



# Schedule for NOAA Small Boat Safety Board Workshop November 18-20, 2008 Seattle, WA



Minutes of Small Boat Safety Board (SBSB) Meeting

Date: Tuesday, November 18-20, 2008

Time: 8:30AM – 5:00PM (PT)

Location: NOAA Dive Center Training Room, Seattle, WA

Board members present:

- LCDR Mark Miller, Small Boat Program Manager
- LT Chad M. Cary, Small Boat Program XO
- Dana Wilkes, NOS
- Dennis Thaute, OLE
- Chad Yoshinaga, NMFS (PI Region)
- Dennis Donahue, OAR

Board members absent:

- Wayne Hoggard, NMFS
- Jack Burkes
- John Humphrey, OMAO
- Craig Gillis SECO

Headquarters Officials:

- CAPT Michael Gallagher, NMFS Headquarters

Contractors and present:

- Rich Softye, BMT Designers and Planners, Inc.

Agenda Items discussed:

Tuesday:

0830: Monthly Small Boat Safety Board Meeting

1. Review last meeting minutes
2. Wayne Nowocien, Roger Mays and anyone else? as SBEX Inspectors.
  - Pick best potential NOAA inspectors, put them through week long NOAA/ABYC course and let that training serve as NAMS/SAMS equivalent. Call it the "Advance/SBEX" course. Template inspection, tool kit...
  - Designate at least one inspector per region



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- New inspectors should have to conduct X number of inspections outside their immediate small boat center
  - Develop more advanced NOAA/ABYC inspection class for inspectors
  - This action might also lead to NOAA Inspection and Troubleshooting required for all class A, I, II inspectors
  - Candidates nominated by LOSBO's and approved by SBSB members.
  - Proposed qualifications: 10 years experience, ABYC & other pertinent training
3. Discuss the 41' UTB USCG 30nm limit
- USCG and NOAA have different mission requirements
  - Hull deflection should not play a role in this limit
  - Current limits aboard NOAA vessels are set by required equipment onboard
4. OLE-ONMS question
- Florida Fish & Wildlife operators should take NOAA Component Course
  - If non-NOAA users meet NAO requirements continue Reciprocity Agreement
  - A NOAA small boat is only a NOAA small boat if it has been recognized by the NOAA small boat program. Address the manual to reflect this. Confirm this through OGC
  - How many boats exist with NOAA emblem that are not "NOAA Small Boats"
5. Thoughts on utilizing 100+ inactive boats.
- XO, SBP will compile list of boats inactive greater than three years
  - Issues/time consuming processes surrounding costs of survey, disposal through GSA, evaluating, and costs of storing vs. new purchase cause boats to sit "inactive" for long periods of time
  - Post old "up for grabs" boats on website
6. Training updates (LT Cary)
- Put together Advanced ABYC class for SBEX inspectors
  - Regional Training Centers – Ford Island example
7. Regional NOAA Small Boat Centers
- A NOAA regional Small Boat Center is being established on Ford Island. This facility is capable of holding training, has space for conducting maintenance and storage and is supported by several NOAA line offices in the region.



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- SBSB recommends drafting document following Ford Island example, written collectively by the board that is based on regional requirements and capabilities. Direct the letter at AA's of each line office.
  - Regional Small Boat centers could help with standardization efforts, batch acquisitions, efficiency of personnel and equipment.
  - Chad Y. will supply Ford Island document as template
  - Study other examples of regional boat centers – DOI, NCTC in Lake Havasu
  - Potential Locations: Honolulu, HI, Seattle, WA, Pascagoula, MS, Woods Hole, MA, ????
8. Budget Questions
- FY09 budget is not final
  - Unfortunately, still not part of PPBES process
  - Use regional small boat centers to campaign for more funds.
9. Incident reporting (LT Cary)
- Big incidents are captured, small incidents are not
  - Emphasis on corrective action at the local (VOC) level. SBSB's role would be to evaluate national trends
  - Work with SECO to expand OPS13 incident reporting website
  - Equipment related reports go to SBP website only
  - Make buttons on SBP website to direct users to where they report
  - Make it possible to report corrective actions on SBP website
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10. AED update
- 15 out in the field, still receiving requests
  - Question about routine maintenance/costs associated with batteries, pads, etc.
  - Look into acquiring blankets to allow for shocking victims on a dry surface rather than wet deck of small boat.
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11. NOAA SBS&P Manual V.2 - Identify topics that need revision
- If line office have multiple LOSBO's, LOSBO that serves on SBSB is highest ranking
  - Addressed Charter boat rentals (rental boat): Have NWS AA assign VOC to small boat operators to ensure compliance is being met, require NOAA component training, develop a PQS and checklist, require personal safety bag (radios, gps, etc)
  - NOAA Component refresher – refresher only required when changes to NAO or Manual occur



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- Updated definitions of CAT I, II, III's

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## 12. Inspector, Small Boat Program

- Process is held up at OMAO HQ (update- New hire moved up priority list)
- Probably will hire at GS-11 equivalent
- SBSB would like to write questions that go into the hiring cert, agree on what training is required – an example of a good candidate would be an USCG Marine Inspector

## 13. Current Inspection Program (class III, SRV's)

- SBSB not satisfied with current system
- Small boats held to multiple arbitrary standards – need to decide which standards require compliance.
- Current contract inspectors qualifications in question
- Unaware of any inspections that have been conducted underway (update-some have been conducted underway)
- Some private surveyors do subpar inspections and expensive

## 14. Inspection Program Recommendations

- Define inspection standards (MARAD, sailboat, ABYC, T-boats, or CFR only)
- Inspections held to NAO & Manual requirements only. Anything not defined in NAO or Manual is written up as observations.
- **Establish a Task Force comprised of industry experts to establish the inspection regulations and standards of NOAA Class III and SRV's.**
- Investigate funding for a Task Force before March 1, 2009. SBSB supports taxing the line offices for this service.
- Address maintenance programs and develop requirement
- **January 1, 2010 – all Class A, I and II ASBE inspectors are required to take NOAA/ABYC inspection course.** Unanimous board vote



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## 15. Newly Acquired Vessel Inspections

- Pre-acceptance inspection to verify value and construction. Inspection could be done by yard COTR.
- Pre-mission (transits, shake downs) Inspection where VOC verifies essential equipment is operational (safety equipment, navigation equipment, dewatering, fire suppression, risk assessment, could follow class II ASBE inspection). Vessel should have operations manual aboard, even if in initial stages.
- Mission/Operational Readiness Inspection done by qualified NOAA Inspector.
- Vessels brought online toward end of calendar year are difficult complete inspection until March
- Ensure boats are built to verifiable standards (ie: ABYC)

## 16. VOC duties outlined in Performance Plan

- If not too late, include VOC's duties in FY09 performance plans. Mandate language in performance plan to hold VOC's accountable for responsibility. Definitely put into FY10 plan.
- Requirements the same whether VOC responsible for 20 boats or 1.
- Dennis D. has descriptions of duties that can be used as a template

## 17. Publish hierarchy on website of LOSBO's and VOC's with their respective contact info.

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## 18. Presentation by LCDR Bill Mowitt on SRV study

- Description of reason for study
- SRV program changes expedition mentality b/c of vessel speed and ease in which it can return to port
- LCDR Mowitt requests SBSB members to report what capacities are missing, which projects would be better served by an SRV and associated costs
- SBSB recommends keeping NOAA perspective, not simply OMAO
- Recommend looking into university programs – several success stories (R/V Tioga, R/V Elakha)
- The design and need should be driven by mission, not the type of boat available



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- Take mission requirements from Manta or other vessels as model
  - Convince OMAO to give NMFS or NOS ~\$5M to build a regional SRV

\*\*\*\*\* Conclusion of SBSB Workshop \*\*\*\*\*