in the North Sea, Torbjorn Rundmo (1992) discusses the relationship between accidents and future worker safety.

In the first of these studies, Rundmo concludes that employees who have experienced an accident (been injured) develop an unrealistically high perception of risk. He compared the perceived risk, safety status, and job stress of workers on high-risk installations (which experienced more accidents

than statistically predicted) and low-risk installations (which experienced less risk than statistically predicted). Each of these factors was comprised of several dimensions. For example, “safety status” is really a measure of an employee’s satisfaction with measures to ensure safety, including protective measures (such as the availability and use of personal protective equipment and order and cleanliness at place of work), instructions given, and training (including contingency training, first aid, and safety training). Similarly, “job stress” is comprised of “time independence” and “participation and cooperation” and ultimately measures the extent to which an individual feels he has autonomy and control over his working environment. In the comparison amongst noninjured employees, those on high-risk installations reported a higher degree of perceived risk and job stress and a lower safety status (meaning a lower satisfaction with safety measures) than their counterparts on low-risk installations. This indicates that noninjured employees have a realistic perception of risk. On the other hand, no difference existed between injured employees on high-risk and low-risk installations, indicating that injured employees develop an unrealistic perception of risk. In particular, Rundmo proposes that injured employees on low-risk installations overestimate risk.

In his second paper, “Risk Perception and Safety on Offshore Petroleum Platforms – Part II: Perceived Risk, Job Stress and Accidents,” Rundmo analyzes the relationship between perceived risk, job stress, and accident or near-accident frequency. He concludes that risk perception and strain contribute considerably to the frequency of human errors. Therefore, individuals whose previous injury has caused an elevated risk perception are at higher risk of experiencing another accident than their noninjured colleagues. The author also identified several other factors that increase risk perception, including physical working conditions, safety and contingency aspects, and individual characteristics. Safety and contingency aspects were defined to include employee evaluations of inspections and audits, safety instructions, training, evacuation possibilities, and personnel equipment. Counterintuitively, good safety and contingency conditions caused an increase in perceived lack of safety. However, the more satisfied employees were with safety conditions, the fewer accidents they actually experienced. Bad physical working conditions lead to increased probability of accidents. Overall, Rundmo argues that physical, organizational, and other factors affect accident frequency indirectly through their effect on risk perception and strain. Factors that increase perceived risk and job stress increase the probability that a human error or accident will occur. In order to improve employee safety, Rundmo (1992) proposes (1) reducing job stress by increasing “participating influence in actual job execution and the predictability of what can be expected from others”; (2) improving safety and contingency aspects; and (3) evaluating physical working conditions.

An article published by the American Psychological Association also notes the importance of treating miners who had witnessed or experienced an

accident. Miners are much more likely to suffer from PTSD, depression, and other forms of psychological distress than the average American, but are much less likely to seek psychological help, possibly because of the 'culture of fatalism' prevalent in the mining industry. However, psychological intervention has proven effective for miners; for example, one particularly successful program provided miners with occupational therapists, psychologists, and rehabilitation counselors. It used exposure-based rehabilitation, which ensured that miners were comfortable performing the activity they were engaged in when they experienced (physical or mental) trauma. In addition to the program's comprehensive services and understanding of the mining industry, the social support provided by other miners was an extremely important factor in recovery: by "hanging with their buddies," miners were able to rediscover a sense of self-worth (Rundmo 1992).

Similarly, the experience of those in law enforcement highlights the importance of grief leadership by upper management. People are used to turning to their superiors for direction in normal times, and may be comforted if they can also do so in times of trauma. Leaders may feel that they should remain strong, objective and emotionally detached (Massachusetts Coalition 2006). However, grief leadership does not require acting stoic and in control. If a leader expresses grief normally, they can remind others that grief is not a sign of weakness, and that showing honest feelings in a dignified way is a sign of respect for the dead (Miller 2007). Furthermore, evidence from the medical profession indicates that it is very helpful if colleagues can provide support for each other. In some circumstances, it may be appropriate to institute peer-counseling training to enable workers to support their colleagues (Massachusetts Coalition 2006).

Children

An unexpected death can undermine assumptions and expectations of life for anyone affected, but especially children. When a parent dies unexpectedly, children often fear that they will be abandoned by their remaining parent. They may find death irrational, and difficult to both understand and talk about. They may develop unhealthy beliefs or fantasies about death. (Fantasies differ from beliefs in that they are tied to intrapsychic conflicts and are more difficult to address than beliefs. They often take the form of seeing or hearing the deceased.)

Children require extra support when one of their parents dies because their remaining parent may be unable to provide the necessary support as they deal with their own grief. Children's support groups can help children cope with loss by reducing risk impact and negative chain events, establishing self-esteem and self-efficacy, and opening up opportunities. Reducing risk impact involves exposing children to stress in a controlled environment favorable to coping or adaptation. For example, in a support group, children may be prompted to talk about their experience with death, knowing that

they have the support of their peers and the group leader. Similarly, children's support groups can reduce negative chain events by giving children a steady source of support and leadership that their parents may not be able to provide. If children do not have other adults to turn to, interacting with a grieving parent may have negative effects for both the parent and child. Finally, children's support groups establish self-esteem and self-efficacy and open up opportunities as children interact with their peers, provide each other with support, and develop a new understanding of death. Children's support groups often use methods including bibliotherapy and art therapy, as well as group discussion (Zambelli and De Rosa 1992).

Schools can also be an important source of support for bereaved children. In order to deal effectively with a bereaved student, the school must take a number of proactive steps. First, the school must maintain open communication with parents, and encourage parents to notify them of any significant incidents in the student's life. The school cannot respond to a student's loss if they do not know it occurred. Once a school receives the news of a death in a student's family, all staff should be notified so that they can monitor the student's behavior and act sensitively (Holland 2008). In particular, staff should be trained to recognize signs of complicated grief or Childhood Traumatic Grief (CTG), both conditions in which grief is prolonged because children cannot move through the normal grieving process. If adults in the school system notice symptoms, they can alert the children's parents and refer the children to their primary care doctor for proper treatment. If properly trained, school nurses can also provide children with the necessary support themselves (Auman 2007).

Even when a student is grieving normally, the school can support them in several ways. Many bereaved children report feeling ignored, isolated, embarrassed, uncertain, and different. Teachers can inform other children about their classmate's loss, provide them with as much information as age-appropriate, and give them guidance about how to help the bereaved student. It is important that teachers maintain a stable environment for bereaved children, and do not exempt them from rules. However, they should make some provisions for the bereaved student, such as allowing them to leave the classroom without explanation if feeling overwhelmed, establishing a "special person" (an adult in the school with whom the student feels particularly comfortable) with whom the student can speak, or designating a "safe space" where the student can go. In the long run, schools should integrate loss integration into their curriculum, regardless of whether or not a student has been affected. Loss education can help all children develop an understanding of death as a natural phenomenon and remove some of the taboos that surround the topic of death (Holland 2008).

Notes on the Review of Other Crises' Responses

The table below summarizes some of the relevant positions and responsibilities. Please note that it is incomplete; a more comprehensive description of involved agencies and tasks is available in Monroe County's Marine Emergency Plan:

[http://www2.monroecounty.gov/files/ps/oem/Marine percent20Emergency percent20Plan, percent20June percent202008 percent20Revision.pdf](http://www2.monroecounty.gov/files/ps/oem/Marine%20Emergency%20Plan,%20June%202008%20Revision.pdf)

Role	Responsibilities
Incident Commander	Assess scene, including magnitude and severity; Designate emergency site boundary and landing site perimeter; Control and direct emergency response; Establish a command post and staff the Incident Command System; Coordinate utilities (i.e., lighting of the area)
Chief Executive	Coordinate volunteer agencies, state and federal authorities, and other support agencies; Brief municipal officials about emergency; Designate a municipal spokesperson to communicate with the media in conjunction with the Incident Commander and the Public Information Officer
Coast Guard (Water Branch Director)	Coordinate and lead emergency response on the water
Fire Service (Land Branch Director)	Coordinate landing-site operations
Law Enforcement	Limit access of unauthorized persons to the emergency scene and landing site; Establish perimeter at emergency and landing site and vehicle ingress and egress
Emergency Medical Services	Direct all triage, treatment, and transportation activities; Coordinating medical supply and resupply and hospital destination for patients
Command Post	Direction and control of all emergency response operations at the scene of the emergency (under supervision of Water Branch Director); Serve as on-scene headquarters and central communications center
Public Information Officer	Coordinate media interface through the Joint Information Center; Disseminate news releases as appropriate and coordinate media requests for info

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Appendix H

Useful Websites

In order to make the manual easier to read and websites easier to access, the body of the manual uses “Tiny URL” to make the addresses shorter. Here are the original websites.

Drug and alcohol testing requirements

<http://www.uscg.mil/D8/prevention/typeoftesting.asp>

<http://tinyurl.com/hhstz3l>

Radio information

<http://www.navcen.uscg.gov/?pageName=mtBoater>

<http://tinyurl.com/qxa2qmc>

Safety columns in Commercial Fisheries News

<http://fishnews.com/cfn/fishingvesselsafety/#sthash.738PAHYf.TiZosSKo.dpbs>

<http://tinyurl.com/j5vaah9>

Additional helpful information

US Coast Guard. *A Best Practices Guide: Fishing Vessel Stability. . . Guiding Fishermen Safely Into the Future*. Available from Commercial Fishing Vessel Safety Examiners (USCG).

Endnotes

1. Leave a “float plan.”

December 17, 2012, the *Foxy Lady II* was reported overdue. After reports of trawlers becoming entangled in an obstruction on the bottom, the Massachusetts Marine Environmental Police and the Coast Guard deployed an underwater camera and confirmed that it was the F/V *Foxy Lady II*.

2. Multigas sensors detect potentially deadly hydrogen sulfide, carbon monoxide, low or high oxygen.

F/V *Katrina Lee* lost a crewmember who was overcome by gases in the fish hold.

3. Keep watertight doors closed.

F/V *Costa and Corvo*, November 13, 2008, sank with loss of captain. Three crew were rescued. Sudden shift of fully loaded net and trawl door directed water onto the deck leading to down flooding through pilot house and engine room doors, resulting in loss of stability and capsizing. Casualty report online: <http://www.uscg.mil/hq/cg5/cg545/docs/documents/Costacorvo.pdf>.

4. Icing can lead to instability.

F/V *Lady of Grace* sank with the loss of four crew, in Nantucket Sound, January 26, 2007. The Coast Guard investigation concluded that the primary cause was a “dramatic decrease in stability due to added weight from a significant accumulation of ice.” Report available online: http://www.marinecasualty.com/documents/LadyOfGrace_ROI_Redacted.pdf.

5. Fire must be taken seriously even when it seems manageable.

A fire on F/V *Giovanna* led to the loss of the boat.

6. Flooding can lead to sudden instability and sinking.

F/V *Lady Luck* sank on January 31, 2007, with two crew. The investigation could not determine the exact cause but concluded that it was likely due to “water on deck or flooding with a subsequent rapid loss of vessel stability.” Report available online: [http://offsoundings.com/WEB percent20PDF/LadyLuck.pdf](http://offsoundings.com/WEB%20PDF/LadyLuck.pdf)

7. Regulations may lead to fishermen fishing in poor weather.
F/V *Northern Edge* was believed to have limited vessel maintenance and fished in poor weather because of regulations.
(<http://www.fishermensvoice.com/archives/tragicsinking.html>)
8. A fire alarm registered with a fire alarm company can lead to early notification of something wrong on board.
The first indication of a problem on F/V Patriot was a call on January 3, 2009, from the fire alarm company to the owner's family and the Gloucester Fire Department. Casualty report online:
<http://www.uscg.mil/hq/cg5/cg545/docs/documents/Patriot.pdf>