

Agenda Item D.1
Situation Summary
April 2012

CURRENT ENFORCEMENT ISSUES

The U.S. Coast Guard (USCG) will present an annual report covering its West Coast fishery enforcement and fishing vessel safety monitoring efforts for the past year, including enforcement hours, boarding, and detected violations. Joint efforts with other fisheries enforcement agencies, involvement in regional fisheries management programs, and the future outlook of USCG fishery enforcement efforts will also be discussed.

Council Task:

Discussion.

Reference Materials:

1. Agenda Item D.1.b, Supplemental USCG Report.

Agenda Order:

- | | |
|--|-------------------|
| a. Agenda Item Overview | Jim Seger |
| b. U.S. Coast Guard Annual West Coast Fishery Enforcement Report | RADM Keith Taylor |
| c. Reports and Comments of Advisory Bodies and Management Entities | |
| d. Public Comment | |
| e. Council Discussion | |

PFMC
03/15/12



United States Coast Guard Districts Eleven & Thirteen

11th District (D11)

Rear Admiral Joseph Castillo
- District Commander

LCDR Elisa Garrity
- LMR Program Manager

Ms. Peg Murphy
- Fishing Vessel Safety Coordinator

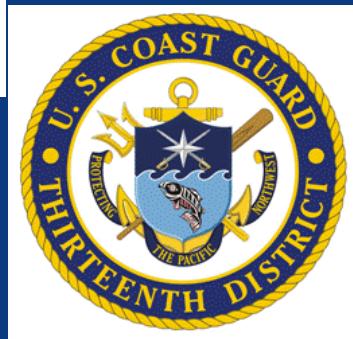


13th District (D13)

Rear Admiral Keith Taylor
- District Commander

LCDR Brian Chambers
- LMR Program Manager

Mr. Dan Hardin
- Fishing Vessel Safety Coordinator



Pacific Fishery Management Council

April 2012



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U.S. COAST GUARD



2011 Fisheries Enforcement Report



- CG Involvement in Fisheries Management
- D13/D11 Resources Updates
 - Competing Responsibilities
- 2011 Fisheries Enforcement Activity Summary
 - Partnership Efforts
- Fishing Vessel Safety
 - 2010 USCG Authorization Act Update



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U.S. COAST GUARD



OCEAN GUARDIAN

Strategic Plan

OCEAN GUARDIAN Framework

- 1) Sound Regulations
- 2) Effective Presence
- 3) Application of Technology
- 4) Productive Partnerships

Coast Guard Objectives

- 1) Prevent Encroachment of the U.S. EEZ
- 2) Ensure Compliance with Domestic Fisheries Regulations
- 3) Ensure Compliance with International Agreements



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U.S. COAST GUARD



Living Marine Resources Management Partnerships

Pacific States Marine
Fisheries Commission

Marine Mammal
Stranding Network

National Marine
Sanctuaries

**Pacific Fishery
Management Council**

Puget Sound
Habitat Initiative

North Pacific Fishery
Management Council

International Pacific
Halibut Commission

U.S./Canada Tuna
Treaty Deliberations

Partnering Agency
Orca Whale Recovery
Plan Regulations



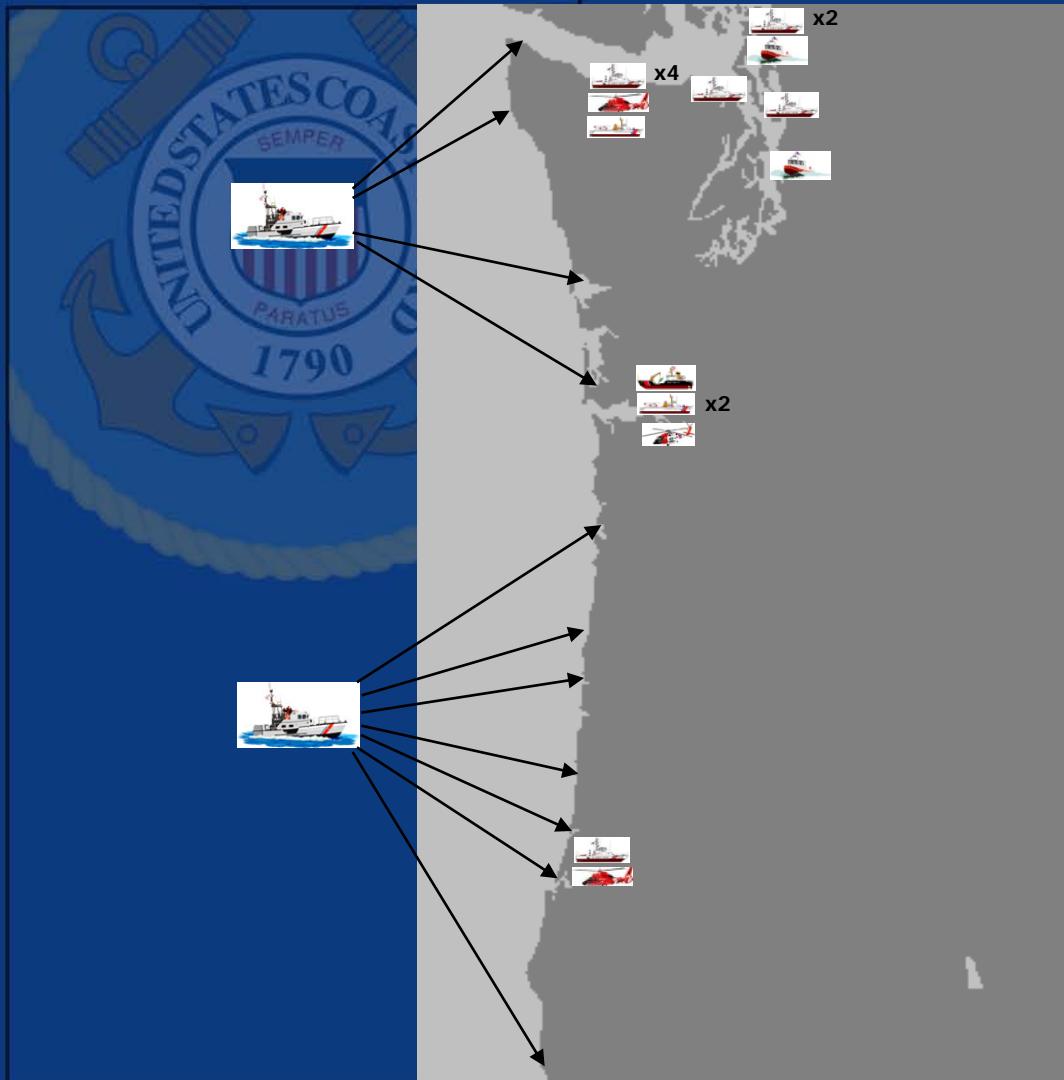
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D13 Fisheries Resources



Medium Endurance Cutter



Buoy Tender



Patrol Boat



HH-60 Jayhawk Air Station



HH-65 Dolphin Air Station



Motor Lifeboat Station



Small Boat Station



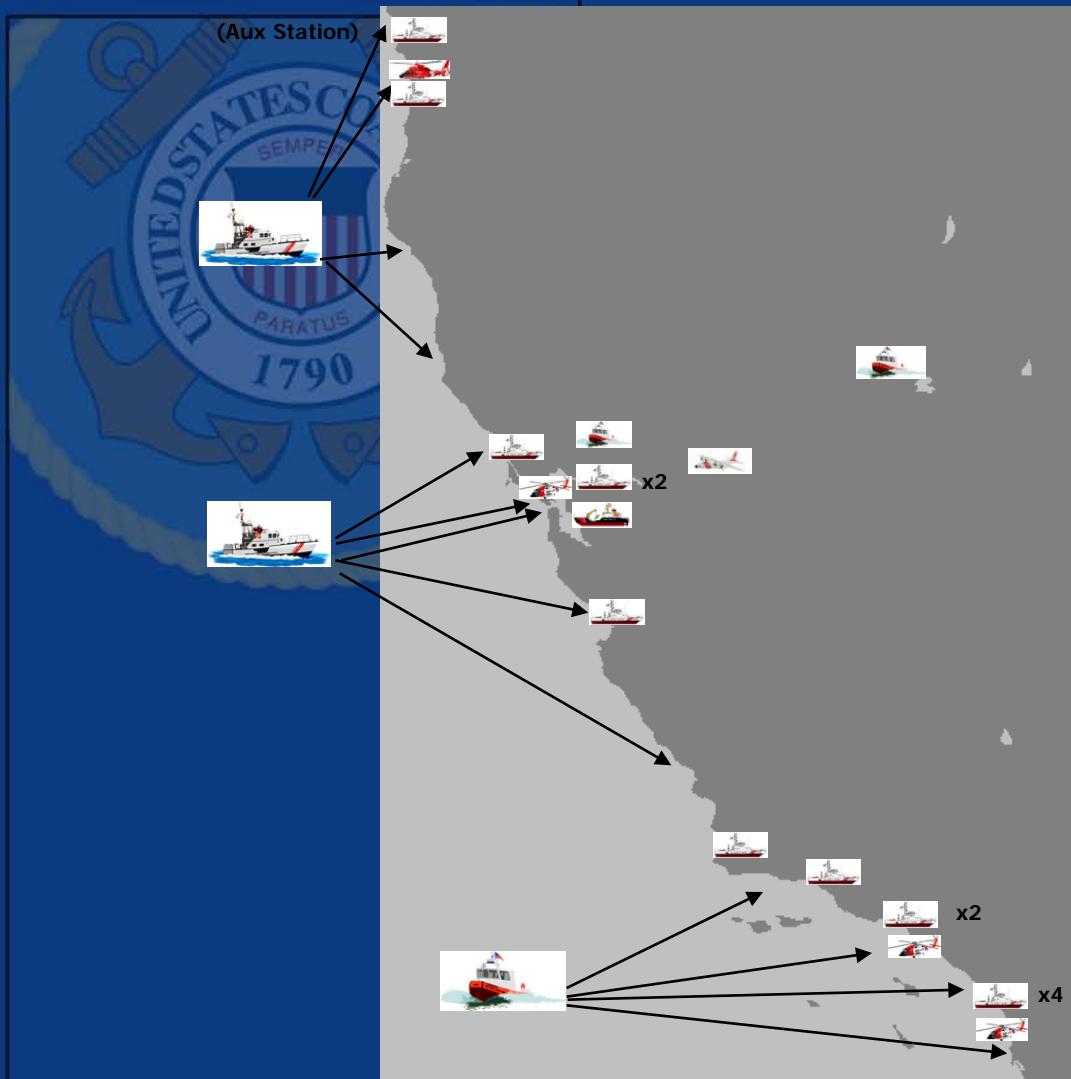
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D11 Resources



Buoy Tender



Patrol Boat



HH-60 Jayhawk Air Station



HH-65 Dolphin Air Station



C-130 Air Station



Motor Lifeboat Station



Small Boat Station



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Coast Guard Missions



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Fisheries Enforcement Training

- Annual training for all units
- Partnering Agencies
- 2011 Statistics:
 - 45 unit visits
 - 786 personnel
 - 1,688 training hours



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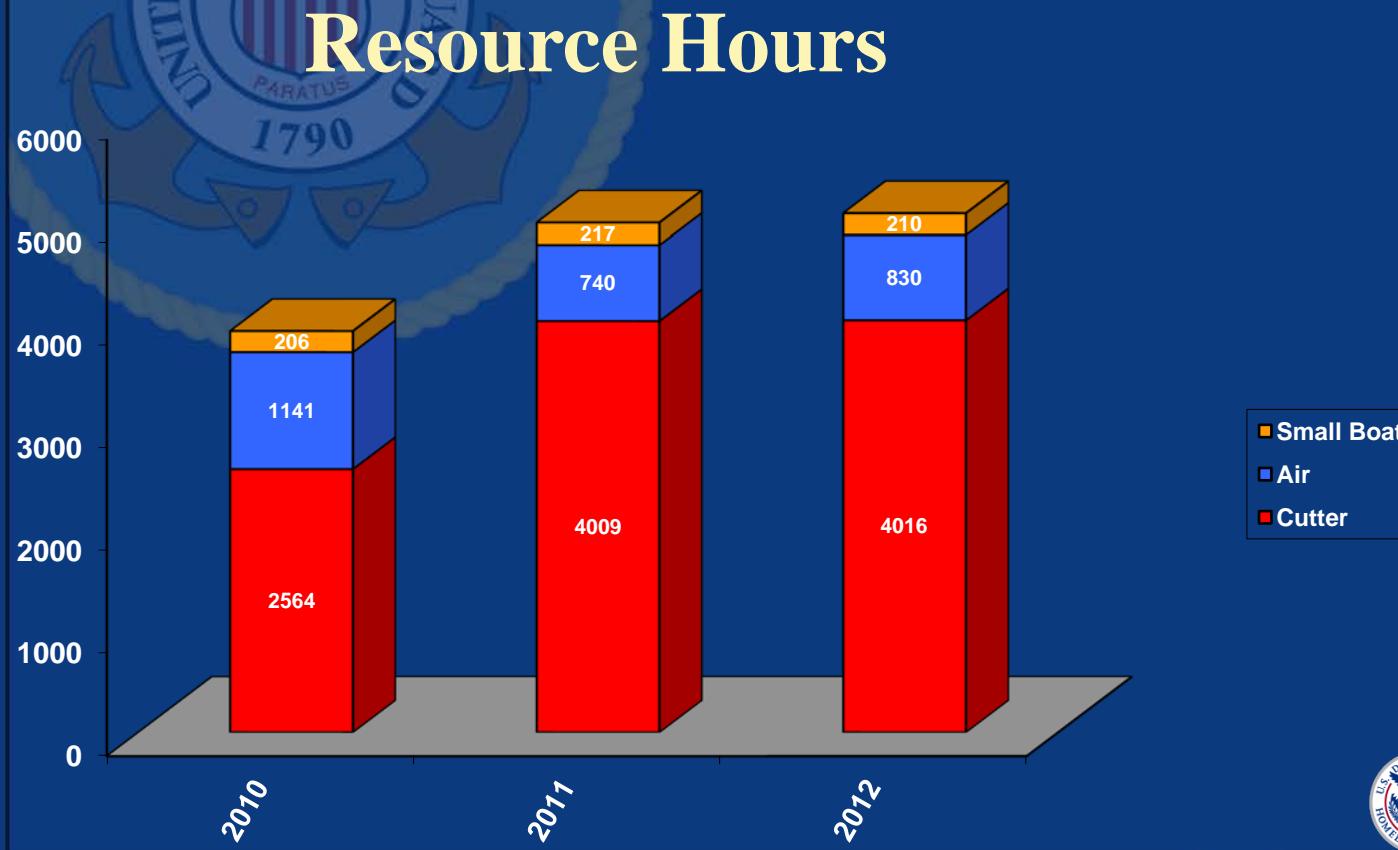


U.S. COAST GUARD



D13 LMR Efforts

Boardings: 569
Violations: 22



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U.S. COAST GUARD



D11 LMR Efforts

Boardings: 328
Violations: 2

Resource Hours



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Joint Enforcement Initiatives



Recent & Current Initiatives

- Operational Planning Meetings
- Co-location at CG units
- Joint Enforcement Operations
- Industry Partnerships



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Marine Protected Species

- › **OCEAN STEWARD Strategic Plan**
- › **Marine Mammal Stranding Network**
- › **Puget Sound Southern Resident Orcas Vessel Regs**
- › **Puget Sound Habitat Initiative**
- › **2011 Operational Highlights**



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IUU Fisheries Enforcement

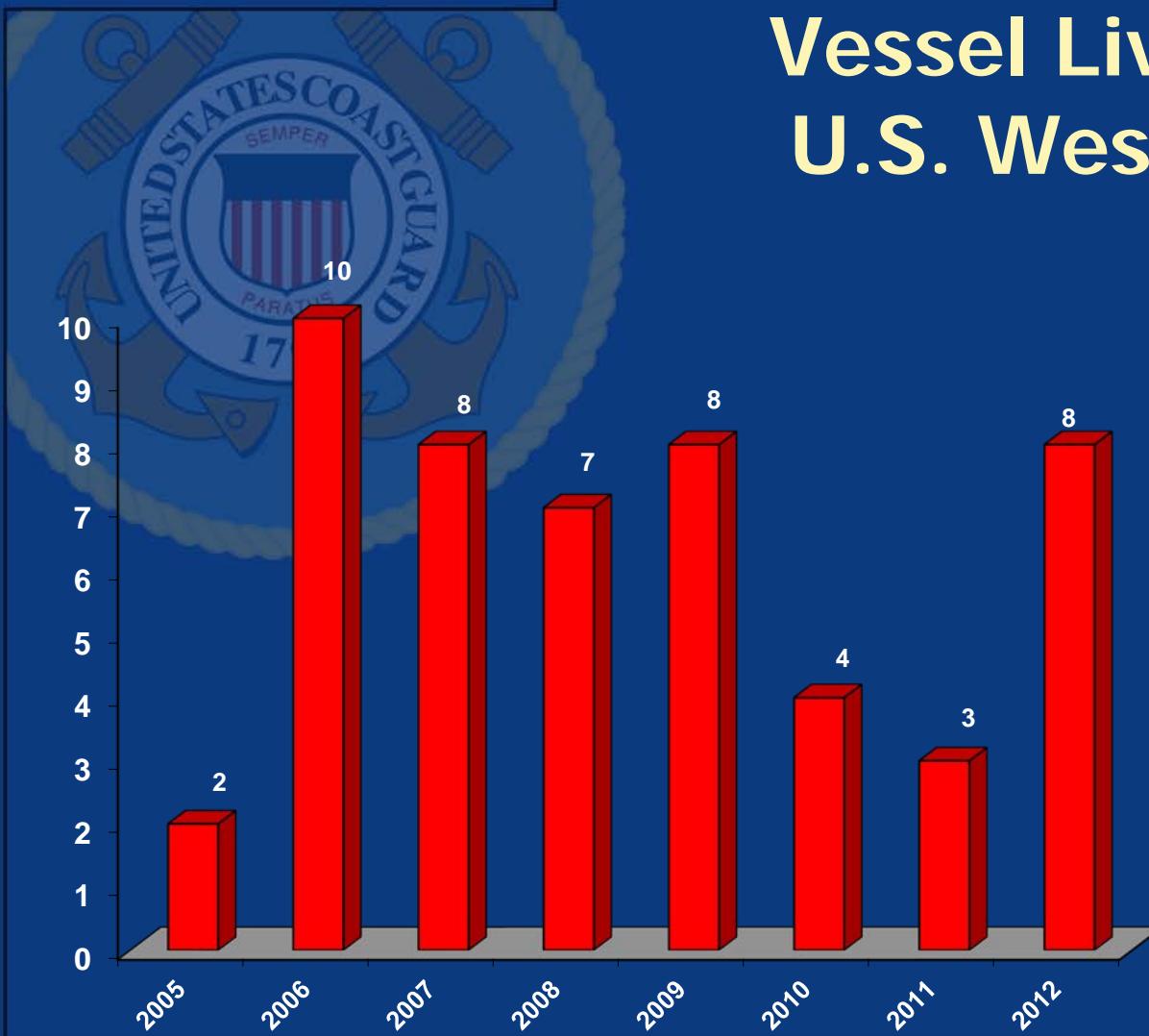
- CG Aircraft and Cutter Patrols
- International Collaboration / RFMOs
- Communication with Industry
- 2011 Operational Highlights



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Commercial Fishing Vessel Lives Lost U.S. West Coast



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Commercial Fishing Vessel Safety Program

› Safety Gear Carriage Requirements

- › Approximately 25% discrepancy rate
- › Approximately 5% voyage termination rate

› Operation Safe Crab

- › 187 vessel inspections during 2011

› Safety Decal Program

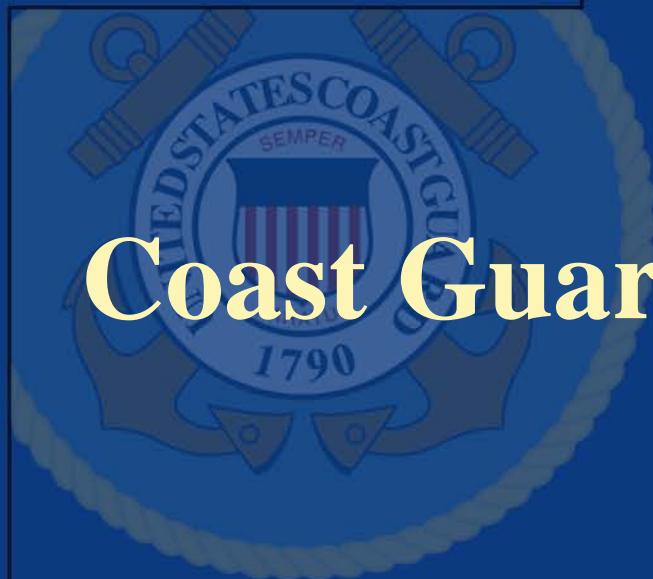
- › Nearly 800 current decals on West Coast
- › Valid for 2 years



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Coast Guard Authorization Act of 2010

Signed into law by the President
on October 15th, 2010.



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**By Oct 15, 2012
(delayed)**

Documented Vessels	State Registered Vessels
Life Preservers	Life Preservers
Survival Craft	Survival Craft
Ring Buoy	Ring Buoy
Distress Signal	Distress Signal
EPIRB	EPIRB
Fire Extinguishers	Fire Extinguishers
Injury Placard	Injury Placard
Nav Lights	Nav Lights
Garbage Placard > 26'	Garbage Placard
Waste Management Plan > 40'	Waste Management Plan
Pollution Placard	Pollution Placard
Marine Radio	
FCC Radio Station License	
First Aid Kit and Manual	
Compass	
Anchor	
Bilge Pumping System	
Bilge High Water Alarm > 36'	
Radar Reflector	
GPS > 79'	
Guards for exposed hazards	
Emergency Instructions	
Charts	
Coast Guard Light List	
Nav Rules > 39.4'	
Tide Tables	

**Regs will no longer
differ between
documented and state
registered vessels.**



U.S. COAST GUARD



**By Oct 15, 2012
(delayed)**

- Vessels operating beyond 3 nm from the territorial base line
 - Required to carry a Certificate of Compliance (COC)
 - Valid for 2 years.
 - Lists safety equipment required on board.
 - Route the vessel is authorized to operate based on equipment.
 - Vessels without a COC will be considered for immediate voyage termination and fine.



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Records / Training



- Equipment and training must be logged.
- Vessel operator training.



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By Oct 15, 2015

- Vessels required to carry a survival craft
 - will no longer be able to carry
 - Buoyant Apparatus
 - Life Floats
- Only a life raft Apparatus)
 - SOLAS A
 - SOLAS B
 - Coastal



or IBA (Inflatable Buoyant



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Construction Standards

- < 50' constructed after 15 Oct 2012
- ≥ 50' constructed after July 1, 2012
 - Class and survey required
- All ≥ 50 after Jan 1, 2020 comply with Alternate Compliance Program equivalent to Class requirements



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Conclusion



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Commander
Thirteenth Coast Guard District

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16706
March 30, 2012

Agenda Item D.1.b
Supplemental USCG Report 2
April 2012

Dear Commercial Fishermen:

Commercial fishing continues to be the most dangerous occupation in America according to the Bureau of Labor Statistics, U.S. Department of Labor. On October 15, 2010, the President signed into law the Coast Guard Authorization Act of 2010 which established numerous new safety requirements for the nation's commercial fishing fleet. These new requirements build on the existing requirements set forth in the Commercial Fishing Industry Vessel Safety Act of 1988 and regulations found in Title 46 Code of Federal Regulations Part 28. When implemented through new or amended regulations, the commercial fishing industry should experience enhanced worker and vessel safety.

A summary of changes to the 1988 law and new requirements are attached to this letter. Some changes are significant and likely to impact your vessel and fishing operations. For example, your vessel will be required to satisfactorily complete a dockside safety examination at least once every 2 years if you operate beyond 3 nautical miles of the baseline of the territorial sea or the coastline of the Great Lakes, regardless of whether your vessel is state-registered or federally-documented. Also, new vessels will have to meet certain construction standards, depending upon the length of the vessel.

Operators and/or individuals in charge of a vessel operating beyond 3 nautical miles of the baseline will be required to keep a "safety logbook" for recording maintenance and testing of equipment, and required instruction and drills. Many operators may also have to complete a training program covering certain competencies.

Please be advised that enforcement of the self-implementing new requirements is anticipated to begin in the near future, particularly those related to new vessel construction. New or amended regulations must be published to implement the other new requirements in the law, such as safety examinations, recording drills and equipment maintenance, and operating training. Public comments will be requested when those rules are published. The best course of action you can take now, to ensure compliance with current safety requirements and to prepare for the coming rules, is to contact your local Commercial Fishing Vessel Safety (CFVS) Examiner at one of the numbers listed below. The CFVS Examiner can evaluate your vessel free of charge, and if a discrepancy is found, there will be no penalty action taken. Your examiner can also help keep you apprised of the coming changes to requirements affecting you and/or your vessel.

The Commercial Fishing Vessel Safety Program is designed to keep you, the commercial fisherman, safe so you and your vessel will return from every fishing trip you make. Please feel free to contact me the number above, should you have any questions.

Sincerely,

A handwritten signature in blue ink, appearing to read "D. E. Hardin".

D. E. Hardin
Commercial Fishing Industry Vessel Safety Coordinator
Thirteenth District
U. S. Coast Guard

New Requirements for Commercial Fishing Industry Vessels

Section 604

Coast Guard Authorization Act of 2010 (Public Law 111-281)

On October 15, 2010, the President signed the law that included provisions (Section 604 of the Act) establishing new safety and equipment requirements for the nation's commercial fishing fleet. The new requirements build on the requirements set forth in the Commercial Fishing Industry Vessel Safety Act of 1988. The new law makes numerous significant changes to Chapters 45 and 51 of Title 46 United States Code. The changes must be implemented through new or amended regulations in Title 46 Code of Federal Regulations Parts 28 and 42. When implemented, these changes should enhance worker and vessel safety in the commercial fishing industry.

Highlights of Changes:

- Establishes parity for all commercial fishing vessels, state-registered or federally-documented, operating beyond 3 nautical miles of the baseline.
- Replaces the Boundary Line with the 3-Nautical Mile Line as the demarcation line for operating area and certain equipment requirements.
- Requires installation of a survival craft that ensures no part of an individual is immersed in water on all commercial fishing vessels operating beyond 3 nautical miles of the baseline.
- Requires individuals in charge of commercial fishing vessels operating beyond 3 nautical miles of the baseline to keep a record of equipment maintenance, and required instruction and drills.
- Requires periodic dockside safety examinations on all commercial fishing vessels operating beyond 3 nautical miles of the baseline.
- Requires training for all individuals in charge of commercial fishing vessels operating beyond 3 nautical miles of the baseline.
- Requires new vessels, built after January 1, 2010, that are less than 50 feet overall in length to be constructed in a manner that provides a level of safety equivalent to the minimum standards established for recreational vessels.
- Requires new vessels, built after July 1, 2012, that are 79 feet or greater in length to be assigned a load line.
- Requires new vessels, built after July 1, 2012, that are at least 50 feet overall in length and will operate beyond 3 nautical miles of the baseline to meet survey and classification requirements. Vessels built to class requirements before July 1, 2012 must remain in class.
- Requires certain vessels that undergo a substantial change to the dimension of or type of the vessel to comply with an "alternate safety compliance program" to be developed for both load line and construction standards requirements.

Coast Guard Authorization Act of 2010
Summary of Section 604 – Fishing Vessel Safety

Parity for All Vessels: Uniform safety standards and equipment requirements are established for all commercial fishing vessels operating beyond 3 nautical miles of the baseline of the territorial sea and the coastline of the Great Lakes. In Title 46 U.S.C. §4502(b)(1), “documented” is deleted, so there will no longer be different standards for federally-documented and state-registered vessels operating on the same waters. Title 46 Code of Federal Regulations (CFR) Part 28, subpart C must be amended to reflect the change in applicability, and other requirements discussed in some of the following paragraphs.

Why the change? The previous law and current regulations distinguish set requirements for vessels based on how they are registered rather than where they operate. The impact of this section of the new law is that it establishes standards that are uniform for ALL vessels operating on the same waters. Currently, state-numbered vessels operating beyond the Boundary Line are NOT required to meet the higher equipment and safety standards for documented vessels operating in the same area. This inequity creates an ‘uneven’ playing field and complex regulations that are difficult for the fleet to understand and the USCG to enforce. When the regulations are amended, all vessels operating beyond 3 miles will have to meet the same standards.

Replacement of Boundary Line with 3 Nautical Miles: Title 46 U.S.C. §4502(b)(1)(A) is amended by deleting the words “Boundary Line” and replacing them with “3 nautical miles from the baseline from which the territorial sea of the United States is measured or 3 nautical miles from the coastline of the Great Lakes.” This change establishes a new demarcation line for operating area and equipment carriage standards. 46 CFR Part 28 must be amended to reflect this change.

Why the change? The “Boundary Line,” used as the demarcation line for operating area and equipment standards, was often confusing and its distance from shore was not uniform around the U.S. coastline, and it is not shown on most charts. The 3 NM line, also known as the Territorial or High Seas line, is measured consistently around the country, is shown on most charts, and is familiar to commercial fishermen. It is also the distance from the shore or coastline beyond which EPIRB carriage is required.

Survival Craft: Title 46 U.S.C. §4502(b)(2)(B) is amended by deleting the words “lifeboats or liferafts” and replacing them with “a survival craft that ensures that no part of an individual is immersed in water.” This will require all commercial fishing industry vessels operating beyond 3 NM to carry survival craft that more accurately reflects the performance standard for primary lifesaving equipment. 46 CFR Part 28 must be amended to reflect this change.

Why the change? Life floats and buoyant apparatus do not keep an individual out of the water when used in an emergency. This can be critical to survival, particularly in cold water areas. The change to the type of survival craft allowed on vessels means that life floats and buoyant apparatus will no longer be accepted as survival craft on commercial fishing vessels operating beyond 3 NM. Further, these devices will no longer be approved equipment after January 1, 2015 as prescribed by the law. This means that a life float or buoyant apparatus approved by the Coast Guard before January 1, 2010 that has been installed on a vessel and remains in serviceable condition, will likely be allowed to still be used on the vessel until January 2015.

Records: Title 46 U.S.C. §4502(f) is amended to add a requirement that the individual in charge of a vessel operating beyond 3 NM keep a record of equipment maintenance, and required instruction and drills. 46 CFR Part 28 must be amended to reflect this new requirement.

Why the change? This new provision will ensure there is documentation that safety equipment is being maintained and tested as required by regulation or manufacturers' recommendations, and that the required emergency instruction and drills are being conducted with crew participation by a qualified individual. It will be incumbent upon the master or individual in charge of a commercial fishing vessel to maintain these records onboard the vessel.

Examinations and Certificates of Compliance: Title 46 U.S.C. §4502(f) is amended to add a requirement that vessels operating beyond 3 NM must be examined dockside at least once every two years and be issued a Certificate of Compliance (COC). Section 608 of the Act also adds a new §2117 to Title 46 U.S.C. that authorizes the USCG to remove a certificate from a vessel that does not comply with its provisions and terminate the vessel's voyage. 46 CFR Part 28 must be amended to reflect these new requirements and authorities.

Why the change? Currently, dockside safety examinations are voluntary except where an examination and holding a valid safety decal is required on vessels subject to carriage of a NOAA Fisheries Observer. Only about 10% of the nation's commercial fishing fleet are examined at the dock annually, and most are renewal exams. Studies have shown that fatalities and vessel losses occur more frequently on or with those vessels that have not been examined or its decal is expired. The Coast Guard does not have authority to inspect fishing vessels, so this new requirement for safety examinations will guarantee the Coast Guard the opportunity to check a good portion of the fleet for compliance with all the safety and survival equipment requirements at the dock. At-sea boardings for fisheries enforcement and safety equipment checks are conducted on even fewer than 10% of the fleet. The COC, when issued after successfully completing an exam, is expected to document what the vessel is required to carry for its operating area. Vessels operating beyond 3 NM will be required to have a valid COC when boarded and be in compliance with its provisions. If a vessel is operating without a COC or not in compliance with all its required equipment and conditions, the Boarding Officer will have authority to remove the COC, consider the vessel to be operating in an unsafe condition, and require the vessel to return to a mooring until the conditions are corrected and a COC is issued.

Training for Fishing Vessel Operators: A new subsection is added as Title 46 U.S.C. §4502(g) that requires the individual in charge of a vessel operating beyond 3 NM to pass a training program and hold a certificate of such. The program must address certain topical areas and be based on professional knowledge, skills, and competencies. The program also must recognize and give credit for recent past experience in fishing vessel operation. The training certificate will be valid for 5 years after which refresher training will be required to keep the certificate current. 46 CFR Part 28 must be amended to reflect these new requirements.

Why the change? Most fishing vessel operators are unlicensed, and a licensed operator is only required on vessels over 200 gross tons. This new training requirement for operators will help ensure their competency to command the vessel. Individuals in charge of a fishing vessel will have to pass a training program or demonstrate knowledge and competency in seamanship, navigation and publications, collision prevention, stability, fire fighting and prevention, damage control, personal survival, emergency medical care, emergency drills, weather, and emergency communication.

Construction Standards for Newly-Built Smaller Vessels: A new subsection is added as Title 46 U.S.C. §4502(g) that requires vessels less than 50 feet overall in length, built after January 1, 2010, to be constructed in a manner that provides a level of safety equivalent to the minimum safety standards established for recreational vessels. 46 CFR Part 28 must be amended to reflect this change, but the new requirement is already effective by law. The standards/requirements for recreational vessels can be found in 33 CFR Parts 181 and 183.

Why the change? With respect to smaller fishing vessels in particular, there is little guidance and there are few requirements on how the vessel must be constructed to ensure the safety of the vessel and crew. Applying at least minimum construction standards should improve the integrity of the vessel. And maintaining the vessel to original construction condition is important to the integrity of the vessel. Casualty data shows that 67% of vessels lost to flooding result from hull or equipment failure. Construction and maintenance standards have been needed.

Note: “Overall in length”, means the horizontal distance of the hull between the foremost part of the stem and the aftermost part of the stern excluding fittings and attachments. This is different from the “registered length”.

Load Lines: Title 46 U.S.C. §5102(b) is amended to require that fishing vessels 79 feet or greater in length and that are built after July 1, 2012 have a load line assigned.

The Act also adds a new subsection (c) to 46 U.S.C. §5103 that requires a fishing vessel built on or before July 1, 2012, that undergoes a substantial change to the dimension of or type of vessel completed after July 1, 2012, or a later date set by the Coast Guard, to comply with an alternate load line compliance program developed in cooperation with the industry.

46 CFR Part 28 and Part 42 must be amended to reflect these new requirements.

Why the change? Currently, fishing vessels have been exempt from load line requirements, except for certain fish processing and fish tender vessels. A load line indicates the minimum safe freeboard to which a vessel may be loaded. Conditions evaluated when calculating and assigning a load line include watertight integrity of the vessel, subdivision, and loading capacity. Casualty data has shown that fishing vessels that are overloaded are more vulnerable to loss of stability that can lead to flooding and capsizing, particularly in severe weather or sea conditions. Having and complying with an assigned load line will help ensure safe loading and seaworthiness of vessels.

Fishing vessels are often modified such that their dimensions are changed or they are converted to a different type fishing vessel. When this action is taken, the loading conditions and seaworthiness of the vessel can be affected. Re-evaluation of the watertight integrity and safe loading capacity of the vessel may not always be performed. An alternate load line compliance program is to be developed by the Coast Guard in cooperation with the commercial fishing industry. This program should ensure these substantially changed vessels meet an equivalent standard of safety for the vessel that would have been met if there had been a load line assigned to the vessel.

Classing of Vessels: Title 46 U.S.C. §4503 is amended to add a requirement that fishing vessels at least 50 feet overall in length, built after July 1, 2012, and that operate beyond 3 NM must be designed, constructed, and maintained to the standards of a recognized classification society. The Act also requires that vessels classed before July 1, 2012 shall remain subject to the requirements of a classification society and have on board a certificate from that society. 46 CFR Part 28 must be amended to reflect this change, but the new requirement will become effective by law and new vessels, built after July 1, 2012 will have to meet class standards.

Alternative Safety Compliance Program: Further, the Act adds a new subsection (d) to 46 U.S.C. §4503 that requires the Coast Guard to prescribe and develop, in cooperation with the commercial fishing industry, an alternate safety compliance program for vessels that operate beyond 3 NM, if the vessel: is at least 50 feet overall in length, is built before July 1, 2012, and is 25 years of age or older (in 2020); or is built on or before July 1, 2012, and undergoes a substantial change to the dimension of or type of vessel completed after July 1, 2012, or a later date set by the Coast Guard. The alternate safety compliance programs may be developed for specific regions and fisheries. (In general, the programs must be prescribed by 2017 and implementation begun by 2020.) 46 CFR Part 28 must be amended to reflect these new requirements.

Why the changes? Casualty data shows that 67% of vessels lost to flooding result from hull or equipment failure; poor maintenance is often a factor. But, the Coast Guard does not have authority for requiring inspection of fishing vessels. And, except for fish processing vessels built after 1990, there has been no requirement for fishing vessels to meet construction standards such as survey and classification requirements. Thus, there is little authority or ability to enforce construction standards and material condition on commercial fishing vessels. Standards to ensure a well-built and maintained vessel and application of equivalent safety standards on older and modified vessels have been needed to improve safety of the vessel and for the crew. Maintaining the vessel in good condition is important to the integrity of the vessel. Construction and maintenance standards have been needed for some time and had never been fully addressed in the law or regulations previously.

Clarification of Existing Equipment Requirements: Section 604 of the 2010 CG Auth Act also clarifies certain existing equipment standards by amending parts of Title 46 U.S.C. §4502(a) and §4502(b) as noted below. 46 CFR Part 28 must be amended to reflect these new requirements.

- Applicable to all vessels, adds a subsection that grants authority for the Coast Guard to require “other equipment required to minimize the risk of injury to the crew during vessel operations if the Secretary determines that a risk or serious injury exists that can be eliminated or mitigated by that equipment.”
- For vessels operating beyond 3 NM of the baseline, amends the subsection addressing communication equipment to specify that “marine radios” are required which clarifies that cellular telephones will not be accepted as primary or secondary emergency communication equipment.
- For vessels operating beyond 3 NM, amends a subsection by striking the requirement for “radar reflectors” and “anchors.” There are no standards for radar reflectors, and they may not be necessary on most vessels. Another amended subsection requires “ground tackle sufficient for the vessel” which includes appropriate anchoring capability for the vessel.
- For vessels operating beyond 3 NM, amends a subsection that adds “nautical charts and publications” as required items in addition to navigation equipment, including compasses.
- For vessels operating beyond 3 NM, amends a subsection by replacing the requirement for “medicine chests” with “medical supplies sufficient for the size and area of operation of the vessel.” This will permit the development of standards for first-aid kits and other emergency medical equipment for vessels operating in different areas.

Why the changes? The impact of these changes will be to more accurately reflect equipment that is better suited for and needed in today’s commercial fishing operations for vessels in certain operating areas.



Why should I wear a PFD when I'm crab fishing?

Above: Flotation Coat, Mustang Survival

Crab fishing on the West Coast is more deadly than crab fishing in the Bering Sea.

Small vessels, rough seas, and treacherous bar crossings can result in sudden capsizings or man-overboard events with little or no response time to put on a PFD.

Wearing a PFD provides you with a much greater chance of survival in the event of an accident!

But many crab fishermen say, "PFDs are uncomfortable and difficult to work in..."

For example, in a recent survey in Newport, Oregon, crab fishermen reported that the impact on comfort and the ability to work were the primary reasons PFDs were not routinely worn.

There **are** PFDs available that are comfortable and easy to work in.

Manufacturers are currently designing lower profile PFD styles that are more comfortable and less restrictive. There are three basic types available:

- **Inherently buoyant, vest style PFDs.** The common vest type III PFD has been redesigned to eliminate flotation around the upper chest and shoulders, making it easier to work in.
- **Inflatable, vest style PFDs.** These PFDs have an even lower profile and can be manually activated and most are activated when they hit the water.
- **Gear integrated PFDs.** Some PFDs integrate flotation into work gear, such as bibs with foam flotation in the chest, inflatable suspenders, and jackets with foam.



Which is the best PFD for me?

Trials conducted in Alaska and Oregon fisheries found that fishermen had various opinions about PFDs. Personal preference was an important factor. The chart below indicates the types of PFDs tested, their advantages, disadvantages, manufacturers, and costs.

“The best PFD is the one you wear!”

“The best PFD is the one you wear!”			
INHERENTLY BUOYANT VEST	INFLATABLE VEST	GEAR INTEGRATED PFDs	GEAR INTEGRATED PFDs (INFLATABLE)
Advantages Inherently buoyant Inexpensive	Lowest profile Most comfortable	Worn when gear is worn Inherently buoyant	Worn when gear is worn Relatively low profile
Disadvantages Bulkiest of all types	Not inherently buoyant Manual pull tabs can snag on gear	May be uncomfortable for some individuals	Not inherently buoyant
What Fishermen Say “Was the most comfortable PFD I have ever worn.”	“Very nice product. I will use it as often as I can.”	“I like it. The idea is a good one.”	“This is a good PFD. Easy and quick to don.”
Some Manufacturers Mustang, Stearns	Guy Cotten, Mustang, Stearns, Stormy Seas	Guy Cotten, Mustang, Regatta, Stearns	Guy Cotten, Stormy Seas
Cost \$50–\$100	\$120–\$300	\$150–\$300	\$100–\$300

What are the advantages of the inherently buoyant PFD?

An inherently buoyant PFD always floats! And, it doesn't require regular inspection and maintenance.

When should I wear a PFD?

Ideally, PFDs should be worn anytime at sea. But PFDs should always be worn when you are: crossing river bars, fishing near shore or in rough seas, alone on deck, and in poor visibility conditions, such as nighttime and heavy fog. Develop a policy for wearing PFDs on your vessel!

Where can I get one of these PFDs?

Check your local marine supply store. If you cannot find the PFD you are looking for, contact one of the manufacturers above to find a local vendor or an online source.

For more information on the Crab Fishing Safety Study and PFDs, contact Gerry Croteau at the University of Washington, 206-616-1907.