

RESCUES: Maine and New Hampshire

Responding to Emergencies at Sea and to Communities Under Extreme Stress

2nd Edition

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

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Various quotes or materials referenced or cited in this version have been carried over from the original RESCUES Manual (2016) and reflect content from the Massachusetts fishing industry and support service organizations; however, these also represent sentiments and information relevant to Maine/New Hampshire's fishing industry, so have been retained.

Kathryn Baltes, MIT Sea Grant communicator, reviewed the original manual as well as publicized it and is looking forward to doing the same for this version. Catherine Schmitt, Jorge A. Gonzalez, and Kathlyn Tenga-Gonzalez shared photos of Maine boats from the Maine Sea Grant collection.

Please let us know if there is additional information that should be included in future editions, or if there are mistakes that should be corrected.

Thank you!

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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 bulk of advice in the original edition 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. In addition, research published by Alaska Sea Grant and Canada's Institut de recherche Robert-Sauvé en santé et en sécurité du travail (IRSST) provided additional detail.

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 for the Seacoast of New Hampshire, and three regions of coastal Maine, i.e., Southern, Mid-Coast and Downeast; however, we believe that the general information is applicable to every fishing community.

We gratefully acknowledge the contribution of the National Office of Sea Grant's Community Resilience funds for helping support the adaptation of this manual to Maine/New Hampshire.

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



Turns out, the Boy Scouts were correct, you need to “be prepared!” Here 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

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.

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 and/or a crew member(s) manifest with terms of employment.
 - 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
 - ▶▶ Within 7 days of the incident
 - 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 (transit)
 - A list of critical health notations concerning captain and crew (disease, i.e. diabetic, allergies, medications)
 - 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 and not past discard date:
 - Bandages

- Pain killer
- Antiseptic
- Alcohol strips
- Splints
- Medical Oxygen & AED (Automated External Defibrillators)
- Naloxone (NARCAN) for suspected drug overdose

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
 - Vessel contact info (Satellite phone number, Cell number, email address, radios)
 - 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 appendixes 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 appendixes.)
- 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. Make sure they are not out of date (e.g., crumbling bandages). The kit should also include strips for alcohol testing due to a Serious Marine Incident (USCG Regulation).
 - Optional equipment should be considered for safety reasons:
 - ▶ Multigas sensors (to detect hydrogen sulfide, carbon monoxide, low oxygen, and high oxygen)²
 - ▶ Medical oxygen
 - ▶ Naloxone (NARCAN) may be needed for emergency treatment of drug overdose.
 - ▶ Dive tanks with masks in case of a Freon leak, if your boat has refrigeration
 - ▶ Tool for fire suppression (such as FST Unit)
 - ▶ 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
 - ▶ Identification of tools that could be used to break a window if trapped underwater
 - 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 appendixes.

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.

 - Trawlers/Scallopers/Similar Vessels:
 - ▶ Nets or dredges caught on something on the bottom can lead to the capsizing of an unstable boat.
 - ▶ Keep watertight doors closed and latched, especially to the pilothouse and engine room to prevent flooding.³

- ▶ Inspected commercial fishing vessels make it easier to calculate stability.
- Lobster boats:
 - ▶ Ensure that the bulwark height is safe.
 - ▶ Position the hauler controls to minimize the risk of getting caught in the sheaves.
 - ▶ Be sure to avoid getting hands or fingers caught in the davit.
 - ▶ Promote the installation of a hauler that will reduce effort.
 - ▶ Set up the trap table to provide easy access to the catch and the bait.
 - ▶ Install non-slip material on the table.
 - ▶ Do not stack traps so high that the vessel becomes unstable when shifting gear.

- 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. For example, the exam is required every two years if the fishery requires an observer.

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, elected officials, and 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

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, since they are familiar with and concerned about helping crew as well as captains and owners, e.g., Maine Lobstermen's Community Alliance, Island Fishermen's Wives Association, Portland Fish Exchange, New Hampshire Commercial

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."

Note

Form a Response/
Crisis Team and
meet periodically

- Fishermen's Association. Upon request, Gloucester Fishermen's Wives Association is willing to help communities or associations outside of Gloucester (Call Angela Sanfilippo and/or Nina Groppo (978) 282-4847).
- Form a Response/Crisis Team and meet periodically
 - Include: Coast Guard, RI DEM personnel, politicians (e.g., mayor), clergy, fire, 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

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



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!

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.
 - ▶▶ 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. (See Appendix E, Man Overboard Prevention.)
- 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, keep them in an enclosed secure location
 - 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 should be repaired and protected to prevent further chaffing.
 - 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
 - Bilge pumps on lobster boats should be checked periodically for stray lobster claw bands. (The pump can be clogged if the bands expand.)
- 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. This is particularly common on lobster boats. (See Appendix E, Man Overboard Prevention.)
- Toxic gases in fish hold (i.e., hydrogen sulfide)
 - 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 capsize.
 - 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 five- to 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.

Note

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

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

- Falls overboard
 - Tripping on wires, ropes, etc., occurs on vessels using any gear type, but is particularly common on lobster boats (See video at <http://www.irst.qc.ca/en/publications-tools/video/i/100281> for details on how to avoid man overboard on lobster boats and Appendix E that summarizes key safety practices).
 - 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.
- 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
 - Lobster traps
 - Scallop dredges
 - ▶ Awareness of the potential for sudden shifts of the gear is essential.
 - Fish totes and tubs
- 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*

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

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.

Note

Pain and fatigue

Pain and fatigue has been associated with increased use of narcotic pain medication, which may be contributing to an opioid crisis in the industry.

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

- 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 diminished.
 - ▶ 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

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, TD Loran C, 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.
 - Expired smoke flares work well as a marker.

- 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.
 - Keep track of the weather and share warnings.
 - ▶ Use weather aps: NOAA's buoy ap and wind ap.
- 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

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>

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, ME Department of Marine Resources and New Hampshire Fish and Game personnel, traditional first responders (e.g., police, fire fighters, EMTs), elected officials, 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.

Governing Bodies/Agencies

- Knowledge about the community and fishing industry varies within different levels of government. New Hampshire Fish and Game and Maine Department of Marine Resources are actively involved with the fishing industry.

Community Leaders (e.g., Fishing Organizations)

See the appendixes 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
 - ▶ Usually have relationships with Coast Guard, police department, fire department, harbormaster
- Bookkeepers with fishing industry clients maintain records on names and contact information about crew.

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, as would yearly mock emergency drills for organizations that might be called upon to respond to emergencies.
- 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.
 - The engine room is full of electrical equipment, so the presence of water poses electrocution dangers.
 - Firefighters must use SCBA (self-contained breathing apparatus, head to chin).

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.

- 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 firefighters 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; and
 - Learn whether there are specific faith leaders who should be called.
 - NOTE: Specific clergy and agencies may be found in the Appendixes.

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 Response—Detailed

Several interviewees noted that it is helpful to families of fishermen involved in incidents and others in the community to understand how the Coast Guard is structured and what they are likely to do in an emergency. This section offers more detail than the brief overview earlier in this document. Appendix A includes contact information.

Note

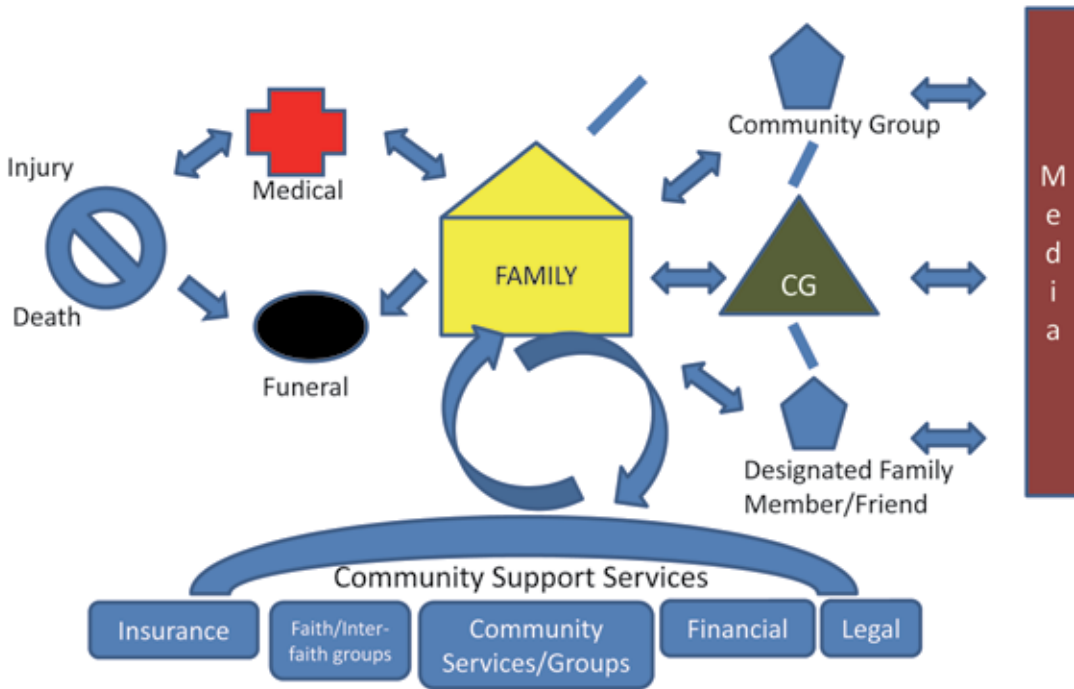
Contact information

See Appendix A for phone numbers and other details.

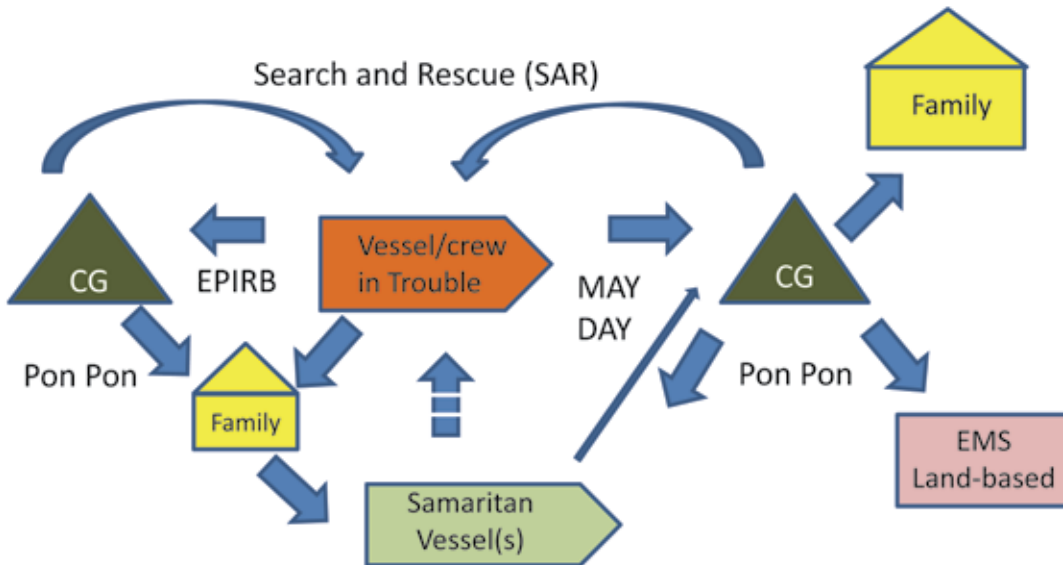
Coast Guard National Distress System

Each level has different responsibilities and associated expertise.

Schematic Diagram of Relationship of Family to Resources after Incident Resulting in Death or Injury



Schematic Diagram of Search and Rescue Process Involving USCG



- 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.
- Northern New England Sector’s Stations:
 - ▶ Sector Field Office Southwest Harbor, ME
 - ▶▶ Station Eastport
 - ▶▶ Station Boothbay Harbor
 - ▶▶ Station Rockland
 - ▶▶ Station South Portland
 - ▶▶ Station Portsmouth Harbor
- 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.
 - Some VHF radios that have DSC capability can now be interfaced with GPS using the vessel’s 9-digit MMSI number from its FCC license.
- 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. ***Boatrac*s also have an emergency button (for an extra cost).** Advice from a safety instructor: “Hit the button and get out.” Do not risk getting trapped if the boat capsizes.
- 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.

Note

Action

Make sure that your radio is interfaced with your GPS

- 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 VHF radio channel 16 or SSB Radio Ch. 4125.0 is used to exchange information.
- Information helpful for search:
 - Description of the boat
 - Number of crew, any injuries
 - What were their plans (i.e., float plan)
 - Vessel type (e.g., dragger, scalloper, lobster boat, clammer, gillnetter)
 - 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.
 - ▶ 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.

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.

- 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.

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

— Coast Guard

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.

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 Self-Locating Data Marking Buoy (SLDMB) 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 of lost vessel and crew.
 - ▶ 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:

This should be discussed with owners, captains, and families in advance of an emergency

 - ▶ 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 owner or 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.
 - ▶ Knowing if the individual is likely to be wearing a personal flotation device (PFD) and if they have had Man Overboard (MOB) training can affect the decision about how long the search will continue.

[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 (see Appendixes for more detailed suggestions):
 - ▶ Fishing organizations
 - ▶ Certain elected officials (e.g., mayors, legislators)
 - ▶ Harbormaster
 - ▶ Clergy
 - Social service agencies

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
- ▶ Russian

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, 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 varies for different individuals and different cultures. Responses should be tailored to the family’s specific needs.
 - 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.
 - Consider minimizing social media use, including Facebook, Twitter, and Instagram.

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.

Sometimes there is nothing anyone can say to ease the pain of a loss or something really bad happening. But just knowing there are people around who care about you and are there to help, makes the hard times just a little bit easier to deal with.

— RI Fisherman

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 Maine and New Hampshire, 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.

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.

- 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.

Dive team (underwater recovery team)

- Maine's Underwater Recovery Team consists of member from Maine State Police and Maine Marine Patrol. New Hampshire Fish and Game Dive Team's mission focuses on inland waterways, although they do have the authority and training to dive in marine environments, if requested by the Coast Guard.
- 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, including injury, as well as loss of life.
 - 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.
 - Specific criteria to define “fisherman” may be needed since some individuals who are not actively fishing may consider themselves fishermen.
 - May need some evaluation/proof of need, such as tax returns.

Examples

- Yankee Fishermen’s Cooperative (Seabrook, NH) know fishing families even if they are not members of the coop.
- New Hampshire Commercial Fish Association
- Maine Lobstermen’s Community Alliance supports a relief fund to benefit the distressed families and children of lobstermen.
- Gloucester Fishermen’s Wives Association (GFWA) is willing to help families outside of Massachusetts, upon request.
 - ▶ Typically, they will start an emergency fund when a boat goes down or an accident occurs. They divide the collected funds evenly among the boat crew.
- 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.

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

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.

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.

- 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

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.

- When crewman 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.
- 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

- 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.

If you do not feel that your claim has been treated fairly by your vessel’s insurance carrier, you do have the right to retain your own attorney. Be aware that compensation for accidents at sea is far more complex than workmen’s compensation law on shore, and you should seek a specialist attorney in maritime law. Their fee is normally a percentage of whatever amount they are able to recover on your behalf.

— RI Maritime Attorney

Social Services

While social services, such as food pantries, emergency shelters, and crisis assistance can be found in many coastal communities of Maine and New Hampshire, other necessary social services may be available in neighboring towns. Contact information can be found in the Appendixes.

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
- Banks

Note

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

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.

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

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

- In New Hampshire and Maine, few young people are entering the groundfish industry and many families are not encouraging their children to take up the trade due to uncertainties related to management, stock health, and profitability. Net-mending and other skills that were traditionally learned by doing, and listening to those more experienced, are held by only a few long-time fishermen.

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

- Lobster fishing continues to attract new entrants since profitability remains high.
 - Maine has a student license option and an apprenticeship program.
 - ▶ By pairing experienced with inexperienced lobstermen, the Lobster Apprentice Program is used to pass on information about good fishing practices and local conditions as well as laws and regulations.
 - ▶ Lobstering in Maine is regulated according to zones, many of which have limited entry and waiting lists for those who have completed the apprentice program.
 - ▶▶ A refresher course is needed when there is a significant gap in time between apprenticeship and obtaining a license.
 - New Hampshire lobstering also attracts young participants
- Fewer young fishermen in lobstering are joining the professional associations
 - Harder to reach

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 and have the captain and new crewmember sign the checklist with crew assignments.

Medical Insurance

- Commonly obtained via a spouse's job
- Help with finding health insurance is available through Fishing Partnership Support Services and the Maine Lobstermen's Association
- Coverage for physical therapy is important

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 \$200,000 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 Preventing Falls Overboard in the Lobster Industry

Appendix F Reducing the Rope Hazard

Appendix G Community Profiles and Contact Information

New Hampshire Seacoast

Portland, ME

Mid-Coast ME

Downeast, ME

Appendix H Search and Rescue Information

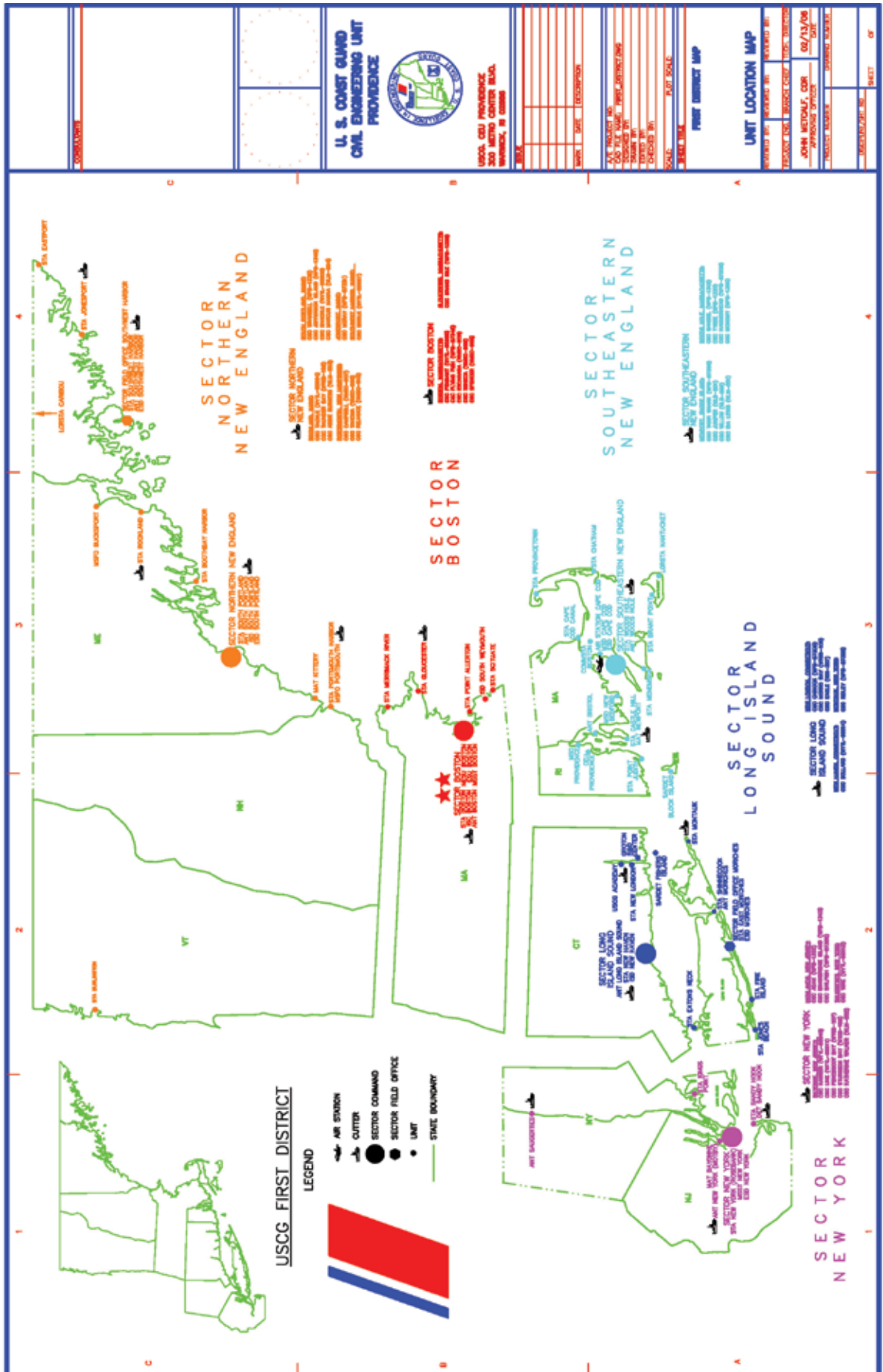
Appendix I Literature Review of Responses to Other Types of Crises

Appendix A

Methods for Contacting the U.S. Coast Guard

To report a search and rescue emergency:

<p>VHF-FM Radio VHF-FM radios are the preferred method for reporting emergencies from vessels on the water.</p>	<p>Call US Coast Guard on Channel 16 VHF-FM (156.8 MHz) Emergency Radio Call Procedures:</p> <ol style="list-style-type: none"> 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: <ul style="list-style-type: none"> — 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. <p>Intentional hoax calls are an offense and subject to prosecution</p>
<p>VHF-DSC Radio</p>	<p>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.</p>
<p>AIS</p>	<p>Automatic Identification System (AIS) is a tracking system required on ships, but available to fishing vessels.</p>
<p>Other methods</p>	<p>The Global Maritime Distress and Safety System (GMDSS) provides a number of additional means for contacting or alerting SAR authorities. These include INMARSAT, SARSAT (EPIRBs, ELTs, and PLBs), MF-DSC, HF-DSC, etc.</p> <p>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.).</p>
<p>Telephone</p>	<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.)
<p>Not by email</p>	<p>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.</p>



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

- Primary Phone: (207) 767-0320 (during business hours)
- Emergency Phone (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

Mailing/Physical Address

Commanding Officer

U.S. Coast Guard Sector Northern New England

259 High Street

South Portland, ME 04106-0007

Regularly scheduled Maritime Safety Information Broadcasts can be heard on VHF Channel 22A (157.1 MHz) at 7:00 a.m. and 7:00 p.m. (EST). In addition, the Command Center continuously monitors VHF Channel 16 (156.8 MHz).

Support Services

The Sector provides support services in Portland to USCGC MARCUS HANNA, Electronic Support Detachment (ESD) South Portland, and Industrial Production Facility (IPF) South Portland. In addition, Sector Field Office (SFO) Southwest Harbor provides support services to USCGC ABBIE BURGESS (Rockland) and ESD Southwest Harbor.

Sector Field Office (SFO) Southwest Harbor

SUPERVISOR

Sector Field Office Southwest Harbor

Box 5000

Southwest Harbor, ME 04679-5000

Tel. (207) 244-4200

SFO Officer of the Day (OOD)

(207) 244-4211

(207) 664-4757

SFO Winter Storm Line

(207) 244-4688

Co-Located Units

- Aids to Navigation Team (ANT) Southwest Harbor
- Electronic Systems Sustainment Detachment (ESD) Southwest Harbor
- Station Southwest Harbor
- USCGC Bridle (WYTL 65607)

Marine Safety Detachment (MSD) Belfast (207) 338-8395

Station Boothbay Harbor

Officer in Charge

USCG Station Boothbay Harbor

P.O. Box 327

Boothbay Harbor, ME 04538

Main phone: (207) 633-2661

Station Eastport (207) 853-2845

Station Jonesport (207) 497-5700

Station Rockland (207) 596-6662

Station South Portland (207) 767-0320

Station Portsmouth Harbor (603) 436-4415

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) 846-3675
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 Number	(203) 468-4403
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	
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**Station Point Judith**

USCG Station Point Judith

1470 Ocean Road

Narragansett, RI 02882

(401) 789-0444

Station Castle Hill

(401) 846-3675

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.

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

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

Station Brant Point

(508) 228-0398

Station Cape Cod Canal

(508) 888-0020

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

Main: (718) 354-4101

Secondary: (718) 354-4099

Station Point Allerton

Commanding Officer

USCG Station Point Allerton

93 Main Street

Hull, MA 02045-1198

(781) 925-0166

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 (Racor);
- 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/UpdateonCFVSRrequirements-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.

References

Chatterton, Marc, and J. Carson Cook. 2008. "The Effects of Icing on Commercial Fishing Vessels." Report to the faculty, Worcester Polytechnic Institute. December 19. <http://www.wpi.edu/Pubs/E-project/Available/E-project-121808-210626/unrestricted/FINALREPORTUSCG.pdf>.

Joint Industry Project. 2013. Arctic Operations Handbook: Arctic Marine Operations Challenges & Recommendations, Vol. 1, Main Report. Final Report. December 15. <http://www.arctic-operations-handbook.info/pdf/ArcticMarineOperationsReport.pdf>.

———. 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 often, 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

Preventing Falls Overboard in the Lobster Industry



The Institut de recherche Robert-Sauvé en santé et en sécurité du travail (IRSST) produced an excellent video to identify the “tricks of the trade” that lobstermen use to avoid the dangers that can lead to man-over-board. The researchers worked closely with the lobstermen from the Gaspé and the Magdalen Islands, Canada, to produce *Setting the Course for Safety: Preventing Falls Overboard*. You can watch the video here: <http://www.irsst.qc.ca/en/publications-tools/publication/i/100863/n/safety-preventing-falls-overboard-reference-document>

The Institute has granted us permission to list the key findings from their reference document here:

Note

While experienced lobstermen may already make a practice of these techniques, reviewing the video with their apprentices would be a good reminder as well as an opportunity to discuss the importance of safety with those new to the industry.

The Main Strategies for Preventing Falls Overboard. . .

When the traps are loaded

- Assign the loading of the traps to the person who will drop them
- Determine and respect the order in which the traps will be set
- Arrange the ropes to avoid the risk of being dragged when the traps are dropped
- Place the buoys for each trawl in the right place
- Adapt the height of the load of traps to the weather conditions
- Respect the limitations specified in the stability booklet for the number of traps and the height of the load
- Provide enough space for the person who drops the first trawls

When the traps are initially set

- Add an extra deckhand if space permits
- Ensure that the person who drops the traps is the one who loaded them
- Agree on the method of setting the traps and adapt it to the weather conditions
- Slow down the speed of the lobster boat
- Stay clear of the ropes

When the buoy is snared

- Stop and position the boat properly
- Have the right-sized gaff adapted to the boat
- Let go of the gaff if there is too much resistance
- Ensure that the bulwark height is safe
- Store the gaff safely and accessibly
- Communicate with and be seen by the captain

When the traps are hauled up

- Ensure that the bulwark height is safe
- Avoid leaning too far out of the boat
- Use the fixed structure of the hauler as support if needed

- Position the hauler controls to minimize the risk of getting caught in the sheaves
- Promote the installation of a hauler that will reduce effort
- Manage the lines at the foot of the hauler in order to work with the feet firmly planted on deck
- Set up the trap table to provide easy access to the catch and the bait
- Install non-slip material on the table

When the traps are reset

- Slow down the speed of the lobster boat
- Place the ropes on the trap table
- Avoid working with feet on the ropes
- Communicate with and be seen by the captain
- Keep the deck clean and uncluttered

When the trawls are shifted in the fishing area

- Avoid shifting trawls when the weather is bad
- Only take on the number of trawls that space permits
- Keep the ropes away from the fishermen's feet
- Ideally, place the traps on the washboard of the table before dropping them

On the deck

- Regularly clean the work surfaces
- Use non-skid material or mats
- Attach or anchor equipment (live tanks, totes, sorting tables)
- Always remain vigilant

Special thanks to the research team:

Francis Coulombe, Merinov

Jean-Guy Richard, Université Laval

Sylvie Montreuil, Université Laval

Michel Tremblay, Merinov

And to the lobstermen of Gaspé and the Magdalen Islands

Appendix F

Reducing the Rope Hazard



Rope on the deck of the Maine Marine Patrol Vessel Guardian III, showing how rope would accumulate under foot if a rope locker were not available. Photo by Ann Backus, Rockland, Maine 2004.

The lobstermen of Maine have shown their ingenuity over the years by inventing ways to keep from getting caught in trap rope. Some have been motivated by being caught themselves or by learning of a fellow mariner who was trapped on his boat or pulled overboard. Some have followed the lead of others or just decided not to take a chance.

Controlling the Rope

Different strokes for different folks. In Spruce Head, some years ago, we learned about fair leads. Lobstermen control the rope by first drilling a 2-inch hole in the rail on the working side of the boat about half way back, then inserting into the hole a length of PVC pipe or, better yet, a handful of PVC driveway markers. The pipe or driveway markers were attached to the deck in one way or another. The portion above the rail is used to lead the rope off the rail and into the water. A clever strategy indeed, as it reduced to a triangle the area of the deck where the rope would be a hazard. The

Note

Controlling the rope

Fair leads

- PVC Driveway markers
- Water-filled bucket

Rope bins

- DIY project: Piano-hinged bin

Rope lockers

- Retrofitted in dry-dock
- Built into new boats

driveway marker version is a slight improvement over the PVC or iron pipe because the skinny sticks are flexible enough to bend under body weight should a crew member be thrown against them. A variant of this fair lead was the water-filled bucket placed on the rail. Again it serves to lead or guide the rope out of the boat and not allow rope to lie all over the deck.

In other harbors we found rope bins or rope lockers. Rope bins are do-it-yourself projects which require some plywood, a 1x4, some woodblocks, and a piano hinge. Once the piano hinge is screwed to the plywood and the 1x4, the contraption can be mounted several inches off the deck on woodblocks screwed to the deck, thus leaving a toe space or kick space between the deck and the base of the plywood bin. As the lobsterman leans against the rail when gaffing the trap, the plywood folds toward the rail, but as the rope comes off the davit, the lobsterman backs away a bit, and the rope falls into the now open bin. A small wood “stop” mounted on the console prevents the bin from opening too far.

Rope lockers are a bigger project. They can be retrofitted into existing boats when in dry-dock or built into a new wood or fiberglass boat. The Maine Marine Patrol has specified rope lockers in all their patrol boats for many years now.



Rope locker built-in to the Maine Marine Patrol vessel Guardian III to reduce the risk of entanglement in trap rope. Photo by Ann Backus, Rockland, Maine, August 2004.



Rope locker retrofitted into an open stern fiberglass boat in Kittery, Maine. Deck portion is hinged to allow for cleaning and to show stainless steel framework added for support given that the deck is no longer attached to the hull. The locker opening widens at the forward and aft ends of the locker to allow the rope more space when it enters and exits the locker. Photo by Ann Backus, Kittery, Maine 2004.

Basically, an eight-inch slit in the deck, a little wider at the davit end, that runs under the rail towards but not to the stern allows the rope to fall off the davit into the sub-deck compartment. As rope behaves better if not kicked and prodded, fishermen find that this “left-alone” rope does not tangle or kink-up. Admittedly rope lockers tend to be useful for lobstermen who fish multi-trap trawls as the amount of rope is considerable. The sub-deck compartment needs to be rinsed out with a bleach and water solution periodically to discourage bacterial growth and clear-out the algae.

Cutting Free

Most lobstermen now wear a knife, upside down, please, on their oilskins and many mount knives at strategic points under the rail. Stories abound of lobstermen caught in trap rope but pinned against the rail or transom in a noose created by a sinking trap. We have also heard stories of lobstermen

Note

Cutting free

Wear a knife upside down

Position several knives under the rail

who have been trapped against the transom in a position that allowed them to beach their boats on the rocks by using their feet as a rudder. Anyone who has had been trapped on the boat in this manner, now wears a knife and has multiple knives positioned under the rail.

The debate continues as to whether to wear knives on the calf or on the suspenders; perhaps the location is personal preference.

In summary, controlling the rope with devices helps prevent musculoskeletal injuries that may progress to arthritis or knee and/or hip replacements. Repetitive kicking of rope, which over time becomes a subconscious behavior, takes a toll on the lower extremities. If you have luxury of building a new boat consider a rope locker. The investment might save you from some doctor bills and surgery down the road.

Fish Safe!

Ann Backus, MS

Appendix G

Community Profiles and Contact Information



New Hampshire Profile

NMFS published community profiles of Portsmouth and Newington with information based on the 2000 Census, fish landings from 1997–2006, and vessel information from 1997–2006. In 2010, updates to 177 fishing communities from Maine to Virginia were published: <http://www.nefsc.noaa.gov/read/socialsci/pdf/communityProfiles/introduction.pdf>

For a short overview of seafood marketing:

https://www.greateratlantic.fisheries.noaa.gov/educational_resources/seafood/ports/portsmouth_rye_and_newington_nh.html

For other profiles see: <http://nefsc.noaa.gov/read/socialsci/communityProfiles.html>

Choose New Hampshire and select the community you are interested in knowing more about. Profiles of Portsmouth, Newington, Rye, Seabrook, and Hampton are included.

Fishing Organizations

The New Hampshire Commercial Fishermen's Association

38 Georges Terrace
Portsmouth, NH 03801
(603) 431-1779
Erik Anderson

Monitors, participates and contributes to concerns and issues regarding the commercial fishing industry of New Hampshire. Disseminates information amongst its members and acts in a proactive manner on behalf of the commercial fishing industry. Conducts an annual beach clean-up of lobster gear. Assists in transition of fishing industry due to changing regulatory action.

Yankee Fishermen's Co-op

PO Box 2240
Seabrook, NH 03874
(603) 474 - 9850
yankeecoop@myfairpoint.net

Government agencies

Division of Marine Resources

225 Main Street
Durham, NH 03824
(603) 868-1095 / (603) 868-3305 (fax)
www.wildlife.state.nh.us

New Hampshire Fish and Game

11 Hazen Drive
Concord, NH 03301
(603) 271-3421
Dispatch: (603) 271-3361

US Fish and Wildlife

100 Merrimac Dr
Newington, New Hampshire 03801-2903
(603) 431-7511

N.H. Division of Ports and Harbors

Responsibility for state-owned commercial fishing piers and facilities at Portsmouth, Rye Harbor, and Hampton Harbor. Berths and slips are only available at Portsmouth. Due to physical limitations at Rye and Hampton, no long-term or overnight berthing is available. Commercial fishermen wishing to use the facilities must be issued a “Pier Use” permit.

Contact the DPH at: (603) 436-8500 for details.

Academic or other**New Hampshire Sea Grant Program**

Morse Hall/UNH

8 College Road,

Durham, NH 03824

(603) 862-2987

Northeast Consortium

Christopher Glass

Northeast Consortium Director

8 College Rd., 142 Morse Hall

University of New Hampshire

Durham, NH 03824

(603) 862-0122

Portsmouth Emergency Service

In an emergency call 911 for Emergency Medical Services

Portsmouth Harbormaster: (603) 436-8500

Fire Department: (603) 427-1515

Police: (603) 427-1500

US Coast Guard: (603) 436-4415

Contact Rye Harbor at (603) 319-8246

Contact Hampton Harbor at (603) 929-0347

U.S. Coast Guard Station

5 Wentworth Rd, New Castle, NH 03854

(603) 436-4415

Portsmouth Harbormaster

Tracy Shattuck, Chief Harbor Master, (603) 436-8500

555 Market Street,

Portsmouth, NH 03801

Monday through Friday, 8 am–4 pm

Please call 436-8500 for after hours contact number.

Dive Teams

New Hampshire Fish and Game Dive Team's mission focuses on inland waterways, although the team has the authority and training for marine environments, if requested by the U.S. Coast Guard.

(603) 271-3361

NH Fish and Game (Headquarters)

11 Hazen Drive

Concord, NH 03301

(603) 271-3421

New Hampshire Marine Patrol

Division of State Police

31 Dock Rd, Gilford, NH 03249

(603) 293-2037

Scholarship Fund for Fishing Families

Farm Credit East

(800) 562.2235

Email questions to: specialoffers@farmcrediteast.com

For full-time, post high school education who demonstrates, through their career plans, experience, program of study and extracurricular activities, significant progress toward and a clear intention for a career in agriculture, forestry or commercial fishing.

Emergency Shelter

Crossroads House

Portsmouth, NH

(603) 436-2218

New Generation, Inc.

Greenland, NH 03840

3.95 miles from city center Portsmouth

(603) 436-4989

Transitional shelter program for pregnant women and new mothers and babies age 18+. Maximum residency 8 women.

Seacoast Interfaith Hospitality Network

Stratham, NH 03885

8.05 miles from city center Portsmouth

(603) 658-8448

Shelter for families with children under the age of eighteen. This program is a comprehensive way for families who are experiencing homelessness to regain independence and self-sufficiency.

Seacoast Interfaith Hospitality Network - Overnight Shelter

Stratham, NH 03885

10.88 miles from city center New Castle

(603) 658-8448

The Overnight Shelter program provides shelter for homeless families with children through local congregations rotating in their responsibilities on a weekly basis. The program has the capacity to house 14 guests at a time. Meals, case management and transportation between the Overnight Shelter program and the Day Center is also provided. For more information contact the Seacoast Interfaith Hospitality Network.

My Friend's Place

Dover, NH

10.90 miles from city center Portsmouth

(603) 749-3017

Task Force On Family Violence Dba, A Safe Place - Portsmouth

6 Greenleaf Woods Dr Unit 101

Portsmouth, NH 03801

(603) 436-4619

Crisis Assistance**Portland Emergency Services: 911**

Portsmouth Police Department: General Business inquiries call:

(603) 427-1500

Portsmouth Fire Department: (603) 427-1515; Steven E. Achilles, Fire Chief

Portsmouth Public Health Division: (603) 610-7273; Kim McNamara, Health Officer

Domestic Violence Assistance**Haven - Portsmouth**

20 International Drive Suite 300

Portsmouth, NH 03802

(603) 994-7233

SASS and A Safe Place have officially merged the two organizations to better serve our communities throughout Southeastern New Hampshire and those women, men and children affected by domestic and sexual violence.

Sexual Assault Support Services for the Seacoast

7 Junkins Ave.

Portsmouth, NH

(603) 436-4107

Suicide Prevention Hotline

www.suicidepreventionlifeline.org/gethelp/lifelinechat.aspx

Social Service

Seafarer's Friend

213 Gosling Road

Portsmouth, NH 03801

Toll Free: (855) 661-0330

PortChaplain-NH@seafarersfriend.org

Tom Reinfuss: Port Chaplain, Portsmouth

A non-denominational Christian organization found in Boston, Portsmouth, and Portland, that visits fishing vessels and other fishing-related industries to provide assistance and religious counsel.

Health Care and Physical Therapy (for uninsured or underinsured)

Families First of the Greater Seacoast

Location: Portsmouth, NH 03801-5892

Contact Phone: (603) 422-8208

Details: Families First Health & Support Center is the community health center and family resource center serving the Seacoast region of New Hampshire and Southern Maine, with affordable primary health care for all ages, parenting and family programs, prenatal care, dental care and mobile health care for the homeless. - See more at: http://freeclinicdirectory.org/new_hampshire_care.html#sthash.ovh2XW3q.dpuf

Crossroads House

Location: Portsmouth, NH 03801-5435

Contact Phone: (603) 436-2218

Remarks: Health Care for the Homeless, Urban Area, Mobile Van Clinic, Year-Round, Part-Time (open 10 hours per week) - See more at: http://freeclinicdirectory.org/new_hampshire_care/portsmouth_nh_city.html#sthash.C81oRJAF.dpuf

Substance Abuse and Mental Health Services

Seacoast Mental Health Center, Inc.—Portsmouth Office

Location: Portsmouth, NH 03801

Contact Phone: (603) 431-6703

Services: Mental health services

Remarks: We offer a sliding fee scale for uninsured consumers living in the eastern half of Rockingham County.

Addiction Recovery

1145 Sagamore Ave,
Portsmouth, NH 03801
(603) 433-6250

Legal Assistance, Admiralty Law

Latti & Anderson

<http://www.lattianderson.com/>
(800) 392-6072

Immigration and Refugee Services

The New Hampshire Refugee Program (NHRP)

NHRP operates under the New Hampshire Office of Minority Health and Refugee Affairs.

Seacoast District Office: (603) 433-8300

Family Support Services

Child & Family Services

1 Junkins Ave.
Portsmouth, NH
(603) 433-3109

Community Action Program - Rockingham County

7 Junkins Ave.
Portsmouth, NH
(800) 556-9300

Families First Health & Support Center

100 Campus Drive
Portsmouth, NH
(603) 422-8208

Haven

20 International Drive, Suite 300
Portsmouth, NH
(603) 436-4107

Elder Services

The Bureau of Elderly and Adult Services (BEAS)

BEAS provides a variety of social and long-term supports to adults age 60+
(603) 271-9203
(603) 271-4643

Veterans Assistance

New Hampshire State Office of Veterans Services

275 Chestnut Street, Room 517

Manchester, NH 03101-2411

(603) 624-9230

New Hampshire Veteran's Resource Directory

<https://www.nhes.nh.gov/forms/documents/nhes-0313.pdf>

Food Pantries

Portsmouth

Screven Food Pantry

Website: <http://www.sccnh.com>

397 Lafayette Road

Portsmouth, NH 03862

(603)436-8623

Tuesdays

11:45 am–12:45 pm

Seacoast Family Food Pantry

7 Junkins Avenue

Portsmouth, NH 03801

(603) 436-0641

Mondays through Fridays 10 am–5 pm, by appointment

Seacoast Consumer Alliance Food Pantry

544 Islington Street

Portsmouth, NH 03801

(603) 427-6966

Salvation Army Food Pantry—Portsmouth

15 Middle Street

Portsmouth, NH 03801

(603) 436-2606

Mondays through Thursdays 10am–3pm

Operation Blessing Food Pantry

600 Lafayette Rd

Portsmouth, NH 03801

(603) 430-8561

Monday, Thursday, Friday: 10 am–4 pm

*New Hope Baptist Church*Website: <http://www.newhopenh.com/>

263 Peverly Hill Road

Portsmouth, NH 03801

(603) 431-7310

Common Table

101 Chapel St

Portsmouth, NH 03801

(603) 778-2357

Thursday: 12–1 pm

*Seacoast Family Food*Website: <http://www.seacoastfamilyfoodpantry.org/>

210 West Road

Portsmouth, NH 03801

(603) 436-0641

Hampton*United Methodist Church Food Pantry - Hampton, NH—Food Assistance*

525 Lafayette Rd

Hampton, NH 03842

(603) 926-2702

Monday and Friday: 9 am–1 pm

Hobbs House Help Center - Hampton, NH—Food Assistance

200 High Street

Hampton, NH 03842

(603) 926-4936

Tuesday and Thursday: 10am–12pm

Salvation Army Food Pantry - Hampton - Hampton, NH—Food Assistance

418 Lafayette Road

Hampton, NH 03842

(603) 929-1729

Tuesday, Thursday and Friday: 1–3 pm, By Appointment.

Hampton Food Pantry - Hampton, NH—Food Assistance

100 Winnacunnet Rd

Hampton, NH 03842

(603) 926-5948

Mondays through Fridays 9 am–4:30 pm

First Baptist Church of Hampton Food Pantry - Hampton, NH—Food Assistance

36 Winnacunnet Road

Hampton, NH 03842

(603) 926-3200

Monday: 10 am–12 pm and 5:30–7:30 pm

Photo ID required

St. Vincent de Paul Food Pantry - Hampton, NH—Food Assistance

289 Lafayette Road

Hampton, NH 03842

(603) 929-4427

Monday, Tuesday, Thursday, Friday: 10:30 am–12:30 pm, by appointment

Required: Proof of residency and Photo ID

Seabrook

Seabrook Church of Christ Food Pantry

867 Lafayette Rd

Seabrook, NH 03874

(603) 474-2660

Wednesdays 9–11 am

Seacoast Community Action Food Pantry

683 Lafayette Rd

Seabrook, NH 03874

(603) 474-3507

Mondays through Fridays 9–11 am and 1–3:30 pm



Portland, Maine Community Profile

Marine Matters

For marine emergencies during non-business hours, contact the Maine State Police at: (800) 452-4664 – Boothbay, Augusta, Midcoast (Rockland – Rockport)

Maine Marine Patrol

Division I, Sections 1, 2, and 3 (Western Maine, Kittery to Belfast area)

- Division I Office: 194 McKown Point Road, West Boothbay Harbor
- Office contact: Jane Giegold, 633-9595
- Division Head: Lieutenant Daniel White, 633-9596, 592-1260 (cell)

Section 1: Kittery to Yarmouth, Sergeant Wesley Dean — 542-0026

Field Officer Name	Cell Phone	Patrol Area
Specialist Michael Neelon	592-0213	P/V Challenge II, 592-2357
MPO Kenneth Conley	557-1830	Kittery – York
MPO POSITION VACANT		Wells – Biddeford
MPO POSITION VACANT		Saco – Portland
MPO Tom Hale	592-1278	S. Portland – Yarmouth and Outer Islands

Section 2: Freeport to Bremen, Sergeant Robert Beal—479-3931

Field Officer Name	Cell Phone	Patrol Area
Specialist Matthew Sinclair	701-7165	P/V Monitor, 592-2170
MPO Christopher Hilton	615-2886	Freeport – South Harpswell
MPO Rebecca Kavanaugh	446-4724	Orr's Island, Bailey Island
MPO Clint Thompson	592-2932	West Bath – Phippsburg
MPO POSITION VACANT		Georgetown – Wiscasset
MPO James Mayotte	592-2379	Boothbay Harbor
MPO Joel Tourtelotte	441-2318	Bristol – Bremen

*Section 3: Waldoboro to Belfast, Sergeant Matthew Talbot—592-1290
Field Office (Rockland Ferry Terminal)—596-2267*

Field Officer Name	Cell Phone	Patrol Area
Specialist Corrie Roberts	592-2935	P/V Guardian III, 592-8456
MPO Johnathan Luellen	592-8056	Waldoboro – Friendship – Cushing
MPO Brandon Bezio	485-8530	St. George – Warren
MPO Chad Webster	446-6397	Spruce Head – Owls Head – Matinicus
MPO Matt Wyman	542-0033	Vinalhaven – North Haven
MPO Brian Tolman	592-1362	Vinalhaven – North Haven
MPO POSITION VACANT		Belfast – Islesboro

Section 4: Stockton Springs to Lamoine, Sergeant Troy Dow—592-2925

Field Officer Name	Cell Phone	Patrol Area
Specialist Sean Dow	460-8791	P/V Dirigo II, 446-7136 MDI
MPO Rustin Ames	592-2953	Bucksport, Bangor, Searsport, Orland
MPO Brent Chasse	592-2817	Blue Hill Peninsula
MPO POSITION VACANT		Deer Isle, Stonington
MPO POSITION VACANT		Deer Isle, Stonington
MPO Jeffrey Turcotte	592-6348	Southwest Harbor, Swans Island
MPO Thomas Reardon Jr.	592-2937	Lamoine, Bar Harbor, Northeast Harbor

Section 5: Hancock to Chandler River, Sergeant Colin MacDonald—592-2967

Field Officer Name	Cell Phone	Patrol Area
Specialist Mark Murry	592-2910	P/V Maine, 592-1558 Jonesport/Beals
MPO POSITION VACANT		Gouldsboro, Winter Harbor, Corea
MPO Richard Derboghossian Jr.	557-5944	Gouldsboro – Winter Harbor, Corea
MPO Royce Eaton	592-2942	Milbridge, Stueben

MPO Keith York	214-2276	Jonesport, Beals, Addison
MPO Gordon Faulkingham	592-2944	Jonesport, Beals, Addison

Section 6: Chandler River to Canadian Border, Sergeant Russell Wright—592-2907

Field Officer Name	Cell Phone	Patrol Area
SPEC. POSITION VACANT		Cobscook Bay
MPO Jason Leavitt	215-2079	Machias
MPO POSITION VACANT		Cutler
MPO Andrew Foss	350-6300	Lubec
MPO POSITION VACANT		Lubec
MPO Brian Brodie	592-3853	Eastport – Calais

Community Profiles

<http://nefsc.noaa.gov/read/socialsci/communityProfiles.html>

Choose Maine and the community you are interested in such as: Portland,
<http://nefsc.noaa.gov/read/socialsci/pdf/ME/portland-me.pdf>

Fishing Organizations

Portland Fish Exchange

<http://www.pfex.org>

6 Portland Fish Pier

Portland, ME 04101

Phone: (207) 773-0017, (207) 233-5417

Toll-free: (866) 633-4741

auction@pfex.org

Maine Coast Fishermen's Association

<http://www.mainecoastfishermen.org>

14 Maine Street, Suite 412 G/H, Box 40

Brunswick, ME 04011

Phone: (207) 619-1755

info@mainecoastfishermen.org

Maine Lobstermen's Association

<http://mainelobstermen.org>

2 Storer Street, Suite 203

Kennebunk, ME 04043

Phone: (207) 967-4555

Patrice McCarron, patrice@mainelobstermen.org

Maine Port Authority

<http://www.maineports.com>

16 State House Station

Augusta, ME 04333

Phone: (207) 624-3564

Portland Emergency Service

In an emergency call 911 for Emergency Medical Services

For marine emergencies, non-business hours call Maine State Police: (800) 432-0730

Harbormaster: Kevin Battle, (207) 831-6962, phm@portlandharbor.org

Fire Department: David Jackson, Chief of Fire, (207) 874-8400

Police: Michael Sauschuck, Chief of Police, (207) 874-8575

US Coast Guard: Station Portland, Emergency: (207) 767-0303,
Primary: (207) 767-0320

Dive Teams

Maine State Police and Maine Marine Patrol

The Underwater Recovery Team consists of members from Maine State Police and the Maine Marine Patrol.

Trooper Matthew Grant - Team Commander: (207) 973-3700

The Maine Department of Inland Fisheries and Wildlife, Bureau of Warden Service

Specialize in inland waters, but are often enlisted to help in marine waters by the Maine State Police and Maine Marine Patrol

Relief Fund

Maine Lobstermen's Association

Maine Lobstermen's Community Alliance

PO Box 315

Kennebunk, ME 04043

(207) 967-6221

Scholarship Fund for Fishing Families

Maine Fishermen's Forum

<https://mainefishermensforum.org/>

Emergency Shelter

Family Crisis Services

Provides services to women and children against domestic violence

<http://www.familycrisis.org>

Portland Police Department Building

109 Middle Street

Portland, ME 04101

(207) 874-1973

Confidential Hotline: (800) 537-6066

Oxford Street Shelter for Men

Limited beds for women

<http://www.portlandmaine.gov>

203 Oxford Street

Portland, ME 04101

(207) 761-2072

Preble Street Resource Center

<http://www.preblestreet.org>

5 Portland Street

Portland, ME 04104

(207) 775-0026

Salvation Army Lighthouse Shelter

For homeless youth ages 10 to 17

65 Elm Street

Portland, ME 04101

(207) 774-3037

Milestone Foundation Emergency Shelter

Men-only

<http://www.milestonefoundation.org>

65 India Street

Portland, ME 04101

(207) 775-4790

Crisis Assistance

Portland Emergency Services: 911

Police Department: (207) 874-8575

Fire Department: (207) 874-8400

Public Health Division: (207) 874-8784

Domestic Violence Assistance

Family Crisis Services (Cumberland County)

P.O. Box 704, Portland, ME 04104

Admin.: (207) 767-4952

Hotline: (800) 537-6066; (207) 874-1973

All numbers TTY accessible

familycrisis@familycrisis.org

www.familycrisis.org

Suicide Prevention Hotline

Maine Crisis Hotline

(888) 568-1112

Chat with a crisis counselor online:

Lifeline Crisis Chat

www.suicidepreventionlifeline.org/gethelp/lifelinechat.aspx

Social Service

Seafarer's Friend

Church that provides chaplain services, crisis ministry, phone cards, transportation, etc.

<http://www.seafarersfriend.org>

Marine Trade Center

2 Portland Fish Pier #103

Portland, ME 04101

Phone: (207) 956-7677

Tim Owen, PortChaplain-ME@seafarersfriend.org

Shaw Fund for Mariner's Children

(207) 990-1776

Short-term assistance to families who mainly make their living on the water fishing, lobstering, etc... (ship must be in US waters, sailing under US flag).

Families contact the Shaw fund, not providers, and need to have a copy of their 1099 form. Assistance can be for oil, propane, back rent, utilities, car payments.

Health Care and Physical Therapy (for uninsured or underinsured)

Greater Portland Health at Park Ave.

180 Park Ave

Portland ME 04102

(207) 874-2141

Greater Portland Health at Preble Street

63 Preble Street
Portland ME 04101
(207) 874-2141

Substance Abuse and Mental Health Services

State of Maine Office of Substance Abuse and Mental Health Services

State House Station #11
Augusta, Maine 04333-0011
(207) 287-2595

<http://www.maine.gov/dhhs/samhs/>

Website has links to substance abuse, mental health, health care centers, and veterans affairs based on location (town name/zip code)

Maine Statewide 24 hour Crisis Hot line

(888) 568-1112

Portland Public Health Division

389 Congress Street
Portland, Maine 04101
(207) 874-8913
phweb@portlandmaine.gov

Portland Recovery Community Center

468 Forest Avenue
Portland, ME 04101
(207) 553-2575
<http://www.portlandrecovery.org/>

Maine Alliance for Addiction Recovery

295 Water Street Suite 100
Augusta ME 04330
(207) 621-4111

Opportunity Alliance

MaineStay Program
165 Cumberland Avenue
Portland, ME 04101
Main Tel: (207) 842-6890
Intake Tel 1: (207) 874-1124

Health Affiliates Maine

Daniel Pierce LCSW LADC
95 India Street
Portland, ME 04101
Main Tel: (207) 625-2343

Maine Behavioral Healthcare

165 Lancaster Street
Portland, ME 04101
Main Tel: (207) 874-1030
Intake Tel 1: (207) 282-1500

Shalom House Inc

130 Park Street
Portland, ME 04112
Main Tel: (207) 874-1088
Intake Tel 1: (207) 874-1080

Catholic Charities

Support and Recovery Services
66 State Street
Portland, ME 04104
Main Tel: (207) 871-7431

Serenity House Inc

30 Mellen Street
Portland, ME 04101
Main Tel: (207) 324-1137

Greater Portland Health

180 Park Avenue
Portland, ME 04102
Main Tel: (207) 874-2141 x5028
Intake Tel 1: (207) 874-2141

Day One Teen Center

343 Cumberland Avenue
Portland, ME 04101
Main Tel: (207) 874-1045-114
Intake Tel 1: (207) 874-1045-115

Legal Assistance

Portland Board of Harbor Commissioners

Member of Maine Harbor Master's Association; public hearing and workshops

<http://www.portlandharbor.org>

2 Portland Fish Pier Marine Trade Center Suite 105

Portland, Maine 04101

Phone: (207) 772-8121

Julie Mulkern, Assistant Harbor Master, phm.admin@portlandharbor.org

Pine Tree Legal Assistance Inc

88 Federal St, Portland, ME 04101

(207) 774-8211

Pine Tree Legal statewide offices

Foreclosure Defense Unit (Augusta) (207) 400-3288

Immigration and Refugee Services

Catholic Charities

80 Sherman Street

Portland, ME 04101

(207) 871.7437

Family Support Services

Catholic Charities Social Services

- 307 Congress St, Portland, ME 04101; (207) 781-8550

- 80 Sherman St, Portland, ME 04101; (207) 871-7437

- 66 State St, Portland, ME 04101; (207) 871-7431

Elder Services

Maine Council on Aging

Patti Marsh

c/o SeniorsPlus

8 Falcon Road

Lewiston, ME 04240

(207)513.3738

MaineHealth Elder Care Services

110 Free Street

Portland, Maine 04101

(207) 661-7001

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

Veterans Assistance

Preble Street Veterans Housing Service

<http://www.preblestreet.org>

Monday-Friday, 8:00am-5:00pm

18 Portland Street

Portland, ME 04101

(207) 956-6556

Toll-free: (800) 377-5709

Maine Department of Veterans Affairs

<http://www.maine.gov/veterans/>

South Portland Bureau of Veterans' Services Office

151 Jetport Boulevard, Room 138W

South Portland ME 04106

(207) 822-2391

National Call Center for Homeless Veterans

(877) 424-3838

Important Numbers

- Readjustment Counseling Service Combat Call Center: 1-877-927-8387
- Veterans Crisis Line: (800) 273-8255 or text to 838255
- Homeless Veterans: 1-877-424-3838
- Maine Military Members and Families Assistance Hotline: 1-888-365-9287

Food Pantries

Preble Street Food Pantry

<http://www.preblestreet.org>

Thursday, 1:30–3:00 pm

252 Oxford Street

Portland, ME 04101

Phone: (207) 775-0026

Sagamore Food Pantry

Thursday, 9:30am-11:00am

21 Popham Street

Portland, ME 04101

Phone: (207) 347-6125

Williston-Immanuel United Church Food Pantry

<http://www.williston-immanuel-united.org>

Tuesday through Thursday, 12:00–2:00 pm

156 High Street

Portland, ME 04101

Phone: (207) 775-2301

White Memorial Pantry

<http://www.portlandsda.org>

Thursday, 8:00–9:30 am

97 Allen Avenue

Portland, ME 04101

Phone: (207) 797-4414

Root Cellar

<http://www.therootcellarport.org>

Emergency use only, east end residents only, proof of residence required

Monday through Friday, 9:00am–12:00 pm

84 Washington Avenue

Portland, ME 04101

St. Luke's Food Pantry

<http://www.stlukesportland.org>

Thursday, 9:30–11:00 am

143 State Street

Portland, ME 04101

Phone: (207) 772-5434

Salvation Army Food Pantry

Once a month only

Monday, Wednesday, Friday, 1:00–2:30 pm

297 Cumberland Avenue

Portland, ME 04101

Phone: (207) 774-6304

Sacred Heart/ St. Dominic Food Pantry

Parkside residents only

Tuesday, 10:00–11:30 am

80 Sherman Street

Portland, ME 04101

Phone: (207) 773-7746

Project FEED Food Pantry

Basement of Woodfords Congregational UCC Church, 3-month waiting period between visits, social worker referral needed, emergency use only

Monday-Friday 1:00–3:00 pm

202 Woodfords Street

Portland, ME 04101

Phone: (207) 761-3920

Jewish Community Services Food Pantry

Phone: (207) 772-1959

Front Street Pantry

Photo ID needed, Portland residents only

Sunday, 10–10:45 am, Friday, 11–11:45 am

36 West Presumpscot Street

Portland, ME 04101

Phone: (207) 450-3579

First Baptist Church Food Pantry

Once a month for Portland residents, proof of residence/photo ID needed

Wednesday, 1:00–2:00 pm

360 Canco Road

Portland, ME 04101

Phone: (207) 773-3123

Wayside Food Programs Mobile Food Pantry

102-104 Riverton: 3rd Wednesday of each month, 3:00–4:00 pm, only for residents of Riverton Park

284 Danforth Street: 3rd Friday of each month, 3:00–4:00 pm, only for residents of Harbor Terrace and the West End

21 Prophan Street: 4th Tuesday of each month, 10:00–11:00 am, only for Sagamore Village residents

Phone: (207) 775-4939

Soup Kitchens and Free Community Dinners

Preble Street Resource Center Soup Kitchen

<http://www.preblestreet.org>

Daily, Breakfast (8:00–9:30 am), Lunch (Noon-1:00pm), Dinner (5:00–6:00 pm)

252 Oxford Street

Portland, ME 04101

Phone: (207) 775-0026

Preble Street Teen Center Soup Kitchen

<http://www.preblestreet.org>

Daily, Breakfast (8:00–9:00 am), Lunch (Noon–1:00 pm), Dinner (6:00–7:00 pm)

343 Cumberland Avenue

Portland, ME 04101

Phone: (207) 775-0026

Wayside Community Meals

Location and time vary, check <http://waysidemaine.org/node/38>

Phone: (207) 775-4939

Saint Vincent de Paul Catholic Church

Monday-Friday, 11:00am–12:30 pm, clothing available on Fridays

307 Congress Street

Portland, ME 04101

Phone: (207) 772-1113

St. Vincent Del Paul Dining Room

<http://svdpusa.org>

Daily: Breakfast (8:00–9:00 am), Lunch (Noon–1:00 pm), Dinner (6:00–7:00 pm)

317 Congress Street

Portland, ME 04101

Phone: (207) 774-8841

Deering Center Community Church

Thursday, 5:30–6:30 pm

4 Brentwood Street

Portland, ME 04101

Phone: (207) 773-2423



Mid-Coast, Maine Community Profile

Marine Matters

For marine emergencies during non-business hours, contact the Maine State Police at: (800) 452-4664 – Boothbay, Augusta, Midcoast (Rockland – Rockport)

Maine Marine Patrol

Division I, Sections 1, 2, and 3 (Western Maine, Kittery to Belfast area)

- Division I Office: 194 McKown Point Road, West Boothbay Harbor
- Office contact: Jane Giegold, 633-9595
- Division Head: Lieutenant Daniel White, 633-9596, 592-1260 (cell)

Section 1: Kittery to Yarmouth, Sergeant Wesley Dean — 542-0026

Field Officer Name	Cell Phone	Patrol Area
Specialist Michael Neelon	592-0213	P/V Challenge II, 592-2357
MPO Kenneth Conley	557-1830	Kittery – York
MPO POSITION VACANT		Wells – Biddeford
MPO POSITION VACANT		Saco – Portland
MPO Tom Hale	592-1278	S. Portland – Yarmouth and Outer Islands

Section 2: Freeport to Bremen, Sergeant Robert Beal—479-3931

Field Officer Name	Cell Phone	Patrol Area
Specialist Matthew Sinclair	701-7165	P/V Monitor, 592-2170
MPO Christopher Hilton	615-2886	Freeport – South Harpswell
MPO Rebecca Kavanaugh	446-4724	Orr’s Island, Bailey Island
MPO Clint Thompson	592-2932	West Bath – Phippsburg
MPO POSITION VACANT		Georgetown – Wiscasset
MPO James Mayotte	592-2379	Boothbay Harbor
MPO Joel Tourtelotte	441-2318	Bristol – Bremen

*Section 3: Waldoboro to Belfast, Sergeant Matthew Talbot—592-1290
Field Office (Rockland Ferry Terminal)—596-2267*

Field Officer Name	Cell Phone	Patrol Area
Specialist Corrie Roberts	592-2935	P/V Guardian III, 592-8456
MPO Johnathan Luellen	592-8056	Waldoboro – Friendship – Cushing
MPO Brandon Bezio	485-8530	St. George – Warren
MPO Chad Webster	446-6397	Spruce Head – Owls Head – Matinicus
MPO Matt Wyman	542-0033	Vinalhaven – North Haven
MPO Brian Tolman	592-1362	Vinalhaven – North Haven
MPO POSITION VACANT		Belfast – Islesboro

Section 4: Stockton Springs to Lamoine, Sergeant Troy Dow—592-2925

Field Officer Name	Cell Phone	Patrol Area
Specialist Sean Dow	460-8791	P/V Dirigo II, 446-7136 MDI
MPO Rustin Ames	592-2953	Bucksport, Bangor, Searsport, Orland
MPO Brent Chasse	592-2817	Blue Hill Peninsula
MPO POSITION VACANT		Deer Isle, Stonington
MPO POSITION VACANT		Deer Isle, Stonington
MPO Jeffrey Turcotte	592-6348	Southwest Harbor, Swans Island
MPO Thomas Reardon Jr.	592-2937	Lamoine, Bar Harbor, Northeast Harbor

Section 5: Hancock to Chandler River, Sergeant Colin MacDonald—592-2967

Field Officer Name	Cell Phone	Patrol Area
Specialist Mark Murry	592-2910	P/V Maine, 592-1558 Jonesport/Beals
MPO POSITION VACANT		Gouldsboro, Winter Harbor, Corea
MPO Richard Derboghosian Jr.	557-5944	Gouldsboro – Winter Harbor, Corea
MPO Royce Eaton	592-2942	Milbridge, Stueben
MPO Keith York	214-2276	Jonesport, Beals, Addison
MPO Gordon Faulkingham	592-2944	Jonesport, Beals, Addison

Section 6: Chandler River to Canadian Border, Sergeant Russell Wright—592-2907

Field Officer Name	Cell Phone	Patrol Area
SPEC. POSITION VACANT		Cobscook Bay
MPO Jason Leavitt	215-2079	Machias
MPO POSITION VACANT		Cutler
MPO Andrew Foss	350-6300	Lubec
MPO POSITION VACANT		Lubec
MPO Brian Brodie	592-3853	Eastport – Calais

Harbormasters**State of Maine Harbor Master's Association**

<http://maineharbormasters.org/>

Community Profiles

<http://nefsc.noaa.gov/read/socialsci/communityProfiles.html>

Choose Maine and the community you are interested in such as:

Rockland: <http://nefsc.noaa.gov/read/socialsci/pdf/ME/rockland-me.pdf>

Stonington: <http://nefsc.noaa.gov/read/socialsci/pdf/ME/stonington-me.pdf>

Fishing Organizations**Maine Coast Fishermen's Association**

<http://www.maineoastfishermen.org>

14 Maine Street, Suite 412 G/H, Box 40

Brunswick, ME 04011

Phone: (207) 619-1755

info@mainecoastfishermen.org

Maine Lobstermen's Association

<http://mainelobstermen.org>

2 Storer Street, Suite 203

Kennebunk, ME 04043

Phone: (207) 967-4555

Patrice McCarron, patrice@mainelobstermen.org

Maine Port Authority

<http://www.maineports.com>

16 State House Station

Augusta, ME 04333

Phone: (207) 624-3564

Island Fishermen's Wives Association

<http://islandfishermenswivesassociation.org>

PO Box 293

Stonington, ME 04681

Phone: Vickie Hardie, Co-President (207) 975-9745

Shauna Schmidt, Co-President (207) 812-8799

ifwa@msn.com

Maine Center for Coastal Fisheries (formerly: Penobscot East Resource Center)

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

PO Box 27, 13 Atlantic Ave

Stonington, ME 04681

(207) 367-2708

info@coastalfisheries.org

Maine Lobstermen's Community Alliance

<http://mlcalliance.org/about-us/>

PO Box 315

Kennebunk, ME 04043

(207) 967-6221

Bookkeeper

PFBF CPAs

<http://www.pfbf.com/trades-industries/fishing-lobstermen-bait-maine.html>

259 Front St

Bath ME 04530

Phone: (207) 371-8002

The Tax Bracket

<http://www.taxbracket.com>

400 Bath Rd

Brunswick, ME 04011

(207) 443-4466

Marine Insurance

Smithwick & Mariners Insurance, Inc

<https://www.smithwick-ins.com/>

366 US Rte 1

Falmouth, ME 04105

(207) 781-5553

Marine Surveyors

Northeast Marine Survey

Orrs Island, ME.

(207) 833-0954

Mid-Coast Emergency Service

In an emergency call 911 for Emergency Medical Services

For marine emergencies, non-business hours call Maine State Police:

(800) 432-4664 and U.S. Coast Guard

Coast Guard District 1: Sector Northern New England

Primary Phone: (207) 767-0320 (during business working hours)

Emergency Phone: (207) 767-0303

See <http://maineharbormasters.org/page10.html> for links with towns' websites

Rockland

Harbor and Waterfront Department: (207) 594-0312

Fire Department: Chief Chris Whytock (207) 594-0318

Police Chief: Bruce Boucher (207) 594-0316 [Knox County Dispatch
(207) 593-9132]

Maine State Police: (800) 452-4664 (marine emergencies, non-business hours)

Marine Patrol: Rockland Ferry Terminal: (207) 596-2267

Harpswell

Town Office: (207) 833-5771

Harbormaster: James Hayes jhays@town.harpowell.me.us

Fire Chief: Frank True, Harpswell Neck; Benjamin Wallace, Jr. Orr's/Bailey,
Cundy's Harbor

Sheriff's Deputy: (207) 833-6620

Marine Patrol: Steve Welsh

Mid Coast Hospital

123 Medical Center Drive

Brunswick, Maine 04011

(207) 373-6000

Relief Fund

Maine Lobstermen's Association

Maine Lobstermen's Community Alliance

PO Box 315

Kennebunk, ME 04043
(207) 967-6221

Scholarship Fund for Fishing Families

Maine Fishermen's Forum
<https://mainefishermensforum.org/>

Emergency Shelter

Maine Homeless Shelter Directory
<http://www.homelesshelterdirectory.org/maine.html>

Mid Coast Hospitality House - Rockport, ME
Rockport, ME 04856
(207) 593-8151

Suicide Prevention Hotline

Maine Crisis Hotline
1-888-568-1112
Chat with a crisis counselor online:
Lifeline Crisis Chat
www.suicidepreventionlifeline.org/gethelp/lifelinechat.aspx

Social Service

Maine Sea Coast Mission
<http://www.seacoastmission.org/>
127 West St
Bar Harbor, ME 04609
(207) 288-5097

Midcoast Maine Community Action
34 Wing Farm Parkway
Bath ME 04530
(800) 221-2221 or (207) 442-7963
<http://midcoastmainecommunityaction.org/>

Shaw Fund for Mariner's Children: (207) 990-1776
Short-term assistance to families who mainly make their living on the water fishing, lobstering, etc... (ship must be in US waters, sailing under US flag). Families contact the Shaw fund, not providers, and need to have a copy of their 1099 form. Assistance can be for oil, propane, back rent, utilities, car payments, etc.

Health Care and Physical Therapy (for uninsured or underinsured)

Knox County Health Clinic - Mid-Coast Health Net

22 White St Bok Medical Arts Bldg

Rockland ME 04841

(207) 594-6996

PCHC - Seaport Community Health Center

53 Schoodic Dr

Belfast ME 04915

(207) 338-6900

Searsport Health Center

37 Mortland Rd

Searsport ME 04974

(207) 548-2475

Substance Abuse Services

Midcoast Recovery Coalition

91 Camden Street | Suite 203

Rockland, Maine

Phone: (207) 701-1182

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

Maine Alliance for Addiction Recovery

295 Water Street #200

Augusta ME 04330

Phone: (207) 621-8118

<http://www.masap.org/site/maar.asp>

Mental Health Care Services

Brunswick

Maine Behavioral Healthcare

11 Medical Center Drive

Brunswick, ME 04011

Main Tel: (207) 373-9417

Intake Tel 1: (207) 874-1030

Sweetser Clinic

329 Bath Road

Brunswick, ME 04011

Main Tel: (207) 373-3000
Intake Tel 1: (800) 434-3000

Rockland

Crisis Response Services

12 Union Street

Phone: (888) 568-1112

Mid-Coast Mental Health Center

12 Union Street, Rockland, ME 04841

(800) 540-2072

webmaster@mcmentalhealth.org

Biddeford

Crisis Response Services

2 Springbrook Drive

(888) 568-1112

Domestic Violence

Toll-free 24-hour Crisis Hotline

Midcoast Maine

(800) 522-3304

Hope for Women

12 Court St, Bath, ME 04530

(207) 443-8898

New Hope for Women (Knox, Lincoln, Sagadahoc & Waldo Counties)

P.O. Box A, Rockland, ME 04841-0733

Admin. & Hotline: (207) 594-2128 or (800) 522-3304

Belfast Office (207) 338-6569

Wiscasset Office (207) 882-6222

Bath Office (207) 443-8898

newhope@newhopeforwomen.org

www.newhopeforwomen.org

Legal Assistance

Pine Tree Legal Assistance

<https://ptla.org/contact-us>

Foreclosure Defense Unit (Augusta) (207) 400-3288

Maine Volunteer Lawyers Project

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

(800) 442-4293

State of Maine Judicial Branch

http://www.courts.maine.gov/citizen_help/lawyers_legal_help.html

Maine State Bar Association's Lawyer Referral Service

(800) 860-1460

Immigration and Refugee Services

Catholic Charities

80 Sherman Street

Portland, ME 04101

(207) 871.7437

Social Services and Welfare

American Red Cross

312 Broadway

Rockland, ME 04841

(207) 594-4576

Mid-Coast Children's Service

272 Park St

Rockland, ME 04841

(207) 594-8474

Elder Services

Maine Council on Aging

Patti Marsh

c/o SeniorsPlus

8 Falcon Road

Lewiston, ME 04240

(207)513.3738

Veterans Assistance

Maine Department of Veterans Affairs

<http://www.maine.gov/veterans/>

National Call Center for Homeless Veterans

(877) 424-3838

Important Numbers

- Readjustment Counseling Service Combat Call Center: (877) 927-8387
- Veterans Crisis Line: (800) 273-8255 or text to 838255
- Homeless Veterans: (877) 424-3838
- Maine Military Members and Families Assistance Hotline: (888) 365-9287

Food Pantries

Bar Harbor Food Pantry

Bar Harbor, ME 04609

(207) 288-3375

Food pantry service hours:

1st, 2nd, and 3rd Tuesday 9am–noon

Thursday 4–6pm.

Life Line Food Pantry

Gouldsboro, ME 04607

(207) 664-4824

Food pantry service hours:

3rd Saturday of month: 9–10 am

Life Line Ministries Food Pantry

Gouldsboro ME 04607

(207) 963-2321

Food pantry service hours:

Wednesdays: 9:30–11:30 am

2nd Monday every month: 5–7pm

Mid-Coast Hunger Prevention Program

Food Pantry

84A Union St

Brunswick, ME 04011

(207) 725-2716

Area Interfaith Outreach Food Pantry

70 Thomaston Street, Rockland, ME 04841

Days and hours:

Mon, Wed & Fri, 9:30–Noon

Salvation Army Food Pantry

27 Payne Avenue (Route 1), Rockland, ME 04841

Days and hours:

Monday through Friday, 9 am–5 pm

Soup Kitchens and Free Community Dinners

Mid-Coast Hunger Prevention Program

Soup Kitchen

12 Tenney Way

Brunswick, ME 04011

(207) 725-2716

Episcopal Church - Loaves and Fishes Soup Kitchen

White Street, Rockland, ME 04841

Days and Hours:

Saturday, 12:30 pm

Sunday, 1 pm

Saint Bernard's Parish Hall Soup Kitchen

150 Broadway Avenue, Rockland, ME 04841

Days and Hours:

Monday through Friday, 11:30–Noon



Downeast Maine Community Profile

Marine Matters

For marine emergencies during non-business hours, contact the Maine State Police at: (800) 432-7381 – Penobscot Bay to Canadian border

Maine Marine Patrol

Division II, Sections 4, 5, and 6 (Eastern Maine, Bucksport to Calais area)

- Division II Office: 220 Coaling Station Lane, Lamoine
- Office Contact: Heidi Morgan, 667-3373
- Division Head: Lieutenant Jay Carroll, 667-3455, 446-7137 (cell)

Section 4: Stockton Springs to Lamoine, Sergeant Troy Dow—592-2925

Field Officer Name	Cell Phone	Patrol Area
Specialist Sean Dow	460-8791	P/V Dirigo II, 446-7136 MDI
MPO Rustin Ames	592-2953	Bucksport, Bangor, Searsport, Orland
MPO Brent Chasse	592-2817	Blue Hill Peninsula
MPO POSITION VACANT		Deer Isle, Stonington
MPO POSITION VACANT		Deer Isle, Stonington
MPO Jeffrey Turcotte	592-6348	Southwest Harbor, Swans Island
MPO Thomas Reardon Jr.	592-2937	Lamoine, Bar Harbor, Northeast Harbor

Section 5: Hancock to Chandler River, Sergeant Colin MacDonald—592-2967

Field Officer Name	Cell Phone	Patrol Area
Specialist Mark Murry	592-2910	P/V Maine, 592-1558 Jonesport/Beals
MPO POSITION VACANT		Gouldsboro, Winter Harbor, Corea
MPO Richard Derboghossian Jr.	557-5944	Gouldsboro – Winter Harbor, Corea
MPO Royce Eaton	592-2942	Milbridge, Stueben
MPO Keith York	214-2276	Jonesport, Beals, Addison
MPO Gordon Faulkingham	592-2944	Jonesport, Beals, Addison

Section 6: Chandler River to Canadian Border, Sergeant Russell Wright—592-2907

Field Officer Name	Cell Phone	Patrol Area
SPEC. POSITION VACANT		Cobscook Bay
MPO Jason Leavitt	215-2079	Machias
MPO POSITION VACANT		Cutler
MPO Andrew Foss	350-6300	Lubec
MPO POSITION VACANT		Lubec
MPO Brian Brodie	592-3853	Eastport – Calais

Division I, Sections 1, 2, and 3 (Western Maine, Kittery to Belfast area)

- Division I Office: 194 McKown Point Road, West Boothbay Harbor
- Office contact: Jane Giegold, 633-9595
- Division Head: Lieutenant Daniel White, 633-9596, 592-1260 (cell)

Section 1: Kittery to Yarmouth, Sergeant Wesley Dean—542-0026

Field Officer Name	Cell Phone	Patrol Area
Specialist Michael Neelon	592-0213	P/V Challenge II, 592-2357
MPO Kenneth Conley	557-1830	Kittery – York
MPO POSITION VACANT		Wells – Biddeford
MPO POSITION VACANT		Saco – Portland
MPO Tom Hale	592-1278	S. Portland – Yarmouth and Outer Islands

Section 2: Freeport to Bremen, Sergeant Robert Beal—479-3931

Field Officer Name	Cell Phone	Patrol Area
Specialist Matthew Sinclair	701-7165	P/V Monitor, 592-2170
MPO Christopher Hilton	615-2886	Freeport – South Harpswell
MPO Rebecca Kavanaugh	446-4724	Orr's Island, Bailey Island
MPO Clint Thompson	592-2932	West Bath – Phippsburg
MPO POSITION VACANT		Georgetown – Wiscasset
MPO James Mayotte	592-2379	Boothbay Harbor
MPO Joel Tourtelotte	441-2318	Bristol – Bremen

*Section 3: Waldoboro to Belfast, Sergeant Matthew Talbot—592-1290
Field Office (Rockland Ferry Terminal)—596-2267*

Field Officer Name	Cell Phone	Patrol Area
Specialist Corrie Roberts	592-2935	P/V Guardian III, 592-8456
MPO Johnathan Luellen	592-8056	Waldoboro – Friendship – Cushing
MPO Brandon Bezio	485-8530	St.George – Warren
MPO Chad Webster	446-6397	Spruce Head – Owls Head – Matinicus
MPO Matt Wyman	542-0033	Vinalhaven – North Haven
MPO Brian Tolman	592-1362	Vinalhaven – North Haven
MPO POSITION VACANT		Belfast – Islesboro

Community Profiles

<http://nefsc.noaa.gov/read/socialsci/communityProfiles.html>

Choose Maine and the community you are interested in such as:

Beals: <http://nefsc.noaa.gov/read/socialsci/pdf/ME/beals-me.pdf>

Jonesport: <http://nefsc.noaa.gov/read/socialsci/pdf/ME/jonesport-me.pdf>

Stonington: <http://nefsc.noaa.gov/read/socialsci/pdf/ME/stonington-me.pdf>

Fishing Organizations

Downeast Lobstermen's Association

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

P.O. Box 88

Belfast, ME 04915

(207) 338-1406 main

(207) 322-1924 cell

Beals-Jonesport Co-op, Inc.

Lobstermen's cooperative

PO Box 195

Jonesport, ME 04649

(207) 497-2020

Maine Center for Coastal Fisheries (formerly: Penobscot East Resource Center)

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

PO Box 27, 13 Atlantic Ave

Stonington, ME 04681

(207) 367-2708

info@coastalfisheries.org

Island Fishermen's Wives Association

<http://islandfishermenswivesassociation.org>

PO Box 293

Stonington, ME 04681

Phone: Vickie Hardie, Co-President (207) 975-9745

Shauna Schmidt, Co-President (207) 812-8799

ifwa@msn.com

Maine Coast Fishermen's Association

<http://www.maine coastfishermen.org>

14 Maine Street, Suite 412 G/H, Box 40

Brunswick, ME 04011

(207) 619-1755

info@mainecoastfishermen.org

Downeast Fisheries Partnership

Anne Hayden, Coordinator

Downeast Fisheries Partnership

(207) 725-9742

ahayden@manomet.org

Maine Lobstermen's Association

<http://mainelobstermen.org>

2 Storer Street, Suite 203

Kennebunk, ME 04043

(207) 967-4555

Patrice McCarron, patrice@mainelobstermen.org

Government Agencies

Maine Port Authority

<http://www.maineports.com>

16 State House Station

Augusta, ME 04333

(207) 624-3564

Department of Marine Resources

Main Office; Marine Patrol Office

21 State House Station

Augusta, ME 04333-0021

(207) 624-6550

Patrol: (207) 624-6571

Division of Sea-Run Fisheries and Habitat Downeast Regional Office

Department of Marine Resources

PO Box 178

Jonesboro, Maine 04648

(207) 434-5921

Academic and Other**Maine Sea Grant College Program**

5784 York Complex Suite 66

The University of Maine

Orono ME • 04469-5784

(207) 581.1435

Financial Assistance**Coastal Enterprises Inc.**<http://www.ceimaine.org/>

Main Office

30 Federal Street

Suite 100

Brunswick, ME 04011

(207) 504-5900

Sunrise County Economic Council<http://sunrisecounty.org/>

SCEC Main Office

7 Ames Way

Machias, ME 04654

(207) 255-0983

Shaw Fund for Mariner's Children

(207) 990-1776

Short-term assistance to families who mainly make their living on the water fishing, lobstering, etc... (ship must be in US waters, sailing under US flag). Families contact the Shaw fund, not providers, and need to have a copy of their 1099 form. Assistance can be for oil, propane, back rent, utilities, car payments, etc.

Maine Sea Coast Mission, Downeast Campus

(866) 207-4010

Emergency assistance; clothing; crisis relief

Relief Fund

Maine Lobstermen's Association
Maine Lobstermen's Community Alliance
PO Box 315
Kennebunk, ME 04043
(207) 967-6221

Scholarship Fund for Fishing Families

Maine Fishermen's Forum
<https://mainefishermensforum.org/>

Emergency Services

In an emergency call 911 for Emergency Medical Services.
For marine emergencies, non-business hours call Maine State Police:
(800) 432-4664 and U.S. Coast Guard

Coast Guard District 1: Sector Northern New England

Primary Phone: (207) 767-0320 (during business working hours)
Emergency Phone: (207) 767-0303

Sector Field Office (SFO) Southwest Harbor SUPERVISOR

Sector Field Office Southwest Harbor
Box 5000
Southwest Harbor, ME 04679-5000
(207) 244-4200

SFO Officer Of The Day (OOD)

(207) 244-4211
(207) 664-4757

SFO Winter Storm Line

(207) 244-4688
Maine Coast Memorial Hospital
50 Union Street
Ellsworth, ME 04605
(207) 664-5311

Ellsworth

Fire Dept. Regular Business (207) 667-8666
Police Dept. Regular Business (207) 667-2168

Stonington

Harbormaster: Raelene Pert, (207) 266-4327

Assistant Harbor Master: Dana Webb, (207) 664-4762

Fire Chief: Ryan Hayward

Emergency Shelter**Next Step Domestic Violence Project**

Emergency: (800) 315-5579

Machias

PO Box 303

23 Broadway

Machias ME 04654

Administrative phone: (207) 255-4934

Ellsworth

PO Box 1466

733 Bangor Road

Ellsworth ME 04605

Administrative phone: (207) 667-0176

Maine Homeless Shelter Directory

<http://www.homelessshelterdirectory.org/maine.html>

Crisis Assistance**Department of Health and Human Services (DHHS)**

(800) 432-7846

Machias Office: 38 Prescott Drive

Monday through Friday, 8:30 am– 4 pm

Shaw Fund for Mariner's Children

(207) 990-1776

Short-term assistance to families who mainly make their living on the water fishing, lobstering, etc... (ship must be in US waters, sailing under US flag). Families contact the Shaw fund, not providers, and need to have a copy of their 1099 form. Assistance can be for oil, propane, back rent, utilities, car payments, etc.

Social Service

Maine Sea Coast Mission

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

127 West St

Bar Harbor, ME 04609

(207) 288-5097

Churches in Downeast ME

<http://www.acadiavisitor.com/church-listings/>

Substance Abuse

Maine Free Rehab Centers

<http://www.freerehabcenters.org/state/maine>

Maine Alliance for Addiction Recovery

295 Water Street #200

Augusta ME 04330

(207) 621-8118

<http://www.masap.org/site/maar.asp>

Health Care

Island Family Medicine

354 Airport Rd

Stonington ME 04681

(207) 397-2311

Rowland B. French Medical Center

Vogl Behavioral Health Center

30 Boynton Street

Eastport, Maine 04631

(207) 853-6001

Machias Family Practice

53 Fremont Street

Machias, Maine 04654

(207) 255-8290

Machias Behavioral Health Center

53 Fremont Street

Machias, Maine 04654

(207) 255-3400

Machias Podiatry Clinic

53 Fremont Street
Machias, Maine 04654
(207) 255-8290

Calais Behavioral Health Center

55 Franklin Street
Calais, Maine 04619
(207) 454-3022

Calais Podiatry Clinic

10 Palmer Street
Calais, Maine 04619
(207) 454-8300

Mental Health Care**Community Health and Counseling Services**

(800) 924-0366

Legal Assistance**Pine Tree Legal Assistance**

13 Cooper St
Machias, ME 04654
(207) 255-8656
<http://ptla.org/>

Maine Volunteer Lawyers Project

<http://www.vlp.org/>
(800) 442-4293

State of Maine Judicial Branch

http://www.courts.maine.gov/citizen_help/lawyers_legal_help.html

Maine State Bar Association's Lawyer Referral Service

(800) 860-1460

Veterans Assistance**Bureau of Maine Veterans' Services**

<http://www.maine.gov/veterans/>

Veterans—Temporary Financial Assistance

(207) 610-5924

Assistance with utilities, rent, child care, transportation, security deposits...
for income eligible veterans

Important Numbers

- Readjustment Counseling Service Combat Call Center: (877) 927-8387
- Veterans Crisis Line: (800) 273-8255 or text to 838255
- Homeless Veterans: (877) 424-3838
- Maine Military Members and Families Assistance Hotline: (888) 365-9287

Food Pantries

Emmaus Center Food Pantry

Ellsworth, ME 04605

(207) 667-3962

Food pantry service hours:

Mondays through Fridays: 10:00 am–2:00 pm (24 hour advance notice)

Loaves and Fishes Food Pantry

Ellsworth, ME 04605

(207) 667-4363

Food pantry service hours:

Monday, Wednesday, Friday: 9–11:30 am

3rd Friday every month: 5–7 pm

Next Step Food Pantry

Ellsworth, ME 04605

(207) 255-4934

Food pantry service hours: 24 hours a day.

Bread of Life Food Pantry

Swans Island, ME 04685

(207) 526-4347

Must meet Maine TEFAP guidelines.

Food pantry service hours:

1st and 3rd Thursday of the month: 1–3 pm

Machias Food Pantry (Centre Street Church)

(207) 255-6665

Emergency assistance; Coats for Kids; Christmas Giving Tree

Searsport Congregational—Methodist Food Pantry

Searsport, ME 04974

(207) 548-6204

Food pantry service hours:
Every Saturday: 9:30–11:30 am

Belfast Church of the Nazarene Food Pantry

Belfast, ME 04915

(207) 338-3740

Greater Belfast Area Ministerial Food Cupboard

Belfast, ME 04915

(207) 338-5575

Food pantry service hours:
Every other Friday: 9–11:30 am

St Francis Soup Kitchen

Belfast, ME 04915

Little River Baptist Church

Belfast, ME 04915

(207) 589-4557

Food pantry service hours:
Third Thursday evening of each month: 6–7:30 pm

Northport Food Pantry

Northport, ME 04849

(207) 323-3665

Food pantry service hours:
Third Wednesday Monthly: 8–11 am

Island Food Pantry

Deer Isle, ME 04627

(207) 348-6067

Food pantry service hours:
Thursday: 5–7:30 pm (closed on the 5th Thursday of the month)

St. Anne / Penobscot Nation DHS Food Pantry

Indian Isle, ME 04468

(207) 817-7492

Food pantry service hours:
Open twice a month (call): 8:00 am–4:30 pm

Camden Area Christian Food Pantry

Camden, ME 04843

(207) 236-9790

Appendix H

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? _____

Frequencies monitored _____

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

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	_____	_____

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



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. Yes No
- ✓ I have tried on my survival suit recently AND KNOW IT FITS. Yes No
- ✓ My survival suit is stored on deck or in the pilot house,
NOT below deck. Yes No
- ✓ In an emergency I could pilot the vessel. 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)

For additional information or comments: Ann Backus abackus@hohp.harvard.edu

Appendix I

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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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>