

Maine Commercial
Fishing Safety Council

Janine Drouin, Chair

Parker Poole, Vice Chair

Ann Backus, Secretary

Members:

Kris Boehmer

John Drouin

Curtis Haycock

Marc McCole

John McMillan

Mark Murry, DMR staff

Jeff Nichols, DMR staff

Commercial Fishing Safety Council

Minutes of the Quarterly Meeting, March 15, 2023

Held virtually.

Present: Ann Backus, Kris Boehmer, Janine Drouin, John Drouin, Curtis Haycock, John McMillan, Parker Poole.

DMR staff: Mark Murry, Jeff Nichols

Guests: Genevieve MacDonald, Larry Wise, Pat Shepard

Absent: Marc McCole

I. Welcome – Janine Drouin, CFSC Chairman

Janine welcomed the CFSC members and guests: Genevieve MacDonald, Larry Wise, Erin Wilkinson, and Pat Shepard.

II. Presentation of Minutes of January 19, 2023 and March 3, 2023

As the minutes of the virtual meeting of January 16, 2023 were approved at a special in-person meeting on March 3 after the CFSC voted to accept the DMR Remote Meeting Protocol, they did not need to be voted on at the quarterly March 15 meeting. The minutes of the March 3, 2023 meeting were approved on March 15, 2023.

III. Announcement of newly-elected officers – Janine Drouin

Janine announced that the following officers had been chosen for one year term: Janine Drouin to continue as Chair, Parker Poole to replace Curtis Haycock as Vice President, and Ann Backus will continue to serve as Secretary.

IV. Update on Wind Turbines – Genevieve MacDonald and Larry Wise

Genevieve spoke briefly and introduced Larry Wise from Baird, a marine engineering firm. Mr. Wise introduced his talk by saying he would speak generically and not on behalf of any agency. His presentation is divided below into sections:

A. Definitions

BOEM: Bureau of Ocean Energy Management (the Lead Agency (LA) for all Offshore Renewable Energy Installations (OREIs) seaward of the 3nm and out to but not beyond the 12nm line.

NRSA: Navigation Safety Risk Assessment

USCG: United State Coast Guard - is a cooperating agency

COP: Construction and Operations Plan

USCG/NVIC 01-19: Standards for the NSRA

NVIC: Navigation and Vessel Inspection Circulars

AIS: Automatic Identification System (provides course, speed and position of vessels)

B. NRSA: Navigation Safety Risk Assessment

The NRSA is required by NVIC 01-19 to use recent AIS data, describe the data used in the risk assessment, explain any assumptions, identify all sources of data and provide anticipated routing changes to navigational traffic.

Operations and maintenance phase is most of the Risk Assessment: to determine wind turbine position and safe courses, to determine changes in use of waterway and emergency response, to consider rerouting and consequences, to involve stakeholders.

Navigation inputs to Risk Assessment: conflicts, marine hazards, set-backs and traffic separate schemes, fishing and commercial navigation.

Traffic and Project Description in Risk Assessment: develop 1 year picture; use AIS data, consider non-transit uses such as parades and regattas, consult stakeholders re environmental issues, describe structures.

Vessels, Ports and Waterways in Risk Assessment: Vessels, ports and metocean(?) data, descriptions of waterways and leases (ICE), consider aids to navigation, consider wrecks and navigational hazards.

Emergency response in Risk Assessment: consider historic incidents and response assets; consider available marine environmental response, consider lane widths between fishing and recreational traffic that traverse the turbine field.

C. Other Navigational Impacts

RADAR, Other communications (VHF, AIS), electromagnetic interference (reflection, compass interference, interference with electronic instruments), noise and visual emergency response.

D. Mitigation for Navigational Impacts

USCG sets marking and lights which are highly visible and consistent across the turbine field. Sound signals to be present. Navigational lights may be different depending on where the turbine is in the field matrix. Remote sensing system. Testing protocols. Response plans.

E. Floating Turbine Field

Floating turbine has a larger footprint. How will structures be marked? How will they be anchored and how will the anchors be marked? How will the dynamic export cable be marked? There are more structures in the water in a floating turbine field than in a fixed turbine field.

There are demo projects: 1 in ME, 2 in CA and 4 WTGs.

Arrays: 100? US standards need to align with international standards.

F. Stakeholder Meetings

BOEM with DMR will hold a Maine Stakeholder Meeting

G. Questions

Q: How deep is the cable buried? A: That will be determined by the Risk Assessment

Q: What should we as a Council be thinking about? A: **Read the NRSA Report and be familiar with the NVIC 01-19.**

NOTE: NVIC 01-19 is attached with these minutes.

Q: What is the status of the siting of WTGs (wind turbine generators)? A: For the Maine Research Array, the exact location has not been chosen. It will be offshore in federal waters.

Q: What about the issues of security around the projects? A: The USCG does not want to manage safety zones.

V. Discussion of Potential Council Initiatives for 2023

A. Fishermen's Forum 2024 – Damage Control Kits, First Aid Kits, NARCAN

- **Damage Control Kits:** Pat Shepard: of REDDE Marine Safety Systems (<https://www.reddemarine.com/>) has damage control kits; reach out to Pat about these kits.
 - John McMillan reported that he used to give damage control kits with his Drill Conductor course. We could raffle a DCK at trainings.
 - Parker asked if insurance companies would give a discount if a vessel had a damage control kit.
 - **First Aid Kits:** John McMillian – Red Cross has a “starter kit.”
 - Pat Shepard of REDDE Marine Safety Systems has a First Aid Kit produced by Lightning X. Lightning X also sells quick clot gauze, a tourniquet and quick clot spray.
 - Ann mentioned that the nurses doing health screenings at the 2023 Forum were raffling a first aid kit modelled after one she designed with a first aid trainer some years ago.
 - Kris: In response to Parker’s question - tell marine surveyors that we want to have fishermen have substantial first aid kits and damage control kits.
 - Janine reminded us that we don’t want to and can’t make these items mandatory through licensing.
 - John Drouin mentioned that perhaps using the incident and photo of the severed thumb, might be a way to encourage fishermen to carry a robust first aid kit.
 - Pat Shepard mentioned that he would like to see every vessel have an AED (Automated External Defibrillator, \$800). At least the fastest boat in the harbor should have one.
 - **NARCAN:** Could include NARCAN in each First Aid Kit. This would give captains a chance to save a life. Administration of NARCAN is covered by the Good Samaritan Law and is now available over the counter without a prescription. Also there are no health consequences to the victim of administering NARCAN should the situation not be about drug use.
- NOTE: we discussed NARCAN storage:** Narcan must be stored below 77°F (20°C). Brief temperature excursions to 104°F (40°C) are ok. NARCAN must not be frozen or subjected to excessive heat above 104°F (40°C) and must be protected from light.
- Michael Ames mentioned that it was good that we are having this conversation because according to USCG data, there is a rise in drug-related problems.

VI. Other business

The National Commercial Fishing Safety Advisory Committee meeting is in May; Kris, a new member of that committee will attend. There is no agenda yet, but the meeting may focus on the issues of classing vessels and stability.

The CFSC members agreed that we should include Brian Smith of USCG South Portland in the TEAMS meeting invitations.

As a reminder the harvester/diver position is still vacant.

VII. Next meetings: One hour meetings Wednesday April 19 and May 17 from 7-8. Quarterly meeting June 14 from 6-8. All will be virtual.

VIII. Adjourned shortly after 5:00 pm.

Respectfully submitted,

Ann Backus, MS

Secretary

June 6, 2023