

SERVS 2005 Fishing Vessel Training Program

March 28 through May 5, 2005

Fishing Vessel Training Report
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Overview:

SERVS conducted its spring 2005 fishing vessel training in Kodiak, Homer, Seward, Valdez, Cordova, Chenega, and Whittier from March 28 - May 5, 2005. I attended two out-of-region trainings (Kodiak & Homer) and two in-region trainings (Valdez & Cordova). Tony Parkin attended the Chenega fishing vessel training.

The fishing vessel training included five hours of classroom training, 10 hours of hands-on equipment familiarization, and 10 hours of on-water exercises. This format for training is very good and allows participants to get involved. The training was well attended with 1,046 fishermen from 306 fishing vessels completing the course. This attendance was helped as SERVS increased the pay for crewmembers and alternate captains by \$100.

The following table provides a summary of the SERVS spring 2005 fishing vessel training by community and Tier I and Tier II fishing vessels.

Fishing Vessel Training Location	Fishing Vessel Numbers Tier I (Tier II)	Number of Fishermen Trained
Kodiak*	0 (57)	224
Homer*	0 (60)	190
Seward*	0 (23)	84
Valdez	23 (12)	143
Cordova	38 (61)	283
Chenega	3 (0)	37
Whittier	7 (22)	85
Totals	71 (235)	1,046

*Due to geographic location no Tier I vessel are located in these ports.

Classroom Training

The syllabus for the classroom training included an overview of the SERVS fishing vessel program, Incident Command System, Response Strategies and Tactics, Rigging for Safety, Site Characterization, Gas Meters, and Closing Comments. The length of the classroom training was identified as five hours.

In addition to the standard classroom training, a new vessel Level 1 Orientation class and a Wildlife Hazing, Capture, and Stabilization Refresher course were conducted in most communities.

Classroom Training Observations

The classroom training is the segment that needs the most improvement. This part of the training was supposed to take five hours but some of the classes I attended only lasted a little over three hours. The set of slides were not consistently presented to every class and in several classes slides were skipped altogether. Therefore the training was inconsistent.

The coverage of subject areas was not proportionate to the needs of the fishing vessel crews. An example of this is the number of slides (13) dedicated to dispersants when the fishing vessels and crews will not be involved in the dispersant operations if and when they occur. On the other hand, fate and behavior of oil was discussed on four slides and this information would likely be much more relevant to the booming and recovery operations that involve the fishing vessels.

The instructors did not appear to have a solid working knowledge of all of the topics that they were instructing and at times provided incorrect information to the class. The following are examples of misinformation provided to various classes:

- Dispersants make oil go to the bottom of the ocean.
- A barrel of oil is 40 gallons.
- SERVS BARGE 570 was replaced by the BARGE ALLISON CREEK.
- SERVS no longer tows the Transrec barges while skimming.
- Dispersants are biodegradable.
- Mechanical recovery is the least effective of SERVS recovery options.
- SERVS no longer has any Sea Skimmer 50 skimmers.

Cook Inlet Spill Prevention and Response Inc. (CISPRI) personnel delivered some of the Homer classroom training. This arrangement worked well as the CISPRI instructor provided some of the highest quality classroom training observed. The CISPRI instructor introduced a very good communication drill that required the participants to exchange information as if they were using a radio. This drill required the person acting as the strike team and taskforce leaders to determine what issues needed to be passed up the chain of command and which issues to deal with at their level. SERVS picked this drill up and included it in other communities.

While the chain of command was discussed during the ICS portion of the classroom training, little time was spent on the role and responsibilities of strike team and taskforce leaders. This is an important area that needs to be covered in more detail, as strike team and taskforce leaders are roles fishing vessel captains are expected to perform.

Hands-On Training

The hands-on equipment familiarization training was very well done and improved as it went along. This part of the training provided an opportunity for the fishing vessel crews to not only see how the various pieces of equipment worked but to get hands-on experience operating it. Many of the instructors were good about pulling people from the back rows and getting them involved in the training.

In Kodiak the hands-on training consisted of eight stations where participants were instructed on specific skills. Beginning in Homer an additional station for air monitoring was included for the remainder of the spring training. SERVS inclusion of the air monitoring station was needed and very valuable to this training. This indicated that SERVS was trying to improve the training as the schedule progressed. A brief description of the nine hands-on stations is provided below.

- **Medic** – Instruction on how to deal with an injured crewmember and get help.
- **Desmi Termite Skimmer** – Instruction on how to assemble and operate the skimmer and hydraulic power-pack.
- **Water Deluge System** – Instruction on how to inflate the Shoreguardian boom and connect it with the CSI boom for use with the water deluge system for beach cleaning or shoreline protection. The operation of the pump and connection of the hoses for the shoreline deluge system was also covered.
- **Marine Rigging** – Discussed sling inspections, SERVS policies on the use of slings, and hand signals.
- **Mini-Barge Lightering and Decanting** - Instruction on loading and offloading of mini-barges, decanting methods, and operation of the power-pack and flow-max pump.
- **Booms and Anchoring** – Discussed the types of booms in the SERVS inventory, booming tactics, and proper anchoring techniques.
- **Mini-Max and Aquaguard Skimmers** – Instruction on setup and operation of these two skimmers and power-packs.
- **Decontamination on Fishing Vessels** – Discussed setting up the hot, warm, and cold zones onboard the fishing vessel. Instruction on personnel protection equipment, and handling oily wastes.
- **Air Monitoring Equipment** – Instruction of SERVS air monitoring equipment, demonstration of sampling and alarms, and discussion of hazard levels and personnel protection equipment.

The locations of the hands-on training varied in each of the communities as space allowed. However, the communities where space allowed for the majority of the stations to be located together had the best flow by reducing the travel and time required to go from one station to the next.

All of these hands-on stations provided a good opportunity for the participants to learn. Unfortunately, each group could only attend six of the nine stations. SERVS should track which stations each of the vessel crews attend so the next time they can be assigned to the ones they missed.

On-Water Training

The on-water portion of the fishing vessel training allowed the vessels crews to practice in nearshore recovery and sensitive area protection tactics. Vessels were assigned various roles such as towing boom or Current Busters, operating skimmers and mini-barges, deploying shoreline protection strategies, functioning as a medic or safety boat, or performing the role of a strike team or taskforce leader. This training also required the fishing vessel crews to work closely with the barges or other staging platforms to have response equipment transferred to their vessels for the day of training. During the exercises the Subject Matter Experts (SME) from SERVS and TCC visit each vessel to check off competency training matrixes and to answer any of the fishermen's questions.

The Kodiak fishing vessels were not able to participate in the on-water training due to weather. This marked the third year in a row that the on-water training was not conducted in Kodiak. For the Kodiak vessel crews the first on-water day was spent in a classroom taking a strike team and taskforce leader class. This class was only conducted one time because SERVS felt that the class needed further development. The second on-water day in Kodiak the fishing vessels were inspected in the morning by SERVS and TCC personnel and the crews spent the afternoon identifying hazards on their boats and talking with the SMEs from SERVS and TCC.

The Homer on-water training included CISPRI personnel and equipment. The CISPRI personnel provided much of the coordination of this training and most of the equipment. SERVS and CISPRI are working together with the intent that CISPRI will take over most of the training for Homer area vessels in the future. This may be the right direction to move toward but it is too soon for SERVS to turn this training over to CISPRI because CISPRI personnel need more cross-training with SERVS. The on-water training in Kasitsna Bay provided much room for improvement. The group supervisor was clearly having trouble communicating and coordinating with all of the vessels on the day that I attended. It appeared that much of the CISPRI equipment had not been regularly deployed as the Ro-Boom reels were loaded backward on the response barge and could not be deployed. There were also some safety concerns that needed to be addressed. One example of this was that SERVS and TCC personnel had to stop the barge supervisor from talking on the radio while he was operating the deck crane with a load hanging over one of the fishing vessels. The barge supervisor was being distracted by the radio and not following the hand signals being given to him. SERVS needs to ensure that equal training and safety is provided at all of its training locations regardless of who is delivering the training.

The Valdez on-water training was conducted in Jack Bay. This training included all of the elements discussed above with the addition of two of the Valdez Marine Terminal skimmers. The Marco and JBF skimmers were towed to Jack Bay by fishing vessels and were included in the nearshore recovery tactics. The tow speeds varied from 7.5 knots for the Marco skimmer to 5.8 knots for the JBF on calm water days. This training also provided good insight on the Geographic Response Strategies for Jack Bay.

The Cordova on-water training was the largest of the spring training. In three days over 90 vessels participated in the exercise. This training also included a SERVS first with a medical drill that involved the Providence Life Flight helicopter from Anchorage actually landing on the Barge 500-2. The drill involved moving a manikin from one fishing vessel to another functioning as a medical boat and then transferring the manikin to the Barge 500-2.

Observations and Recommendations

The following observations and recommendations are made after attending at least one of each of the classes/training sessions from four different communities.

Classroom Training

- Train the Trainer – All of the instructors have different backgrounds and it was clear that some of the instructors didn't have a complete knowledge of the various topics of instruction. Slides were skipped or glossed over numerous times for areas that the instructors were uncomfortable. Other times some of the instructors provided incorrect information. A train the trainer class should be arranged to discuss each of the slides and the information contained on them. If slides were important enough to be included they should not be skipped. Trainers should be knowledgeable and well trained in all areas prior to instructing classes.
- Don't Make Up Answers - If asked a question the instructor should not guess at the answer. The instructor should tell the person asking the question that they will get back to them with the answer.
- Slides should Focus on Job Requirements – The number of slides was skewed to certain topics and did not provide enough information on other topics. An example of this was the fact there were 13 slides dedicated to dispersant and only four addressing the fate and behavior of oil. Very few fishermen will be involved with the application of dispersants but information on the fate and behavior of oil would be helpful for all of the crews towing boom, skimming, or other on-water operations.

Hands-On Training

- Participant Involvement – The fishermen were engaged in the activities at each station during their hands-on training. The better instructors made sure reluctant participants got involved with operating the equipment.
- Nine Stations but Time for Only Six – Each group of fishermen had only enough time to participate in six of the nine hands-on stations due to time constraints. SERVS should use a tracking system to ensure participants are scheduled in the stations which they missed during the next training event.

- Closer Stations are Better – The training station locations varied in each community with some being quite a distance apart from one another. The locations that allowed the most stations to be closer together were better because it reduced the time required to move between stations and provided better flow for the groups.

On-Water Training

- Kodiak Weathered Out – Unfortunately, the on-water training could not be conducted for the third year in a row in Kodiak. The fishing vessel crews for the first day were moved indoors to participate in a strike team and taskforce leader program that was canceled after the first day. The second day the fishing vessel crews had their boats inspected and participated in a hazard assessment of their boats. It appeared that SERVS had not planned for a day to be canceled due to weather. SERVS should develop training that allows the vessel crews to simulate the activities that they would conduct on the water when weather precludes being on the water.
- Cook Inlet Spill Prevention and Response Inc. (CISPRI) Coordination of Homer On-Water Training – It is a great idea for SERVS and CISPRI to work together to provide training to the fishing vessels in the Cook Inlet region. CISPRI was asked to coordinate the day's activities for the on-water training without the benefit of seeing one of the SERVS lead trainings because Kodiak's on-water trainings were canceled. SERVS should provide more opportunities to CISPRI to attend their training exercise for on-water and classroom training.
- Fishing Vessel Rotations – The vessels participating in the on-water trainings were assigned a task and were left to perform that task the rest of the day. It would be valuable to rotate vessels through each of the tasks if possible to provide a more diverse learning opportunity. If time would not allow a rotation then these vessels should be tracked to ensure they are assigned different tasks in subsequent trainings for the task they could be called upon to perform.

General Observations

- Oil Containment for Equipment – During the hands-on training days all of the hydraulic power packs were placed on an oil containment pad in case a spill should occur. When these power packs were given to the fishing vessels on the on-water training the containment pads were not included. These containment pads should be provided to fishing vessels with power packs since a spill on the deck of a fishing vessel could likely get to the water.
- Level 1 Orientation Classes – The new fishing vessel orientation classes were the most poorly conducted of the training that I attended during the program. Hazard recognition and fate and behavior of oil were not covered in much detail during

these classes. In some instances complete sections of slides were skipped. Other topics such as dispersants were covered in too much detail for vessel crews that would not be involved in those operations. This class should focus on the critical information that the first time participants need to understand.

- Wildlife Hazing, Capture, and Stabilization Refresher Class – This wildlife refresher was well done for a short jog-the-memory class. The class included a video on wildlife capture, instruction on wildlife handling and hazing, and an exercise for field surveying and identifying wildlife. These classes were conducted at the same time as the other classroom training for the fishing vessel crews. This created a conflict for some of the participants who had to miss some of the other classroom training to attend the wildlife refresher training. The wildlife training should be scheduled to allow participants to attend both trainings.