

# 2018 STRATEGIC TRANSPORTATION SAFETY PLAN

## Organized Village of Kake



Prepared by:



February 2018

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### **Appendix A – 2010-2017 Crash Data and Anecdotal Crash Data**

### **Appendix B – Crash Data Mapping**

### **Appendix C – High Crash Locations and Bridge Replacement**

### **Appendix D – Boating Safety and Education Examples**

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# Organized Village of Kake

## 2018 Strategic Transportation Safety Plan

### VISION

“Focusing On Zero Deaths & Zero Serious Injuries On Our Roads”

### INTRODUCTION

The Organized Village of Kake (OVK) is located in southeast Alaska, on the northwest coast of Kupreanof Island along Keku Strait; 38 air miles northwest of Petersburg and 95 air miles southwest of Juneau. The community lies at approximately 56.975 North Latitude and 133.947 West Longitude. (Sec. 34, T056S, R072E, Copper River Meridian.) Kake is part of the Petersburg Recording District and Census Area which encompasses 8.2 square miles of land and 6.0 square miles of water. Kake has a maritime climate characterized by cool summers and mild winters, receiving much less precipitation than is typical of southeast Alaska, the average 54 inches of rain per year along with approximately 44 inches of snow. Summer temperatures generally range from 44°F to 62°F, while winter temperatures average 26°F to 43°F. Although not the norm for this region, temperature extremes have been recorded as low as -14°F and as high as 88°F.

The Tlingit Indian people from Kake have inhabited this region for thousands of years and were reputed to be a strong and powerful people as documented by early European and American explorers. Some scholars believe that British explorer, Sir Frances Drake traveled to the area of Kake in 1579. The U.S. Army and the Tlingit of the Kake region were involved in a conflict in February 1869. The conflict started when two of the Tlingit were visiting Sitka and were killed by a U.S. Army soldier. In retaliation, and following traditional Tlingit law, two non-Native trappers south of Sitka were killed by the Tlingit. The U.S. Navy sent a gunboat, USS Saginaw, from Sitka which attacked, shelled, and burned three Tlingit villages near present-day Kake. While no Kake natives, or possibly a single old woman, died in the destruction of the villages, the loss of winter stores, canoes, and shelter led to the death of some of the natives of Kake during the winter. The Kake people survived this onslaught but were forced to disperse and live with other tribes to survive. Over the following 20 years, the Kake people regrouped at what is now the current village site. In 1891, a government school and store were built, in addition, a Society of Friends mission was also established. In the early part of the 20th century, Kake became the first Alaska Native village to organize under federal law, resulting in U.S. citizenship for community residents. The first post office was built in 1904 and the first cannery was built near Kake in 1912. After the Second World War, timber harvesting and processing became a major local industry and the city of Kake was incorporated in 1952. OVK is a Tlingit village that maintains a fishing, logging, and subsistence lifestyle and whose traditional customs remain extremely important. The world's largest totem pole was commissioned by Kake and carved in 1967 for Alaska's centennial celebration. The 132-foot totem pole now stands on a bluff overlooking town and while it is now faded and cracked at the top, the totem remains a symbol of Kake's history and honors many of its traditions.

According to 2010 US Census data, Kake has a total population of 557 people, this represents a loss of 173 individuals since the 2000 Census. Of the 557 people, 394 (71%) are Alaska Natives or American Indians, the second largest population of 95 is White, while 68 are identified as Multi, this group claims to be members of more than one race.

The OVK Council is committed to reducing the risk of deaths and serious injuries that occur as a result of incidents on our transportation system. At the direction of Transportation Director Mike Jackson this high level plan was developed, by Red Plains Professional, Inc., to identify concerns, opportunities, and activities that, when implemented, will improve transportation safety for OVK, its people, and its visitors. The OVK Transportation Director has been designated as champion to ensure plan implementation, continued plan development and future updates to the plan. This 2018 Strategic Transportation Safety Plan represents the efforts of all departments of OVK, Alaska Department of Transportation and Public Facilities (AKDOT).

### Plan Development

In 2017 the Organized Village of Kake received a TTPSF Safety Planning Grant in the amount of \$12,500 and hired Red Plains Professional to complete their first Strategic Transportation Safety Plan.

Limited crash data was received from the AKDOT Southcoast Region. A Public Meeting was held October 25, 2017, to discuss the TTP process of creating a Safety Plan and to gather anecdotal accident data. The breakdown and analysis of this data can be found in the Data Review section of this report.

### Safety Partners

The following entities contributed to this plan through participation in the safety planning interviews. The partnerships developed during this process represent good resources for the Tribe as the plan is evaluated, implemented and eventually updated.

- Organized Village of Kake Tribal Council
- Kake Volunteer Fire Department Fire Chief
- OVK Transportation Director
- Kake Volunteer Fire Department EMS
- Kake City Council

## EXISTING EFFORTS

The Organized Village of Kake does not have any ongoing efforts to reduce accidents or analyze safety within their transportation network. They are looking forward to getting this Safety Plan established and implemented as there are many area to address.

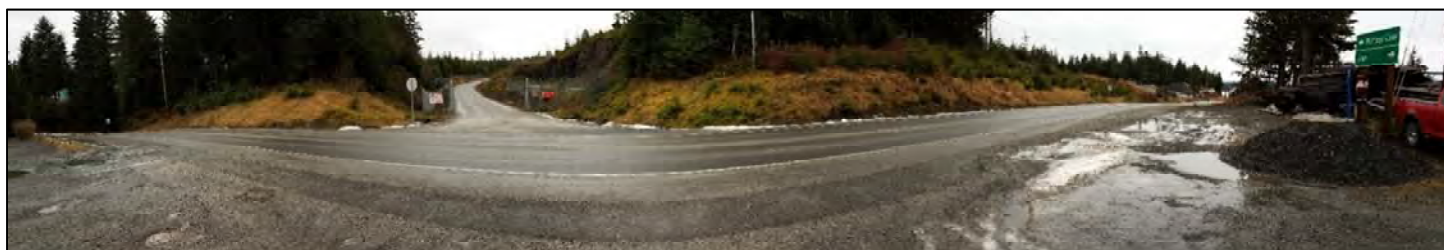
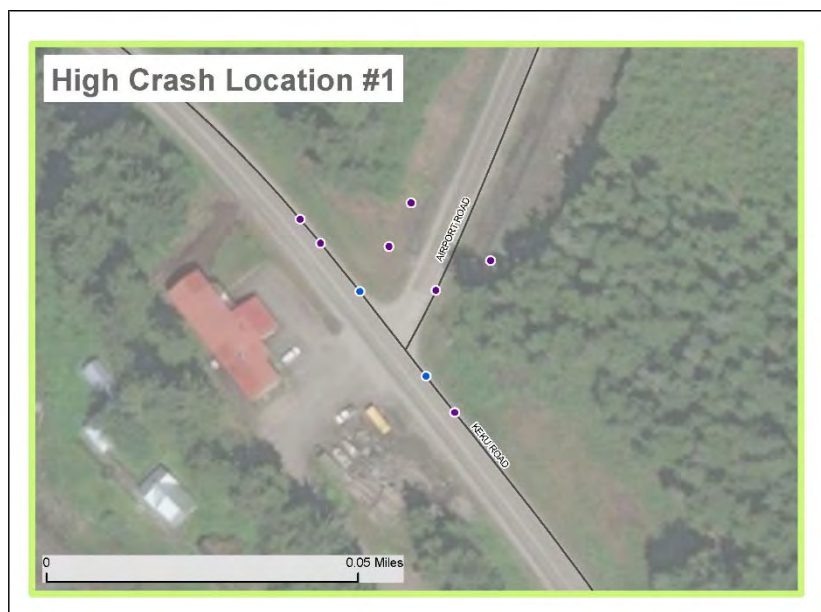
## DATA REVIEW

The major data source analyzed was the anecdotal crash data gathered during the Public Meeting held on October 25, 2017. 141 crashes were identified from 2010-2017. Included in the total are 14 watercraft accidents with 3 fatalities; 1 aircraft accident; 1 pedestrian involved crash; 1 motor vehicle fatality and 1 bicycle involved fatality. AKDOT Southcoast Region crash data provided 6 reported crashes from 2010 - 2014. The data analysis was conducted to identify high crash locations and determine possible emphasis areas.

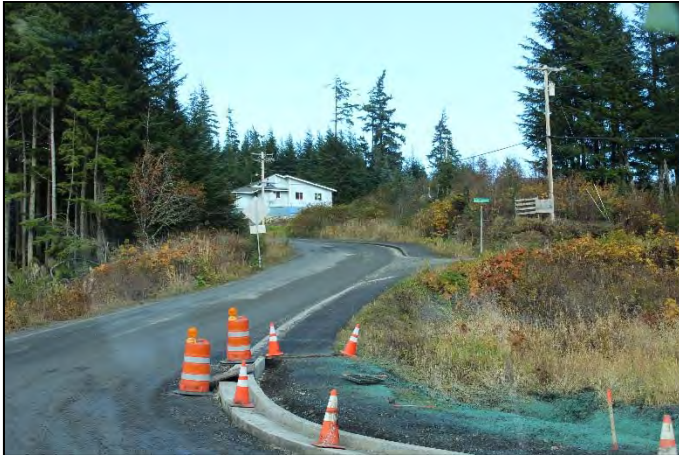
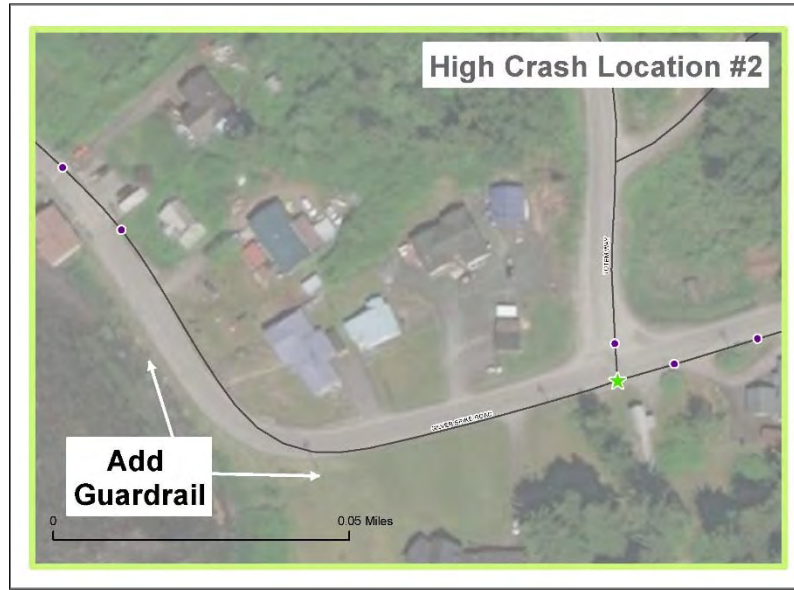


High Crash locations are identified below (see Appendix A - for map of locations):

1. Airport and intersection with Keku Road – 2 reported crashes and 9 anecdotal crashes.

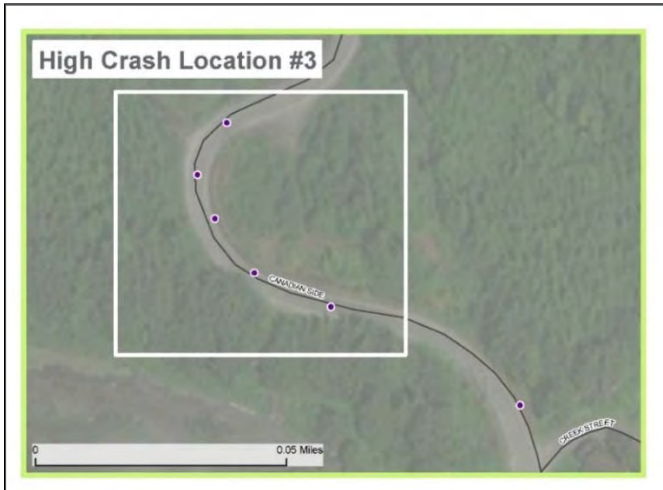


2. Totem Way and intersection with Keku Road - 3 anecdotal crashes and 1 bicycle fatality. Also need guard rail installed on curve to the west of intersection

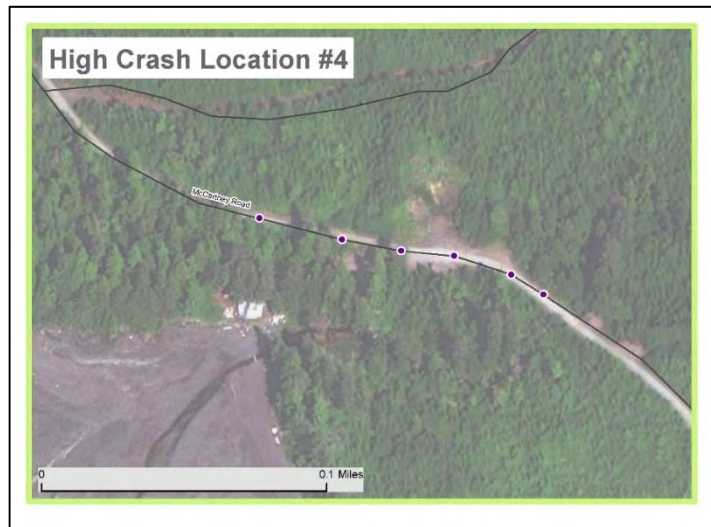




3. Curve just below Kake Tribal Corporation housing area on Canadian Side Road just north of intersection with Creek St – 5 anecdotal crashes.



4. 0.1 mile section of McCartney Road approximately 1.0 mile NW of intersection with Canadian Side Road – 6 anecdotal crashes.



5. At the time of the site visit, October 2017, AKDOT was in the process of paving and installing guardrails along the main road. Guardrail placement covered several areas where vehicles left the road, however, not all sites received this treatment.



During the visit, it was noted that the bridge rail over Switchback Creek had been damaged from multiple accidents at this location. The bridge is a railroad flatbed car that has been placed over a decaying log stringer bridge.



## EMPHASIS AREAS

After reviewing the available data, and taking into account interview comments and public meeting comments, five emphasis areas have been identified for inclusion in the transportation safety efforts of the Organized Village of Kake. These emphasis areas represent the most significant and immediate opportunities to accomplish their vision. The selected emphasis areas are:

1. Crash Data Collection and Management
2. High Crash Locations - Intersection of Airport Road and Keku Road (#1) and Intersection of Totem Way and Keku Road (#2)
3. High Crash Location - Curve just below Kake Tribal Corporation housing area on Canadian Side Road, just north of intersection with Creek Street (#3) and 0.1 mile section of McCartney Road approximately 1.0 mile NW of intersection with Canadian Side Road (#4)
4. Boating Safety and Education
5. Bridge Replacement

Priority will be determined by the Organized Village of Kake Tribal Council, with input from the Tribal Transportation Director, during the process of adopting this Safety Plan.



Each emphasis area is described below and is accompanied by a list of strategies that, if implemented, are expected to reduce the associated crashes. Each strategy is assigned to a department or task force that is responsible for implementation and evaluation.

### **EMPHASIS AREA 1 – Crash Data Collection and Management**

Crash data is a critical element for successful analysis and strategic safety planning. Quality data helps determine the best approaches and measures required to improve safe travel of the public through an area. This analysis needs to be supported by current and historic data. The OVK Tribe needs to develop a more comprehensive and up-to-date practice for recording and reporting traffic violations, accident data, and incidences. The Tribe then needs to develop a system for analyzing such data and incorporating it into the Safety Plan to address safety issues.

#### **Goals**

- Acquire funding to upgrade or replace the current reporting system with a new up-to-date, user-friendly data management system for recording and reporting traffic safety data.
- Implement the new system with adequate training by the end of 2020.

#### **Strategies**

- Analyze current system and determine what system upgrades or new systems may be best and most suitable. (Strategy Champion: OVK Transportation Director)
- Include with the upgraded or new system adequate training on both the functionality of the system and the importance of the data being collected. (Strategy Champion: OVK Transportation Director )
- Work cooperatively with Alaska State Troopers to integrate accident and incident traffic safety reporting procedures to ensure uniformity. (Strategy Champion: OVK Transportation Director)
- Add milepost delineation at half mile increments to assist in locating crashes more accurately. (Strategy Champion: OVK Transportation Director)

### **EMPHASIS AREA 2 – High Crash Locations #1 and #2**

The intersection of Airport Road and Keku Road had 2 reported crashes and 9 anecdotal crashes from 2010-2017 (#1). The intersection of Totem Way and Keku Road had 3 anecdotal crashes and 1 bicycle fatality (#2). Recommend performing a Road Safety Audit (RSA) on this segment and adding guard rail on curve to west of Totem Way and Keku Road intersection. Length of guardrail to be determined in the field

#### **Goal A**

- Assemble RSA team and perform audit by 2020.

#### **Strategies for Goal A**

- Assemble RSA team (Alaska State Troopers, AKDOT Safety Engineer - Southcoast Region, Fire Chief and EMS, and consultant), review existing data, and perform site visit. (Strategy Champion: OVK Transportation Director)
- Photograph and map issues (RSA team). (Strategy Champion: OVK Transportation Director)
- Complete RSA Report (RSA team). (Strategy Champion: OVK Transportation Director)

### **EMPHASIS AREA 3 – High Crash Locations #3 and #4**

Curve just below Kake Tribal Corporation housing area on Canadian Side Road just north of intersection with Creek St – 5 anecdotal crashes (#3). The 0.1 mile section of McCartney Road approximately 1.0 mile NW of intersection with Canadian Side Road – 6 anecdotal crashes (#4). Recommend performing a Road Safety Audit (RSA) on this segment.

#### **Goal A**

- Assemble RSA team and perform audit by May 2020.

#### **Strategies for Goal A**

- Assemble RSA team, (Alaska State Troopers, AKDOT Safety Engineer, Southcoast Region, and consultant), review existing data, and perform site visit. (Strategy Champion: OVK Transportation Director)
- Photograph and map issues (RSA team). (Strategy Champion: OVK Transportation Director)
- Complete RSA Report (RSA team). (Strategy Champion: OVK Transportation Director)

### **EMPHASIS AREA 4 –Boating Safety and Education**

There were 14 anecdotal accidents involving watercraft, 3 of which were fatalities. Recommend implementing a vessel safety inspection program and boater safety courses. Recommend developing a rapid response volunteer Search and Rescue team that can respond to watercraft accidents.

#### **Goal A**

- Reduce watercraft accidents by 50% and fatalities by 100% by 2021.

#### **Strategies for Goal A**

- Implement a Boater Safety Education Program similar to the State of Alaska, Office of Boating Safety's Alaska Water Wise program or US Coast Guard Boating Safety Courses. (Strategy Champion: OVK Transportation Director) See Appendix D for examples.
- Work with US Coast Guard to implement an Uninspected Passenger Vessel (UPV) 5-Star Safety Program. (Strategy Champion: OVK Transportation Director) See Appendix D for examples.
- Implement a Kids Don't Float Program in the schools. (Strategy Champions: OVK Transportation Director, School Principals) See Appendix D for examples.
- Work with US Coast Guard to implement rapid response Search and Rescue team to respond to boating accidents. (Strategy Champion: OVK Transportation Director)

### **EMPHASIS AREA 5 –Bridge Replacement – Switchback Creek Bridge**

There were 2 anecdotal accidents on this bridge which damaged the structure. The current structure is a railroad flatbed car placed over an existing log stringer bridge that has failed. Recommend replacing the bridge with a new structure that would also include reconstruction of the roadway to provide a better alignment

#### **Goal A**

- Replace bridge by 2021.

### Strategies for Goal A

- Get an updated bridge inspection. Bridge is not on the MBI and needs to be added. (Strategy Champion: OVK Transportation Director)
- Apply to Bridge Program for funding for design. (Strategy Champion: OVK Transportation Director)
- Design Replacement Bridge. (Strategy Champion: OVK Transportation Director)
- Apply to Bridge Program for funding to construct bridge. (Strategy Champion: OVK Transportation Director)

### Organized Village of Kake Transportation Safety Committee

For this plan to be successful it must be implemented and monitored, revisions to this plan will be necessary as success will mandate change. The Safety partners will be interviewed on a yearly basis to discuss the Safety Plan and get their concerns/input. The Executive Director and the Transportation Director will meet annually to evaluate progress toward each goal, discuss the progress of strategies that are being implemented, and consider any needed revisions/updates to this plan.

### Strategy Implementation Champions

The strategies listed above designate a champion for each strategy. This strategy champion has the lead on implementation of the strategy. Many of the strategies may require an implementation plan be created that is separate from this document. As needed, the strategy champions will build an action plan for their strategy that outlines the implementation steps, schedule, and needed resources. The strategy champions will report back to the Transportation Director on their strategy when updates are available or as requested.

## **Appendix A**

### **2010-2017 Crash Data and Anecdotal Crash Data**



SR NUMBER	REPORTING AGENCY	CASE NUMBER	MILEPOINT	YEAR	MONTH	DAY	INTERSECTING	ACCTIME
201303566	ALASKA STATE TROOPERS	AK13037146	1.7959	2013	6	1	KEKU ROAD	2235
201471552	ALASKA STATE TROOPERS	13095800	2.125	2014	12	23	AIRPORT ROAD	0815
201470516	ALASKA STATE TROOPERS	AK14058926	0.2569	2014	08	02	2ND AVENUE	1236
201102220	KAKE POLICE DEPT	11129213	0.23	2011	12	24	KEKU ROAD	1535
201102217	KAKE POLICE DEPT	1180399	0.22	2011	07	23	KEKU ROAD	2000
201102218	ALASKA STATE TROOPERS	111623	1.49	2011	01	06	KEKU ROAD	1032
201203021	VILLAGE PUBLIC SAFETY OFFICE	12201113	1.5	2012	03	06	KEKU ROAD	1930

ACCHOURS	STREET HIGHWAY	CROSSSTREET	DISTANCE	MEASUREMENT DESC	DIRECTION DESC
22:00-22:59	DIRT ROAD		30	FEET	SOUTH
08:00-08:59	KEKU ROAD		1.5	MILES	SOUTH
12:00-12:59	SILVER SPIKE ROAD		0.1	MILES	EAST
15:00-15:59	KEKU STREET	SECOND AVENUE	45	FEET	WEST
20:00-20:59	KEKU ROAD	2ND AVENUE	15	FEET	NORTH
10:00-10:59	KEKU ROAD	AIRPORT ROAD	64	FEET	EAST
19:00-19:59	KEKU ROAD	AIRPORT ROAD	0	AT INT. W/	NOT APPLICABLE TO THI



# Organized Village of Kake Crashes by Year Kake

## Crash Location

- 2011
- 2012
- 2014
- Road
- Kake Boundary



Red Plains Professional Planning Department  
Northwest Region  
2103 NE 12th Street Suite 201  
Vancouver, WA 98660  
1-800-446-7009  
August 2017

Organized  
Village  
of Kake



The Organized Village of Kake is located in Alaska within Petersburg Census Area Borough, Congressional District 1.

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1 Miles

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

*Have large dogs  
Morrin Kake  
Jack Jackson  
Cal Wilson  
Mike Jackson*





# Organized Village of Kake Crashes by Year Kake to Seal Point

## Crash Location

- 2011
- 2012
- 2014
- Road
- Kake Boundary

N



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Organized  
Village of  
Kake

KEKU ROAD

KEKU ROAD

Seal Point

0

1 Miles



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# Organized Village of Kake Crashes by Year Kake

## Crash Location

- 2011
- 2012
- 2014
- Road
- Kake Boundary

N



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Organized  
Village of  
Kake



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0 1 Miles

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# Organized Village of Kake Crashes by Year Kake to Seal Point

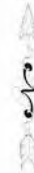
## Crash Location

- 2011
- 2012
- 2014

— Road

□ Kake Boundary

N



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August 2017

Organized  
Village of  
Kake

KEKU ROAD  
Shelton  
Kake  
mky Creek  
Ward Point



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0

1 Miles

Seal Point

Source: Esri, DigitalGlobe, GeoEye, Earthstar/Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community



Roller Coaster Hill  
Dunham Hill  
McCartney Rd

AKMT / DEK



# Organized Village of Kake Crashes by Year Kake

## Crash Location

- 2011
- 2012
- 2014
- Road
- Kake Boundary



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Organized  
Village  
of Kake



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0 1 Miles

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# Organized Village of Kake Crashes by Year Kake to Seal Point

## Crash Location

- 2011
- 2012
- 2014

— Road

□ Kake Boundary

N



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Organized  
Village of  
Kake

KEKU ROAD

KEKU ROAD

Seal Point



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0 1 Miles

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(MS, AS, DR, MK)





Organized Village of Kake

## Organized Village of Kake Crashes by Year Kake

### Crash Location

- 2010
- 2011
- 2012
- 2013
- 2014
- 2015
- Road
- Kake Boundary
- 2016
- 2017



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0 1 Miles

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ANTHONY & GEORGE GASTELUM, Dawn Jackson





# Organized Village of Kake Crashes by Year Kake to Seal Point

## Crash Location

- 2011
- 2012
- 2014
- Road
- Kake Boundary

N



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August 2017

Organized  
Village of  
Kake

KEKU ROAD

KEKU ROAD

Seal Point

0

1 Miles



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*Dawn Anthony George*





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Organized  
Village  
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Maria Hanson  
Julie Jackson  
James Jackson  
Michelle Friday  
Mona Evans

0

1 Miles

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## Crash Location

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— Road

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Organized  
Village of  
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KEKU ROAD

KEKU ROAD

Seal Point

0

1 Miles



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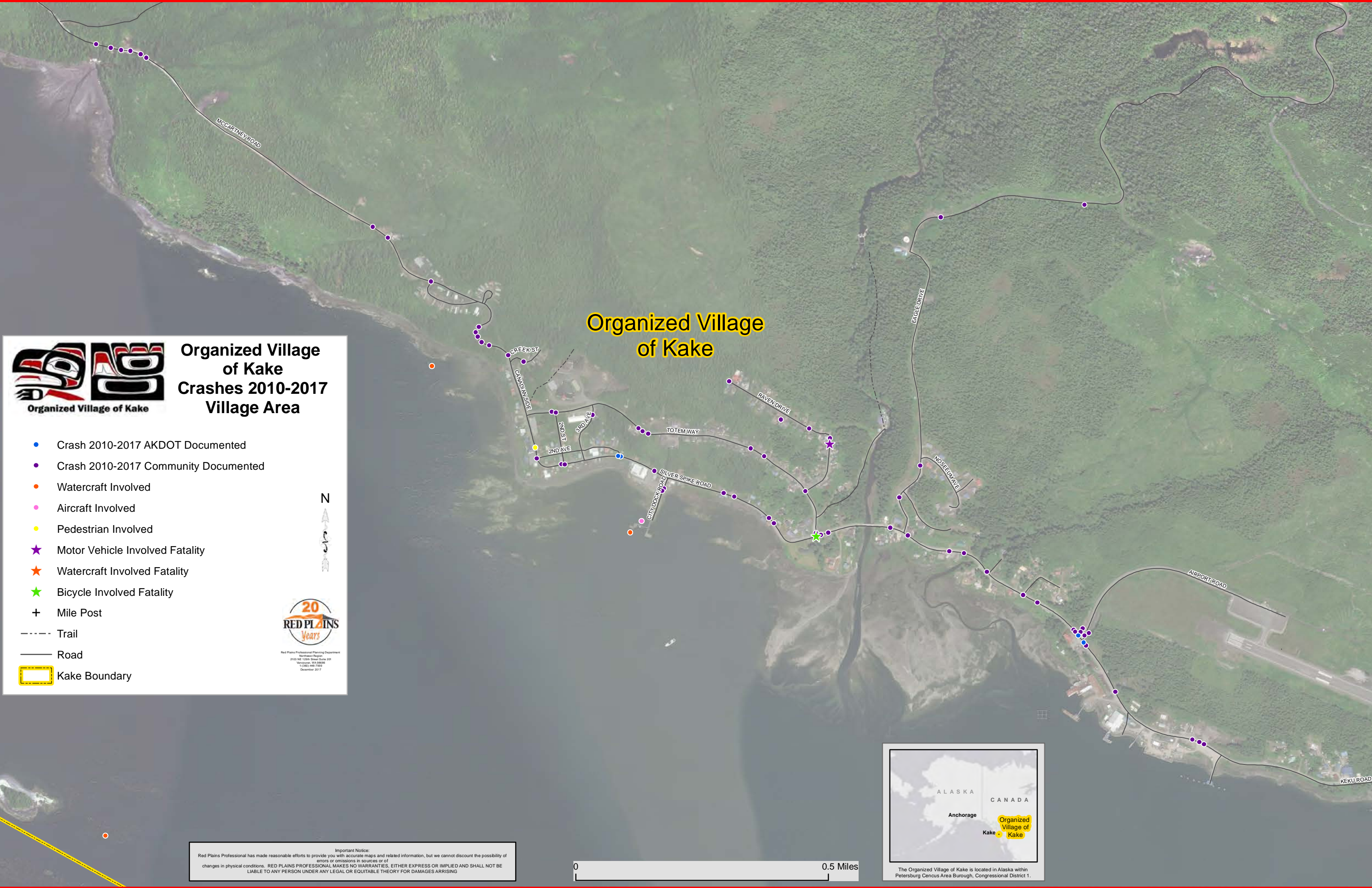
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Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

# **Appendix B**

## **Crash Data Mapping**







### Organized Village of Kake

## Crashes 2010-2017

### Village Area

- Crash 2010-2017 AKDOT Documented
- Crash 2010-2017 Community Documented
- Watercraft Involved
- Aircraft Involved
- Pedestrian Involved
- ★ Motor Vehicle Involved Fatality
- ★ Watercraft Involved Fatality
- ★ Bicycle Involved Fatality
- + Mile Post
- Trail
- Road
- Kake Boundary



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December 2017

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0 0.5 Miles



ALASKA CANADA  
Anchorage  
Kake Organized Village of Kake

The Organized Village of Kake is located in Alaska within Petersburg Census Area Borough, Congressional District 1.





# Organized Village of Kake Crashes 2010-2017 Village Area-East

- Crash 2010-2017 AKDOT Documented
- Crash 2010-2017 Community Documented
- Watercraft Involved
- Aircraft Involved
- Pedestrian Involved
- ★ Motor Vehicle Involved Fatality
- ★ Watercraft Involved Fatality
- ★ Bicycle Involved Fatality
- + Mile Post



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2103 NE 12th Street Suite 201  
Vancouver, WA 98666  
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December 2017

--- Trail

— Road

□ Kake Boundary

## Organized Village of Kake

KEKU ROAD

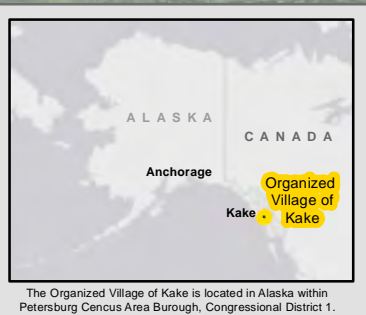
HAMILTON ROAD

KEKU ROAD

KEKU ROAD

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0 0.5 Miles



The Organized Village of Kake is located in Alaska within Petersburg Census Area Borough, Congressional District 1.



Organized Village  
of Kake



Organized Village of Kake  
Crashes 2010-2017  
147 Total

- Crash 2010-2017 AKDOT Documented (6)
- Crash 2010-2017 Community Documented (141)
- Watercraft Involved (14)
- Aircraft Involved (1)
- Motor Vehicle Involved (1)
- ★ Watercraft Involved Fatality (3)
- ★ Bicycle Involved Fatality (1)
- + Mile Post
- Trail
- Road
- Kake Boundary



Red Plains is pleased to have been able to work with the community to create this map. We are not responsible for the accuracy of the information provided. We are not responsible for the accuracy of the information provided. We are not responsible for the accuracy of the information provided.



## **Appendix C**

### **High Crash Locations and Bridge Replacement Mapping**





High Crash Location #4



# Organized Village of Kake Crashes 2010-2017 Village Area

- Crash 2010-2017 AKDOT Documented
- Crash 2010-2017 Community Documented
- Watercraft Involved
- Aircraft Involved
- Pedestrian Involved
- ★ Motor Vehicle Involved Fatality
- ★ Watercraft Involved Fatality
- ★ Bicycle Involved Fatality
- + Mile Post
- Trail
- Road
- Kake Boundary



## Organized Village of Kake

High Crash Location #3

High Crash Location #2

High Crash Location #1



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0 0.5 Miles

The Organized Village of Kake is located in Alaska within Petersburg Census Area Borough, Congressional District 1.



# High Crash Location #1

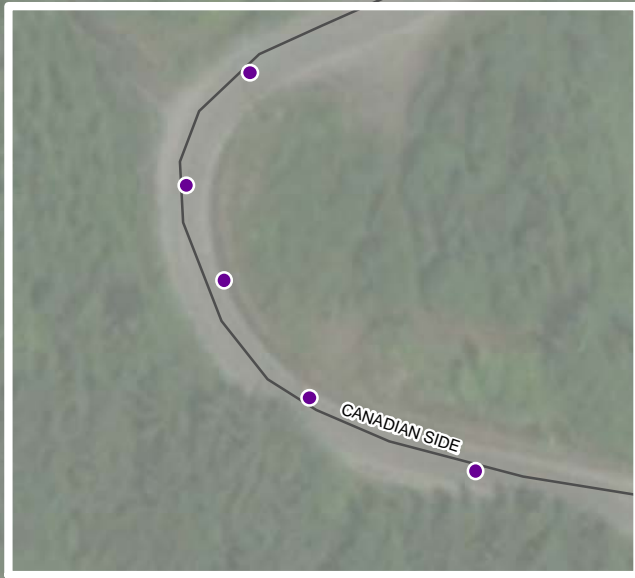


# High Crash Location #2





## High Crash Location #3



0 0.05 Miles

CREEK STREET

# High Crash Location #4

McCartney Road

0 0.1 Miles



# Bridge Replacement



**High Crash Location #4**  
1 mile →



## **Appendix D**

### **Boating Safety and Education Examples**

## Program Info



### Voluntary UPV 5-Star Safety Program

**A voluntary safety program designed to increase safety aboard uninspected charter boats operating throughout the state of Alaska.**

Past marine accidents and Alaska's harsh operating environment pointed to the need for an increase in the level of safety equipment that extends beyond the minimum required by regulation. Charter operators who choose to participate in the **5-STAR SAFETY PROGRAM** have met all the regulatory requirements, received the UPV decal, and have voluntarily invested in additional safety equipment. There are a total of 5 voluntary safety related items. The level of additional equipment is indicated by the number of safety stars displayed on the UPV decal. One star will be awarded for each additional measure properly implemented and maintained on board these vessels.

### Description of the 5 Star Safety Ratings

One safety star will be awarded for each of the five items listed below. The list of safety items is not meant to be in a fixed, specific order, where prior to getting to the next level you'd need to obtain all the preceding safety gear. Vessels are given credit for safety gear that is installed and properly maintained, regardless of order. A 1 star vessel would meet one of the requirements, while a 5 Star vessel would carry safety equipment substantially in excess of Coast Guard regulations, including an EPIRB, inflatable life raft or inflatable buoyant apparatus, back up handheld communications capability, and high water bilge alarms with high capacity bilge pump.

<i>Star Rating</i>	Complies w/ Existing Regs	Safety Trng Program	Bilge Hi-Level Alarm	Handheld VHF	406MHz EPIRB	Raft/LBA for 100% POB
★	✓	✓				
★ ★	✓	✓	✓			
★ ★ ★	✓	✓	✓	✓		
★ ★ ★ ★	✓	✓	✓	✓	✓	
★ ★ ★ ★ ★	✓	✓	✓	✓	✓	✓

## One Safety Star shall be issued for each of the additional measures listed below:

- Vessel is in compliance with existing regulations including the requirements found in 46 CFR, Subchapter C and the operator must also have a safety-training program established and a system of record keeping showing drills and training are conducted regularly. The program should include drills on emergency procedures and use of safety equipment.
- Vessel has a properly installed bilge pump and audible bilge alarm, or if the vessel is designed without a bilge, suitable reserve buoyancy to float the vessel in a totally swamped condition.
- Vessel has a handheld VHF FM radio with a minimum 5 watts of power. A portable satellite phone can be used as an equivalent level of safety.
- Vessel has a properly mounted and registered 406 MHz Emergency Position Indicating Radio Beacon (EPIRB), Class I or II.
- Vessel has on board, a properly installed and serviced, Coast Guard approved inflatable life raft or inflatable buoyant apparatus (IBA), canister or valise type, with minimum capacity for all passengers on board. An equivalent level of safety is level floatation vessel that meets Coast Guard standards or, if the vessel operates exclusively inside the Boundary Line, a commercial quality inflatable skiff in good condition that is fully inflated, stowed for immediate use, and has the capacity equal to the total number of passengers carried.



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## UPV REQUIREMENTS:

### 1. Display of Numbers / Markings

Documented vessels; vessel name and hailing port on stern, minimum 4" lettering	46 CFR 67.123
Documented vessels; vessel name on port & starboard bow, minimum 4" lettering	46 CFR 67.123
Documented vessels; Official number permanently on interior structural part of hull, minimum 3" block-type Arabic numerals.	46 CFR 67.121
Not documented; state numbers on port & starboard bow, minimum 3" block letters, permanently marked, contrasting background	33 CFR 173.27
Not documented; validation sticker displayed	33 CFR 173.35
<b>Inspection notes:</b> Markings clearly visible, contrasting color to background	

Any vessel required to be registered or documented must display its registration number (commonly referred to as AK numbers) or its documented name. The name or AK numbers must be painted on or permanently attached to each side of the forward half of the vessel with plain vertical block characters which contrast with the color of the background and be distinctly visible and legible. Registration numbers must be not less than three inches (3") in height and the documented name must be in 4-inch letters. Spaces or hyphens should be equal to the width of a letter other than "I" or a number other than "1," (Examples: AK 5678 EF or AK-5678-EF). On vessels so configured that a number on the hull or superstructure would not be easily visible, the number must be painted on or attached to a backing plate that is attached to the forward half of the vessel so that the number is visible from each side of the vessel. In addition, for documented vessels, the vessel's name and hailing port or homeport must be affixed on the stern in 4-inch letters.

#### *Official Number (46 CFR 67.121)*

The official number of the UPV, preceded by the abbreviation "NO." must be marked block-type Arabic numerals not less than 3 inches in height on some clearly visible interior structural part of the hull. The number must be permanently affixed so that alteration, removal, or replacement would be obvious

### 2. Navigation Lights (COLREGS72)

The 72 COLREGS apply on all the sounds, bays, harbors and inlets of Alaska.  
There are no Inland Rules requirement in Alaska.

Proper navigation lights	33 CFR 84
All around anchor light	33 CFR 84

**In order to receive a UPV decal, anchor and running lights must be operational.**

Vessels are required to display navigation lights between sunset and sunrise and other periods of reduced visibility (fog, rain, haze etc.). The U.S. Coast Guard Navigation Rules, International-Inland encompasses lighting requirements for every description of watercraft. **The information provided here is intended for power-driven vessels less than 20 meters.**

A power driven vessel while underway shall display:

- A white masthead light placed over the fore and aft centerline of the vessel and facing forward with an arc of visibility of 225 degrees
- Red and green sidelights (red to port/green to starboard), with an arc of visibility of 112.5 degrees from dead ahead to the stern

- A white stern light facing aft with an arc of visibility of 135 degrees.

The masthead light, or the all-round light of a power-driven vessel of less than 12 meters (39.4ft) in length shall be carried at least one meter (3.3ft) higher than the sidelights. See Navigation Rules, Annex 1

On a power-driven vessel of less than 12 meters (39.4 feet) in length, one all around (360 degrees) white light may be substituted for both the masthead and stern light. See Navigation Rules, Rule 23.

On a vessel of less than 20 meters (65.6 feet) in length, sidelights may be combined in one lantern carried on the fore and aft centerline of the vessel. On vessels of less than 12 meters (39.4 feet), sidelights combined in one lantern shall be placed as nearly as practicable to the fore and aft centerline of the vessel.

Power-driven vessels of less than 20 meters, shall exhibit navigation lights as shown in Figure 1.

Vessels of less than 12 meters in length, may show the lights in either Figure 1 or Figure 2.1

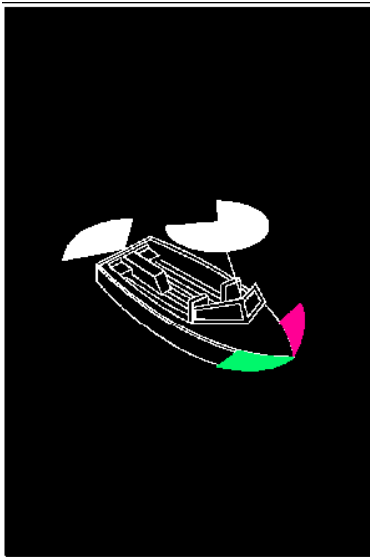


FIGURE 1

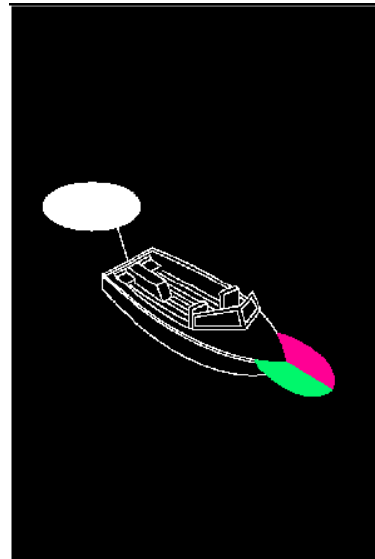


FIGURE 2

**Another issue is the placement of the 32-point white stern light that many operators install on their outboard engine covers.** Rules 23 states vessels less than 12 meters (36 ft) in length, may in lieu of the lights prescribed in paragraph (a) of Rule 21 display a 32 pt (360 degree) white light along with the sidelights. Let's look at what is happening on the water. Some boaters are buying 32 point (360 deg) white lights and mounting them to the backside of the engine cowling.

When you mount the 32 point light on the engine cover **it must be seen in 360 degrees.** *If you or the boat's structure* block the light then you will be required to either raise the light higher or purchase and display both the proper 12 point (135 deg) stern and 20 point (225 deg) masthead lights.

### 3 and 3a: Sound Producing Device

Less than 12 meters (39.4 ft), must have a means of making an efficient sound signal. (Whistle or horn)	33 CFR 86 Rule 33 COLREGS
12 meters (39.4 ft) or greater, <u>must have</u> a whistle.	33 CFR 86.23 Rule 33 COLREGS
20 meters or greater, must have a whistle and a bell.	
<b>Inspection notes:</b> Athletic whistle not acceptable for vessels $\geq$ 12 meters (39.4 ft). Inspection notes: Can use equipment having the same sound characteristics in lieu of bell (e.g. electronic device).	

Sound Signals Required (Navigation Rules, Annex III and 33 CFR 86.23)

Every vessel, while underway, shall have sound signaling appliances on board that meet the specifications in the Navigation Rules:

- a. A vessel of less than 12 meters (39.4ft) in length must have a means of making an efficient sound signal. They may carry a whistle or horn to meet this requirement.
- b. A vessel of 12 meters (39.4ft) or more in length must have a whistle.
- c. A vessel of over 20 meters (65.6ft) in length must have a whistle and bell of at least 300 mm (11.8 inches) in diameter.
  - The bell does not have to be mounted but it must be on board the vessel and accessible.

#### *Whistle Audibility*

The audibility of a whistle must meet the following Table distances:

Vessel Length	Audibility Range
12 Meters to less than 20 Meters	Less than 0.5 Nautical mile
20 Meters - 75 Meters	1.0 Nautical mile
75 Meters - 200 Meters	1.5 Nautical mile

### 4. Vessel Documentation and Registration (46 CFR 67)

#### **REGISTRATION / DOCUMENTATION**

Documented vessels; $\geq$ 5 net tons, documented for coastwise trade	46 CFR 67.15
Documented vessels; original documentation certificate on board, properly endorsed (e.g. coastwise trade, registry) and valid. Document can not be endorsed "recreation"	46 CFR 67.7/163
Not documented; original state numbering certificate on board and current. Number matches those on hull.	33 CFR 173.21

All motorized vessels operated in waters under federal jurisdiction are required to be either registered or documented. This includes ocean waters, rivers, and some large lakes in Alaska.

If the vessel measures more than 5 NET TONS, and carries passengers for hire, it must be "documented" by the Coast Guard for use other than pleasure (either coastwise and/or registry). It must also have a Certificate of Documentation (COD) on board bearing a valid endorsement for the activity



in which it is engaged. Some vessels in the 26 to 30 ft. range may fall under 5 net tons and if so, they can be "state registered" and use state numbers.

***Certificate of Documentation Endorsements (46 CFR 67.163)***

Endorsements for CODs are valid for 1 year. Prior to expiration, the owner must renew by executing an original Notice of Expiration (CG-1280) or Final Notice After Expiration (CG-1280-B) certifying that information contained in the COD and endorsements remains accurate and that the COD has not been wrongfully withheld, lost, or mutilated. The forms and information for renewal can be obtained through the Coast Guard's National Vessel Documentation Center at 1-800-799-8362. The owner will receive a renewal decal, which must be affixed to the COD to prove that the COD has been renewed.

***Certificate Of Number (33 CFR 173.21)***

An UPV of less than five net tons shall be documented, as described on the previous page, or registered with a State, as evidenced by a State issued Certificate of Number. No person may use a vessel unless it has on board a valid certificate of number or temporary certificate for that vessel issued by the issuing authority in the State in which the vessel is principally used.

**5. HULL IDENTIFICATION NUMBER**

Documented vessels; Official number permanently on interior structural part of hull, minimum 3" block-type Arabic numerals.	33 CFR 181.23	ABYC T-10
---	---------------	-----------

**5a. CG CAPACITY PLATE**

Visible plate for monohull power vessels <20ft	33 CFR 183.23	ABYC S-7.5
<b>Inspection notes:</b> This plate must be yellow in color and be marked with the maximum number of persons capacity in whole numbers of persons and in pounds, the maximum weight capacity in pounds, and the maximum horsepower for that boat or the words "This Boat Not Rated for Propulsion by Motor".		

**6. USCG Licensing and TWIC Card**

Operator has USCG license. Original on board, and not expired.	46 CFR 15.605 & .905
License is in operator's possession (usually in frame hanging on bulkhead)	46 CFR 26.20-1(a)
Operator is licensed for waters navigated	46 CFR 15.401
Sufficient number of operators for two watches (if voyage over 12 hours)	46 USC 8104(b)
<b>Inspection notes:</b> License must be applicable for vessel operation and tonnage. Original license on board. Match identification on license against ID (e.g. driver's license). Record license number. License should be signed.	

All Un-inspected Passenger Vessels that carry passengers for hire, must be under the direction and control of an individual holding one of the following USCG licenses:

- *Operator of Uninspected Passenger Vessels (OUPV),*
- *Master* (within any restrictions, other than gross tonnage limitations, on their license),
- *Pilot* (within any restrictions, other than gross tonnage limitations, on their license),
- *Mate* (other than Great Lakes, inland, or river vessels of not more than 200 gross tons, within any restrictions, other than gross tonnage limitations, on their license).

The Operator must have their original license onboard and made available for viewing. See 46 CFR 26.20.

There is a misconception that licenses are valid for one year after their expiration date. There is **NO GRACE PERIOD FOR OPERATING**. There is a grace period for license renewal only. You have up to 12 months after your license "expires" to renew without having to retake all of the tests.

**6a. Transportation Worker Identification Credential:** All USCG license holders must have a valid TWIC card available for inspection for the USCG license to be valid.

## **7 VOYAGES OVER 12 HOURS: Clarification on Personnel Watch standing (46 U.S.C. 8104)**

Ref: Un-inspected Passenger Vessels. Marine Safety Manual, Volume 3 Chapter 22, 24 and 26

46 CFR 15.605 requires each self-propelled un-inspected passenger vessel to be under the "direction and control" of a licensed individual. Licensed masters, mates, or operators of un-inspected passenger vessels (OUPV) may fill this requirement. The intent is that the vessel must be under the physical control or direct supervision of a licensed individual.

Licensed individuals serving as OUPV may voluntarily work more than 12 hours in a 24-hour period. While an OUPV may work more than 12 hours, he or she must maintain an adequate watch. If the OUPV has no relief and is too fatigued to stand an alert watch, then that individual would be negligent for failure to maintain an adequate watch.

While there may be individuals who can routinely and safely perform work for periods in excess of 12 consecutive hours, the rigors of watch-keeping at sea greatly increase the likelihood of fatigue beyond such a period. Between 12 and 24 hours of operation, there is a gray area in which the OCMI must judge the prudence of the licensed operator's decision to sail without a second licensed individual, based on the specific circumstances.

OCMIs should strongly encourage un-inspected passenger vessels that operate in excess of 12 hours to have at least two licensed individuals assigned to prevent fatigue. Charter fishing and dive vessels routinely operating more than 24 consecutive hours with only one licensed operator present a dangerous situation, raising significant issues of negligence on the part of the OUPV and owner for failure to provide an adequate watch.

It has been suggested by some operators that a qualified seaman could be left at the helm while the licensed operator sleeps close by. This position is untenable. As noted above, 46 U.S.C. 8903 mandates the vessel be operated by a licensed individual; the Coast Guard does not have the discretion to allow any unlicensed seaman to control the vessel without supervision.

## **8. Personal Flotation Devices (PFDs)**

Type I CG approved PFD of suitable size for each person	46 CFR 25.25-5(c)(f)
Type I reflective material on each PFD	46 CFR 25.25-15
PFD device light (make sure batteries have current date mark) if operates beyond the boundary lines.	46 CFR 25.25-13
Readily accessible	46 CFR 25.25-9
In serviceable condition	46 CFR 25.25-11
USCG approval numbers visible	46 CFR 25.25-7
<b>Inspection notes:</b> Type I – Life preserver/jacket, Type IV – Throwable device/ring buoys/buoyant cushion, Type V – Special use/hybrid inflatable. An approved Type V can be substituted for a Type I if it is worn when the vessel is underway and the wearer is not in an enclosed space.	

**Type I with one for each** person onboard. It must have 31 square inches or 200 sq. cm. of retro-reflective material on the front and back. PFDs must be Coast Guard approved, in good and serviceable condition, and of appropriate size for the intended user.

PFDs must be readily accessible, meaning you must be able to put them on in a reasonable amount of time in an emergency (vessel sinking, on fire, etc.). They should not be stowed in plastic bags, in locked or closed compartments or have other gear stowed on top of them

**PFD lights** are required for vessels that transit beyond the boundary lines.

**Child PFD Requirements:** The State of Alaska prevents the transportation of any person under 13 years of age in an open watercraft or on the deck of a watercraft unless the person is wearing a USCG Type I, II, or III PFD. You must have an appropriately sized Child PFD for every child on board.

## 9. & 10 Throwable Device and Life Rings

Type IV throwable device for vessels 16ft or greater and less than 26 ft	33 CFR 175.11
Throwable lifering required for vessels $\geq$ 26ft at least 24 inch size.	46 CFR 25.25-5(d)
Immediately available.	46 CFR 25.25-9
Buoyant 3/8" lifeline line are <i>recommended</i> but not required	46 CFR 160.050
CG Approval	46 CFR 160.050
Type I reflective tape is NOT REQUIRED on the ring life buoy.	46 CFR 25.25-15
<b>Inspection notes:</b> Life ring can be orange or white. Must be orange if vessel goes into Canada. Lifeline not required. Grab line should be equally spaced in 4 quadrants. Test beackets and grab line for durability.  Vessels 16ft or greater and less than 26ft and are required to carry aboard at least one Type IV throwable device, e.g. buoyant cushion.  For vessels $\geq$ 65ft, 3 ring life buoys are required.	

## 11. Visual Distress Signals (33 CFR part 175.130)

Readily Accessible	33 CFR 175.120
Date Current	33 CFR 175.125
CG Approval	33 CFR 175.128
<b>Inspection notes:</b> 3 day and 3 night or 3 day/night combo. Should be in waterproof case.	

*Distress Signals Required (33 CFR 175.110, 175.130 and 175.135)*

No person may use a boat 16 feet or more in length or any boat carrying six or less passengers unless visual distress signals are carried and are readily accessible. Any of the following distress signals can be used to meet the distress signal requirements:

- An electric distress signal light which is Coast Guard-approved and marked to meet the requirement of 46 CFR 161.013 as a visual night distress signal.
- An orange flag which has been certified as Coast Guard-approved and marked meet to the requirements of 46 CFR 160.072 as a visual day distress signal.
- Pyrotechnics listed in 33 CFR Table 175.130 below. Any combination of the signal devices selected from subparagraphs a. and b. above and the table, carried in the number required, meets the requirement. Examples: The combination of two hand-held red flares (160.021), and one parachute red flare (160.024 or 160.036) meets both day and night requirements. Three hand orange smoke (160.037) with one electric distress light (160.013) meets both day and night requirements.

Approval # Under 46 CFR	Device Description	Meets Requirements for	Number Required
160.021	Hand-Held Red Flare Distress Signals***	Day and Night	3
160.022	Floating Orange Smoke Distress Signals	Day only	3
160.024	Parachute Red Flare Distress Signals	Day and Night*	3



160.036	Hand-Held Rocket Propelled Parachute Red Flare Distress Signals	Day and Night	3
160.037	Hand-Held Orange Smoke Distress Signals	Day only	3
160.057	Floating Orange Smoke Distress Signals	Day only	3
160.066	Distress Signals for Boats, Red Aerial Pyrotechnic Flares	Day and Night**	3

\* These signals require use in combination with a suitable launching device approved and marked under 46 CFR 160.28.

\*\* These devices may be either meteor or parachute assisted type. Some of these signals may require use in combination with a suitable launching device approved and marked under 46 CFR 160.028.

\*\*\* Must have manufacture date of 1 October 1980 or later.

## 12. Fire Extinguishers

USCG approved or CERTIFIED for marine use,	46 CFR 25.30-5(b)
UL listed for fixed fire extinguishing systems	ABYC A-4.7.1
Manufacturer name plate attached giving specifications	46 CFR 25.30-10(d)
Minimum number of portable extinguishers See table below	46 CFR 25.30-20(a)(1)&(b)(1) TABLES
Pressure gauge or indicating device	46 CFR 25.30-10(h)
Proper bracket for extinguisher	46 CFR 162.028-3(g)
<b>Inspection notes:</b> If mfg date before 1/1/65 and not fitted with gauge, must be weighed every 6 months, frangible disk intact and not damaged or leaking (46 CFR 25.30-10(g))	

### *Fire Extinguishers (46 CFR 25.30)*

All fire extinguishers and fixed fire extinguishing systems shall:

- Be Coast Guard-approved (CG approval #162.028) or UL listed for marine use and marked as such. Portable fire extinguishers without gauges must have inspection cards attached and must be inspected every 6 months. All pressure filled fire extinguishers must be hydrostatically pressure tested every 5 years. Coast Guard approved extinguishers are hand portable, either B-I or B-II classification and have a specific marine-type mounting bracket. It is recommended the extinguishers be mounted in a readily accessible position
- Hand portable extinguishers and semi-portable extinguishers must:
  - Be type "B"; i.e. suitable for extinguishing fires involving flammable liquids, grease, etc.
  - Have a permanently attached metallic nameplate giving the name of the item, rated capacity, the name and address of person or firm for whom approved, and the identifying mark of the manufacturer.
- Fixed fire extinguishing systems must be a Coast Guard-approved carbon dioxide type, designed and installed in compliance with the requirements of 46 CFR 25.30-15.
- All motorboats (65 ft in length and smaller) shall carry at least the minimum fire extinguishers as required in 46 CFR Table 25.30-20(a)(1) below:

Vessel Length		Minimum Number of B-I Hand Portable Fire Extinguishers	
Equal or Over	Under	No Fixed FE in Machinery Space	Fixed FE in Machinery Space
	16 ft	1	0
16 ft	26 ft	1	0
26 ft	40 ft	2	1
40 ft	65 ft*	3	2

\*This means 65' and under.

- e. All motor vessels (vessels over 65' in length) shall carry at least the minimum fire extinguishers set forth in 46 CFR Table 25.30-20(b)(1) below. In addition to the hand portable fire extinguishers required by Table 25.30-20(b)(1), the following fire extinguishing equipment shall be fitted in the engine space: One B-II portable fire extinguisher is required for each 1000 B.H.P. of the main engines or any fraction thereof, however, not more than six such extinguishers need be carried.

Gross Tonnage		Minimum Number of B-II Hand Portable
Over	Not Over	Fire Extinguishers
	50 GT	1
50 GT	100 GT	2
100 GT	150 GT	3

### 13. Backfire Flame Control

For gasoline engines; properly installed and cleaned.	46 CFR 25.35-1
<b>Inspection notes:</b> CG no longer approves backfire flame arrestors, however, CG approval numbers 162.015 or 162.042 can be continued in use if in good condition and serviceable.	

Gasoline engines installed in a vessel after April 25, 1940, except outboard motors, must be equipped with an acceptable means of backfire flame control. The device must be suitably attached to the air intake with a flame tight connection and is required to be Coast Guard approved or comply with SAE J-1928 or UL 1111 standards and marked accordingly.

### 14. VENTILATION

Gasoline fuel tanks must be properly ventilated	46 CFR 25.40
Blower warning label near ignition switch	33 CFR 183.610(f)
Exhaust blower duct in lower 1/3 of compartment, above normal bilge water level	33 CFR 183.610(d)
<b>Inspection notes:</b> An UPV using fuel having a flash point of 110 degrees F or less (gasoline) shall have: <ul style="list-style-type: none"> <li>a. At least two ventilation ducts, fitted with cowls or their equivalent, for the removal of explosive or flammable gases from the bilges of all engine and fuel tank compartments.</li> <li>b. At least one exhaust duct that extends from the open atmosphere to the lower portion of the bilge.</li> <li>c. At least one intake duct that extends to a point at least midway to the bilge or at least below the level of the carburetor air intake</li> </ul> See 33 CFR 183.520 and 33 CFR 175.201 for venting fuel tanks. Ensure flame screens on vents are properly fitted and not painted over or gummed over. Vent screens required.	

**15. FUEL SYSTEM:** Applies to all boats with gasoline engines, except outboard engines, for electrical generation, mechanical power, or propulsion.

Fuel tank labeled, no leaks	33 CFR 183.514
Fuel pump not leaking	33 CFR 183.524
Fuel stop valve have manual means to operate	33 CFR 183.528

Fuel lines made of metal or "USCG Type A1" hose	33 CFR 183.528
Each metallic part of fuel system and Fuel tank grounded	33 CFR 183.572
<b>Inspection notes:</b> Fuel lines should be marine approved, not plastic hoses (ABYC H-24.14.2). Check for holes, leaks. Metal fuel hoses can be made of copper, nickel copper or copper nickel.	

## 16. Oil Pollution Placard Requirements (33 CFR 155.450)

Prohibited discharge warning placard (5"X8"); posted in machinery space or at bilge pump control station (if vessel is over 26ft)	33 CFR 155.450
<b>Inspection notes:</b> Is vessel operator practicing proper retention of bilge slops? Are oily mixtures retained on board and then discharged at reception facility?	

Vessels 26 ft or more in length must have a placard posted in the machinery space or at the bilge switch. The placard must be at least 5 by 8 inches, made of durable material, and shall state:

### DISCHARGE OF OIL PROHIBITED

The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States or the waters of the contiguous zone, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States if such discharge causes a film or sheen upon or a discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to a substantial civil penalties and/or criminal sanctions including fines and imprisonment.

## 17. ELECTRICAL SYSTEMS

Battery terminals are covered, batteries secured not to move more than one inch. Battery terminals connectors do not use spring tension for connection.	33 CFR 183.420 & 445
<b>Inspection notes:</b> Check shore power connection for evidence of loose or defective connection. Check wiring and insulation for frayed wires, missing insulation, frayed insulation, loose wires, etc. Battery should be trayed/protected (Secured/constrained)	

## 18. Marine Sanitation Device (MSD)

Does vessel have certified marine sanitation device? (Will typically see Type III, holding tank)	33 CFR 159.7
<b>Inspection notes:</b> Ensure overboard shut off valve is closed and secured shut inside 3 miles	

No uninspected passenger vessel with an installed toilet may operate in U.S. navigable waters without an approved and operable Type I, II or III MSD:

- Type I means a device that, under the test conditions described in 33 CFR 159.123 and 159.125, produces an effluent (discharge) having a fecal coliform bacteria count not greater than 1,000 per 100 milliliters and no visible solids
- Type II means a device that, under the test conditions described in 33 CFR 159.126 and 159.126a, produces an effluent having a fecal coliform bacteria count not greater than 200 per 100 milliliters and suspended solids not greater than 150 milligrams per liter



- Type III means a device that is designed to prevent the overboard discharge of treated or untreated sewage or waste derived from sewage. Holding tanks can be discharged over the side no closer than three nautical miles from land.

If a Type III MSD has a "Y" valve that allows discharge over the deck to a facility or through the hull over the side, the valve must be secured in U.S. navigable waters to prohibit accidental discharges overboard

All MSDs must have an identification placard attached. See 33 CFR 159.55

All MSDs must have placards that provide operating instructions, safety precautions, and warnings pertinent to the MSD. The letters on the placard must be at least one eighth of an inch. See 33 CFR 159.59

Portable toilets or "porta-potties" are not considered installed toilets and are not subject to MSD regulations.

## 19. GALLEY / HEATING SYSTEMS

Approved cooking, heating and lighting systems. No flammable material nearby.	46 CFR 25.45
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### **25.45-1 Heating and lighting systems on vessels carrying passengers for hire.**

(a) No fuel may be used in any heating or lighting system on any vessel carrying passengers for hire without the approval of Commandant (CG-521), except—

- (1) Alcohol, solid,, (2) Alcohol, liquid, combustible,, (3) Fuel oil, No. 1, No. 2, or No. 3,,(4) Kerosene, (5) Wood or, (6) Coal.

(b) Heating and lighting systems using alcohol must meet the following requirements:

- (1) Containers of solidified alcohol must be properly secured to a fixed base.  
 (2) Fluid alcohol burners, where wet priming is used, must have—  
 (i) A catch pan of not less than 3/4" depth secured inside the frame of the stove; or  
 (ii) The metal protection under the stove flanged up at least 3/4" to form a pan.

(c) Heating and lighting systems using kerosene or fuel oil must meet the following requirements:

- (1) Where wet priming is used, each system must have—  
 (i) A catch pan of not less than 3/4" depth secured inside the frame of the stove; or  
 (ii) The metal protection under the stove flanged up at least 3/4" to form a pan.  
 (2) Fuel tanks must be—  
 (i) Separated from the stove that they serve;  
 (ii) Mounted in a location open to the atmosphere or mounted inside a compartment that is vented to the atmosphere; and  
 (iii) Fitted with an outside fill and vent.

### **§ 25.45-2 Cooking systems on vessels carrying passengers for hire.**

(a) No fuel may be used in any cooking system on any vessel carrying passengers for hire without the approval of Commandant (CG-521) except those listed in §25.45-1, subject to the requirements stated therein, and liquefied petroleum gas (LPG), or compressed natural gas (CNG).

- (i) The storage or use of CNG containers within the accommodation area, machinery spaces, bilges, or other enclosed spaces is prohibited.  
 (ii) LPG or CNG must be odorized in accordance with ABYC A-1.5.d or A-22.5.b, respectively.

(4) Continuous pilot lights or automatic glow plugs are prohibited for an LPG or CNG installation using ABYC A-1 or A-22 as the standard.

- (i) The stowage or use of CNG containers within the accommodation area, machinery spaces, bilges, or other enclosed spaces is prohibited.

(iii) The use of stowage of stoves with attached CNG cylinders is prohibited as specified in paragraph 6–5.1 of NFPA 302.

(6) If the fuel supply line of an LPG or CNG system enters an enclosed space on the vessel, a remote shut-off valve must be installed that can be operated from a position adjacent to the appliance. The valve must be located between the fuel tank and the point where the fuel supply line enters the enclosed portion of the vessel. A power operated valve installed to meet this requirement must be of a type that will fail closed.

## 20. Garbage Placards (33 CFR 151.59)

Marine Trash placard posted: Vessel 26 ft or greater	33 CFR 151.59
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Vessels 26 feet or more in length must display garbage placards that are;

- Made of durable material and nine inches wide by four inches high with letters at least 1/8" high
- Displayed in prominent locations and in sufficient numbers to be read by the crew and passengers

The placard must notify the reader of the following:

- Discharge of plastic or garbage mixed with plastic into any waters is prohibited
- Discharge of garbage is prohibited in U.S. navigable waters and in all other waters within three nautical miles of the nearest land
- Discharge of dunnage, lining, and packing materials that float is prohibited within 25 nautical miles of the nearest land.
- Other unground garbage may be discharged beyond 12 nautical miles from the nearest land
- Other garbage ground to less than one inch may be discharged beyond three nautical miles of the nearest land.
- Violators are liable for civil penalties up to \$25,000, fines up to \$50,000, and imprisonment for up to five years per violation

### Garbage Type Discharge

- Plastics – includes synthetic ropes, fishing nets, and plastic bags. Prohibited in all areas.
- Floating dunnage, lining and packing materials. Prohibited less than 25 miles from nearest land
- Food waste, paper, rags, glass, metal, bottles, crockery and similar refuse. Prohibited less than 12 miles from nearest land.
- Comminuted or ground food waste, paper, rags, glass, etc. Prohibited less than 3 miles from nearest land.

## 21. OVERALL VESSEL CONDITION

Check for any visible hull damage, not over powered, etc.	
Check engine hoses for leaks	46 CFR 28.215
Excess oil in bilges, excess leaking and bilge activation, etc.	
<b>Inspection notes: If on land, have owner</b> operate sea valves and check engine mount bolts, broken rubber mounts.	

## 22. Charts and Publications

Vessels $\geq$ 12 meters (39.4 ft) <u>encouraged</u> to have copy of Navigation Rules Book (COLREGS72) on board.	33 CFR 88.05
Updated navigation paper charts, US Coast pilot, USCG light list, tide table and current tables or extracts or copies of applicable sections	46 CFR 26.03-4
<b>Inspection note:</b> No inland waters in Alaska and carriage of book not required. All vessels must comply with the navigation Rules of the Road and are encouraged to carry a copy.	

Many of the pubs are available on line and extracts can be printed. <a href="http://www.mxak.org/navigation/nav_intro.html">http://www.mxak.org/navigation/nav_intro.html</a>	
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## 23. Communications

Vessels of 65.5 ft and greater, radiotelephone required capable of transmitting on 22A	33 CFR 26.03
If required, valid radio station license	47 CFR 80.403/405

A radiotelephone (VHF-FM) is required on every power driven vessel of 20 meters (65.6 ft) or over. Vessels that are required to have a radiotelephone on board must have a valid Radio Station License issued by the Federal Communications Commission (FCC) posted in the navigation area or on the bridge. Licenses are required on any vessel, including a recreational vessel, on an international voyage.

No station license is required for the typical un-inspected passenger vessel carrying the normal types of transmitting equipment such as VHF-FM marine radios, radar, or an EPIRB.

If you have questions about this please contact the Federal Communications Commission by visiting there website at <http://www.fcc.gov/> or their Anchorage office at (907) 271-6343.

## 24. Waste Management Plan

United States oceangoing vessels of 40 feet or longer, which are engaged in commerce or are equipped with a galley and berthing, must have a written Waste Management Plan describing the procedures for collecting, processing, storing and discharging garbage, and designate the person who is in charge of carrying out the plan.

Oceangoing vessels operate any time seaward of the outermost boundary of the territorial seas (3 NM) of the U.S.

### Sample Waste Management Plan

Waste Management Plan for (Vessel Name): \_\_\_\_\_

Person in Charge: \_\_\_\_\_

Solid Waste Management Procedures:

- All vessel refuse is put in garbage bags and stored on board until it can be disposed of in dumpsters on shore. This policy is reviewed with all crew members.

If the vessel is outside of 12 miles from shore:

- All the garbage with the exception of food materials and paper is put in a garbage bag to be hauled to the dockside trash receptacle at trip's end. Food materials and paper generated in the galley are collected in a bucket (or in a paper bag or cardboard box) and the bucket emptied over the side (or the food filled bag or box is thrown overboard) by a crew member.

If the vessel is within 12 miles of shore or returning to shore:

- All refuse materials are put in garbage bags and stored on board until the end of the trip when the deckhand disposes of the bags in the dockside trash receptacles.

Crew Education:

- At the beginning of each season all crew members are reminded of the refuse discharge laws and shown the MARPOL V placard posted in the galley. Crew is told that it is vessel policy to stow all garbage materials on board except for food and paper when the vessel is outside of 12 miles. The captain orients all new crew and passengers to the rules governing the vessel including refuse laws and refuse handling.



## 25. Safety Orientation and General Safety

Prior to getting underway, the operator shall ensure that suitable public announcements, instructive placards or both are provided in a manner which affords all passengers the opportunity to become acquainted with: 1. Stowage locations of life preservers. 2. Proper method of donning and adjusting life preservers. 3. The type and location of all lifesaving devices carried aboard. 4. The location and contents of the emergency checkoff list.	46 CFR 26.03(a)&(b)
Recommended means to check this requirement is to have operator provide an example of announcement or copy of instructive placards.	
Aware of proper sexual offense reporting <b>Sexual Offense:</b> The master in charge shall report to the Coast Guard a complaint of any sexual offense prohibited under 18 U.S.C. 2241-2248. A master or individual in charge who knowingly fails to report in compliance with this section could face a civil penalty of not more than \$5,000. Any report of sexual offenses made to a Boarding Officer shall be immediately forwarded to the cognizant Marine Safety Office. See 46 U.S.C. 10104	46 USC 10104

## 26. EMERGENCY INSTRUCTIONS. 46 CFR 26.03

Ensure that an Emergency Check-off List is posted in a conspicuous, continuously accessible place to serve as notice to the passengers, and a reminder to the crew, of precautionary measures which may be necessary in the event of an emergency situation. Except where any part of the emergency instructions is deemed unnecessary by the OCMI, the Emergency Check-off List must contain the applicable portions of the three Emergency Check-off Lists for: (Examples below)

- a. Rough Weather
- b. Man Over board
- c. Fire at sea

### (a) *Rough weather at sea or crossing hazardous bars.*

- ☐ All weathertight and watertight doors, hatches and airports closed to prevent taking water aboard.
- ☐ Bilges kept dry to prevent loss of stability.
- ☐ Passengers seated and evenly distributed.
- ☐ All passengers wearing life preservers in conditions of very rough seas or if about to cross a bar under hazardous conditions.
- ☐ An international distress call and a call to the Coast Guard over radiotelephone made if assistance is needed (if radiotelephone equipped).

### (b) *Man overboard.*

- ☐ Ring buoy thrown overboard as close to the victim as possible.
- ☐ Lookout posted to keep the victim in sight.
- ☐ Crewmember, wearing a life preserver and lifeline, standing by ready to jump into the water to assist the victim back aboard.
- ☐ Coast Guard and all vessels in the vicinity notified by radiotelephone (if radiotelephone equipped).
- ☐ Search continued until after radiotelephone consultation with the Coast Guard, if at all possible.

### (c) *Fire at Sea.*

- ☐ Air supply to the fire cut off by closing hatches, ports, doors, and ventilators, etc.
- ☐ Portable extinguishers discharged at the base of the flames of flammable liquid or grease fires or water applied to fires in combustible solids.
- ☐ If fire is in machinery spaces, fuel supply and ventilation shut off and any installed fixed firefighting system discharged.
- ☐ Vessel maneuvered to minimize the effect of wind on the fire.
- ☐ Coast Guard and all vessels in the vicinity notified by radiotelephone of the fire and vessel location (if radiotelephone equipped).
- ☐ Passengers moved away from fire and wearing life preservers.

## 27. Passenger Counts Taken: 46 CFR 3502

**Passenger Counts:** The master or operator of a vessel carrying passengers shall keep a correct count of all passengers received and delivered. The total number of passengers shall be provided to the Coast Guard upon request.

**Recommendation: Passenger Manifest:** Owners and operators of charter vessels are encouraged to file a float plan with a full passenger manifest and leave it with someone ashore prior to departing. In case of an accident, this manifest gives the Coast Guard a definite number of people they should be searching for. This practice only takes a few minutes and can make the difference between life and death.

## 28. Notice of Marine Casualty (46 CFR 4.05-1)

Aware of proper accident and casualty reporting	33 CFR 173.59 & 46 CFR 4.05
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Immediately after addressing safety concerns, the owner, master, operator, or person in charge shall notify the nearest Marine Safety Office, Marine Inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting of:

- ☐ An unintended grounding, or an unintended strike of a bridge
- ☐ An intended grounding or an intended strike of a bridge, that creates a hazard to navigation, the environment, or safety of a vessel
- ☐ A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel.
- ☐ An occurrence adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing systems, lifesaving equipment, auxiliary power generating equipment, or bilge-pumping systems
- ☐ A loss of life
- ☐ An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties
- ☐ An occurrence causing property damage in excess of \$25,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas freeing, dry-docking, or demurrage

### Substance of Marine Casualty Notice (46 CFR 4.05-5)

The notice must include the following information:

- a. Name and official number of the vessel involved;
- b. Name of the vessel's owner or agent;
- c. Nature and circumstances of the casualty;
- d. Locality in which it occurred;
- e. Nature and extent of injury to persons; and
- f. Damage to property.

### Written Report of Marine Casualty (46 CFR 4.05-10)

The owner, agent, master, operator, or person in charge shall, within five days, file a written report of any marine casualty. This written report is in addition to the immediate notice required by 46 CFR 4.05-1 and must:

- ☐ Be delivered to a Coast Guard Marine Safety Office or detachment
- ☐ Be provided on Form CG-2692 (Report of Marine Accident, Injury or Death)



☐ Be supplemented as necessary by appended Forms CG-2692A (Barge Addendum) and CG-2692B (Report of Required Chemical Drug & Alcohol Testing following a Serious Marine Incident)

The Marine Casualty Report Forms (CG-2692) are available at any Marine Safety Office or detachment. They are also available on the Internet at [www.uscg.mil/hq/g-m/moa/repor.htm](http://www.uscg.mil/hq/g-m/moa/repor.htm).

#### **Serious Marine Incident (46 CFR 4.03-2)**

A serious marine incident involving a vessel in commercial service includes any marine casualty or accident that results in any of the following:

- ☐ One or more deaths
- ☐ An injury to a crewmember, passenger, or other person which requires professional medical treatment (treatment beyond first aid) and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform his or her routine duties
- ☐ An occurrence causing property damage in excess of \$100,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry-docking, or demurrage
- ☐ Actual or constructive total loss of any self-propelled vessel of 100 gross tons or more
- ☐ A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in 33 U.S.C. 1321, whether or not resulting from a marine casualty
- ☐ A discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States, or a release of a reportable quantity of a hazardous substance into the environment of the United States, whether or not resulting from a marine casualty

**A serious marine incident requires action by the marine employer to conduct the chemical testing required by 46 CFR 16.240.**

## **29. CHEMICAL TESTING REQUIREMENTS**

### **DRUG TESTING PROGRAM**

Employer drug testing program, name of consortium noted	46 CFR 16.205
Aware of regulation against operating a vessel while intoxicated	33 CFR 95
Means for 2 hour alcohol test available	
<b>Inspection notes:</b> If not enrolled in a program, seek additional guidance from Prevention Department.	

#### **Occasions for Drug and Alcohol Testing**

The regulations require five types of testing:

**Pre-employment:** (46 CFR 16.210) A crewmember must pass a drug test before an employer may employ him/her. A prospective crewmember who submits a urine sample cannot be employed until a negative test result is confirmed.

**Periodic:** (46 CFR 16.220) Periodic tests are the responsibility of the individual mariner, not the marine employer, for transactions involving licenses. Drug test results must be submitted to the Coast Guard Regional Exam Center at the time of the transaction.

**Random:** (46 CFR 16.230) An employer must conduct random drug testing of certain crewmembers at an annual rate of not less than 50%.

**Reasonable cause:** (46 CFR 16.250) An employer shall require any crewmember who is reasonably suspected of using drugs to be tested for drugs and/or alcohol.

**Serious Marine Incident Post accident:** (46 CFR 16.240) A person (not necessarily a crewmember) who is directly involved in a serious marine incident must be tested for drugs and

alcohol. Post-accident testing applies to all serious marine incidents involving commercial vessels regardless of flag of origin. More specifically, this includes crewmembers aboard foreign flag vessels who are directly involved in serious marine incidents occurring in U.S. waters.

Any crewmember who fails any required drug test must be removed from duties which directly affect the safe operation of the vessel as soon as practicable (or denied employment in the case of a pre-employment test). Marine employers must report positive tests to the Coast Guard for persons holding licenses or documents. Those personnel should expect revocation of their Coast Guard papers for drug use, and revocation or suspension of their Coast Guard papers for alcohol intoxication. That person may not return to work aboard a vessel until the Medical Review Officer determines that person is drug free and at low risk to return to drug use and any administrative hearing concerning their license or documents has been resolved. The marine employer must also establish an Employee Assistance Program (EAP) for the employees, which includes drug and alcohol education and training. For more detailed information on the chemical testing requirements please visit the web site at <http://www.uscg.mil/hq/g%2Dm/moa/dapihis.htm#toc> or call the Seventeenth District Drug and Alcohol Program Inspector at (907) 271-6714.

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## 5 Star Requirements:

**Note:** The basic pre-requisite for any 5 star rating is the compliance with existing regulations. This can be demonstrated through obtaining a CG Auxiliary UPV decal or through voluntarily submitting to an inspection by other qualified CG personnel.

### 1 Star Requirements:

1. In addition to the requirements for a UPV decal, the operator must additionally have an “in-house” safety-training program established. An acceptable safety-training program includes, at a minimum, drills on:
  - a. Dewatering
  - b. Abandon ship
  - c. Donning of PFDs
  - d. First aid
  - e. Deployment of the liferaft or IBA, when carried,
  - f. Emergency hailing procedures.
2. It will also include a record of drills conducted and maintenance of emergency equipment in a bridge log or record book.

*Notes: Having verified compliance with 46 CFR Subchapter C, the inspector will review the safety-training program. It's up to the inspector to determine that all areas are covered to his/her satisfaction.*

### 2 Star Requirements:

1. In addition to the above, UPVs must have a bilge pump with high water bilge alarm installed.  
**or**
2. If the vessel is designed without a bilge, suitable reserve buoyancy to float the vessel in a totally swamped condition.

*A bilge alarm gives early warning of flooding below deck where a breach in the hull can often go unnoticed until it is too late, and a bilge pump can often make the difference between getting back to port or sinking at sea.*



*Notes: Ask the vessel operator to activate the high water bilge alarm to verify alarm is working. For those vessels with no bilge – they must provide proof of “suitable reserve buoyancy.”*

### 3 Star Requirements:

1. In addition to the above, **emergency** communications, specifically a handheld VHF FM radio with a minimum of 5 watts of power communications must be provided. (If a vessel’s primary radio shorts out due to flooding, this handheld radio will allow the operator to call for help. VHF radios allow CG rescue units to use a direction finder to locate the vessel in distress. Additionally, VHF radio provides the ability to notify all vessels in the area via a MAYDAY broadcast. Handheld radios are required because a handheld can be taken into the liferaft or IBA if the vessel is abandoned.)
2. A portable satellite phone (not a cell phone) that can be carried off the boat during an abandon ship is considered an equivalent level of safety.
3. Batteries for secondary communications equipment should be replaced or charged regularly to ensure adequate power.

### 3 Star Requirements: (cont)

*Notes: If the vessel operator is using a handheld VHF radio wattage, ensure output equals or exceeds 5 watts. Have operator turn on equipment to verify battery is charged. Ask if operator has backup batteries. Ask if equipment is checked prior to getting underway with passengers.*

### 4 Star Requirement:

1. In addition to the above, a registered 406 MHz EPIRB (Emergency Position Indicating Radio Beacon), Class I or II, shall be on board, with charged batteries and properly mounted.

*Notes: Check EPIRB registration and battery expiration date. For those mounted with a hydrostatic release, check HR expiration date. No credit given if EPIRB is not 100% “ready-to-go.”*

### 5 Star Requirements:

1. In addition to the above, the vessel shall have on board a properly mounted CG approved Liferaft or IBA (Inflatable Buoyant Apparatus) or equivalent (see below) with a minimum capacity for all passengers on board. (Liferafts and IBA’s can be of the canister or valise type and must be serviced annually.)
2. An equivalent level of safety for vessels whose design or arrangement do not provide space for a liferaft or IBA are vessels constructed with level floatation that meet CG standards. (This determination will be made by a qualified examiner in discussion with the owner or operator.)
3. Many operators have been carrying commercial quality **inflatable skiff** for many years as a self-imposed increase in the level of safety they provide to their customers. In an effort to recognize their efforts, an **inflatable skiff** may be counted as an equivalent level of safety only if all of the following are met:
  - (a) The **skiff** is carried in a fully inflated condition
  - (b) The **skiff** is stowed and secured to allow immediate deployment
  - (c) The vessel only operates within the boundary line
  - (d) The capacity of the raft equals the total number of passengers carried

**Notes:**

1. This “commercial quality *inflatable skiff*” alternative to Coast Guard approved Liferrafts or IBA’s is for existing rafts only, not new purchases.
2. New IBA’s and liferafts do not have to be serviced until two years have passed, then every year thereafter
3. Verify IBA or Liferaft is Coast Guard Approved – should be marked on equipment. If not, have operator provide documentation providing proof.
4. If the operator is requesting credit based on level flotation, ensure operator provides proof that vessel was built with level flotation.
5. If the operator is requesting credit based on an existing “commercial quality *inflatable skiff*,” the inspector will verify items (a) – (d) are being met. Recommendation: A more effective method for verifying item (c) might be to ask the operator if he/she operates inside the boundary line exclusively, rather than telling him/her the requirement first. If they answer anything other than “always,” no credit can be given. It’s only for vessels that operate “exclusively” within the boundary line (Boundary Line information for Alaska can be found in 46CFR7.150-.180). You may also remind an operator granted this credit that if discovered operating outside the boundary line while exhibiting a 5 Star Decal and/or Pennant, the decal will be scraped and the pennant taken down.

**Five Star Rating System**

	CG Aux. UPV decal	Safety Training Program	Bilge Pump High water alarm	Handheld VHF radio	EPIRB (406 MHz Cat I or II)	Liferaft or IBA for 100% POB
One Star	*	*				
Two Star	*	*	*			
Three Star	*	*	*	*		
Four Star	*	*	*	*	*	
Five Star	*	*	*	*	*	*

**General Requirements Note:**

1. Some of the requirements are simple enough (like the one for an EPIRB) while others have several options/variables to consider. In those cases where some flexibility is built into the system, the 5 Star Inspector will determine if the safety equipment is appropriate to the particulars of the individual vessel. The Inspector will also determine whether the equipment in question is “serviceable” = adequate and able to perform its intended function.
2. Ask the operator if the 5 Star equipment is checked and, if so, how often. If they don’t check daily or prior to getting underway with passengers, recommend they make that part of their normal daily/pre-underway checks.
3. Do not give credit for equipment that is not serviceable/operating as designed or intended.
4. The list of items is not meant to be in a fixed, specific order, where in order to get to the next level you need to obtain all preceding safety gear. The vessel should be given credit for the safety gear that is installed regardless of order.
5. If the operator was awarded 5 stars, please provide him/her with a “post card” (signed by you) to mail to D17. That ensures they’ll get their pennant faster.



# U.S. Coast Guard 17<sup>th</sup> Coast Guard District

<b>UPV</b> <b>Uninspected Passenger Vessel</b> (Maximum 6 Passengers) <b>Safety Equipment Examination</b>									
This vessel meets all USCG Uninspected Passenger Vessel Safety Equipment Requirements									
<b>Decal No.</b> <input type="text"/>	This decal expires the last day of: <table><tr><td><b>2007</b></td><td><input type="checkbox"/></td></tr><tr><td><b>2008</b></td><td><input type="checkbox"/></td></tr><tr><td><b>2009</b></td><td><input type="checkbox"/></td></tr><tr><td><b>2010</b></td><td><input type="checkbox"/></td></tr></table>	<b>2007</b>	<input type="checkbox"/>	<b>2008</b>	<input type="checkbox"/>	<b>2009</b>	<input type="checkbox"/>	<b>2010</b>	<input type="checkbox"/>
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<b>2009</b>	<input type="checkbox"/>								
<b>2010</b>	<input type="checkbox"/>								
<b>This vessel exceeds USCG Uninspected Passenger Vessel Safety Equipment requirements and qualifies for the below Safety Star Rating</b>									
<input type="text"/>									
U.S. Department of Homeland Security									

Un-Inspected Passenger Vessel (UPV)  
and  
5 Star Safety

## Dockside Examination Form

Web Site:  
[www.alaska5star.us](http://www.alaska5star.us)

January 2010 Edition

Vessel Name			Registration or Documentation #		Name: <input type="checkbox"/> Owner <input type="checkbox"/> Operator		Examination Date	
Length	Beam	Draft	Net Tonnage	Year MFG.	Mailing Address			
Vessel Color(s) Hull      Deck      Super Structure			Vessel Make (MFG)		City, State, Zip.			
			Vessel Model:		Street Address if Different than Mailing		Work Phone Number (    )	
Usage <input type="checkbox"/> UPV	Fuel Type <input type="checkbox"/> Gas <input type="checkbox"/> Diesel <input type="checkbox"/> Other	Horse-power	Propulsion Type <input type="checkbox"/> Inboard <input type="checkbox"/> Outboard <input type="checkbox"/> Sail		City, State, Zip.		Cell or Home Number (    )	
Hull Structure  <input type="checkbox"/> Wood <input type="checkbox"/> Fiberglass <input type="checkbox"/> Steel <input type="checkbox"/> Aluminum			Hull Identification Number		Email Addresses:			
					Operator U.S. Coast Guard License Number		Name of License Holder	
Drug Testing Consortium Name:			Charter Association Membership Information <input type="checkbox"/> Not a Member					
Address:			Name					
City/State/Zip			Address					
Telephone:			Phone Number		Email Address			
If available, Crewmember Names and Most Recent Drug Test Date Name :                          Drug Test Date:  1. _____  2. _____  3. _____  4. _____			UPV Decal Issued: <input type="checkbox"/> Yes <input type="checkbox"/> No			5 Star Participant:		
			UPV Decal Number:     _____			<input type="checkbox"/> Yes <input type="checkbox"/> No		
			Initial Issue <input type="checkbox"/> Renewal: <input type="checkbox"/>			Number Stars Earned:		
			Issue Date:			Expiration Date:		
Expiration Date: 31 December _____			31 December _____					
A voluntary UPV dockside examination has been completed. However a UPV Safety Decal cannot be issued due to the following deficiencies: (note deficiency by item number, with an explanation, and identify any Extremely Hazardous Conditions (EHC). Use additional sheet as required. _____ _____ _____								
When these deficiencies are corrected, please call this number to schedule a re-examination: Examiner Name: _____ Phone Number: _____								
<b>Congratulations!</b> Your vessel is in compliance with all applicable UPV regulations. The decal is valid for 2 years provided that all regulatory and operating requirements remain current. Please keep this form on board and show it to the Coast Guard if the vessel is boarded.								
I CERTIFY that I have personally examined the vessel and find it meets the requirements of this report at the time of the examination. Examiner Printed Name: _____ Issuing Examiner Signature: _____ Examiner Unit: _____								
By accepting this UPV decal I pledge to always maintain my vessel and equipment to the standard of safety qualified for during this examination. <b>I will remove this decal if the vessel is sold or the vessel no longer meets these requirements.</b>								
Vessel Representative Signature: _____ Date: _____								



This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no vertical margin lines or other markings present. The paper appears to be a standard piece of stationery used for writing or drawing.

Page 2/4

# U.S. Coast Guard UPV & 5 Star Marine Examination Check List

1/2010 Edition

Vessel Name:

Date:

Page: 3 of 4

Subject	Y	N	N/A	Subject	Y	N	N/A
<b>1. DISPLAY OF NUMBERS, NAME, MARKINGS:</b> Name, hailing port, proper size, current AK sticker. State vessels - 33 CFR 173. Documented vessels - 46 CFR 67.				<b>15. FUEL SYSTEM:</b> Tanks secure, Over 7 gallons are considered permanent & must be grounded / vented. Approved hoses in good condition, no leaks. 33 CFR 183.514, .524, .528, & .572.			
<b>2. NAVIGATION LIGHTS:</b> Proper navigation lights and all around anchor light. 33 CFR 84, COLREGS 72.				<b>16. POLLUTION PLACARD:</b> Vessels 26 ft. & over w/machinery compartment. 33 CFR 155.450.			
<b>3. SOUND PRODUCING DEVICE:</b> Vessels less than 12 m. or 39.4 ft. require means to make efficient sound: whistle, horn, or other. 72 COLREGS Rule 33.				<b>17. ELECTRICAL SYSTEMS:</b> Batteries secure, terminals covered, well organized wiring, proper fuses/circuit breaker. 33 CFR 183.420.			
<b>3a. SOUND PRODUCING DEVICE:</b> Vessel 12m or greater; whistle required. 20m or greater whistle and a bell. 72 COLREGS Rule 33.				<b>18. MARINE SANITATION DEVICE – (MSD)</b> Installed MSDs must be approved and operable, overboard discharge secured by acceptable method. 33 CFR 159.7.			
<b>4. REGISTRATION OR DOCUMENTATION</b> Registration or Documentation <u>must</u> be current & onboard. 46 CFR 67. 33 CFR 173.				<b>19. GALLEY / HEATING SYSTEMS:</b> Secure system, proper tank installation. No flammable material nearby. 46 CFR 25.45.			
<b>5. HULL IDENTIFICATION NUMBER or OFFICIAL Number:</b> HIN permanently marked: 33 CFR 181.23 or Official # permanently affixed- 46 CFR 67.121. If mono-hull < 20 ft, has CG Capacity Plate visible. 33 CFR 183.23.				<b>20. MARINE TRASH PLACARD:</b> Must be displayed on vessels 26 ft. and over. 33 CFR 151.59.			
<b>6. USCG LICENSE:</b> On Board, Current, Licensed for area of operation & tonnage. 46 CFR 15.605 & .905; 46 CFR 26.20 & 15.401.				<b>21. OVERALL VESSEL CONDITION</b> (Bilge & Equipment area clean, well maintained. Not overloaded, overpowered, or NO AUTOMOTIVE PARTS, USE MARINE PARTS ONLY.			
<b>6a. Transportation Worker Identification Card (TWIC) :</b> Licensed operators has valid TWIC in possession. Required after 15 April 2009.				<b>22. CHARTS &amp; PUBLICATIONS:</b> International Rules apply. Charts, Coast Pilot, light list, tide & current table or extracts on board. 46 CFR 26.03-4.			
<b>7. TWO LICENSED OPERATORS.</b> Operator aware of requirement for adequate watches for voyages >12 hrs. 46 USC 8104(b).				<b>23. COMMUNICATIONS:</b> Power driven Vessel 65.6 ft (20 m) or over: Radiotelephone (VHF-FM) required. 33 CFR 26.03. <u>Note:</u> FCC station license not required for typical UPV unless international voyage.			
<b>8. PFDs: ONE APPROVED READILY AVAILABLE TYPE I or commercial TYPE V</b> (Type V must be worn when not in enclosed space) of appropriate size for <b>EACH PERSON ON BOARD</b> 46 CFR 25.25.				<b>24. WASTE MANAGEMENT PLAN:</b> <u>Ocean going</u> vessels 40 ft or greater must have written plan. 33 CFR 151.57. Ocean going = greater than 3 miles beyond boundary line.			
<b>8a. EACH Type I or V PFD equipped with retro reflective material</b> (31 sq. in) and in good <u>serviceable</u> condition. 46 CFR 25.25-15.				<b>25. SAFETY ORIENTATION GIVEN BEFORE EACH VOYAGE.</b> 46 CFR 26.03 (or instructional placard provided).			
<b>8b. PFD LIGHT REQUIRED IF OPERATING BEYOND BOUNDARY LINE: DATED BATTERIES REQUIRED.</b> 46 CFR 25.25-13.				<b>26. EMERGENCY INSTRUCTIONS POSTED.</b> 46CFR 26.03 Instruction should cover rough weather, man overboard, and fire.			
<b>8c. CHILD PFD Requirements:</b> USCG approved Type I, II, or III PFD <u>must</u> be worn by each child under 13 in open skiff or on deck. AS 05.25.010(g) / 33 CFR 175.15.				<b>27. PASSENGER COUNTS TAKEN.</b> 46 USC 3502 <b>Note :</b> If 100 GT or greater, master must prepare and pass ashore voyage plan with crew and passenger list. 46 CFR 26.03-9.			
<b>9. TYPE IV THROWABLE:</b> For Vessels 16 ft. or greater and less than 26 ft.; one Type IV Device on board. 33 CFR 175.11.				<b>28. OPERATOR AWARE OF PROPER ACCIDENT AND CASUALTY REPORTING.</b> 46 CFR 4.05.			
<b>10. At least ONE Approved 24" Ring Buoy :</b> On vessels 26 ft. and greater. Immediately available with GRAB LINE, all in serviceable condition. 46 CFR 25.25-5 (d). <b>If at least 100 GT, must have 3.</b>				<b>29. DRUG TESTING PROGRAM IN EFFECT:</b> (Pre-employment, random, periodic, probable cause, serious casualty) 46 CFR 16.			
<b>11. VISUAL DISTRESS SIGNALS (VDS)</b> INTERNATIONAL – Minimum 3 day/night flares/aerial rockets or approved signals, <b>NOT EXPIRED.</b> Watertight container. 33 CFR 175.				<b>29a. ALL CREWMEMBERS enrolled in drug testing program</b> 46 CFR 16.210.			
<b>12. FIRE EXTINGUISHERS:</b> USCG approved, proper number & size, mounted, Gauges or Current Inspection Tags: 46 CFR 25.30.				<b>29b. MEANS FOR 2 HR ALCOHOL TEST ON BOARD</b> following serious marine incident. 46 CFR 16.240.			
<b>13. BACKFIRE FLAME ARRESTOR:</b> For gasoline engines only, approved type, properly installed, and clean. 46 CFR 25.35.				<b>30a. If 100 GT or greater ,</b> operating more than 3 miles seaward of territorial sea base line, must have <b>EBIRB</b> CAT 1, float free 406 EPIRB on board and registered. 46 CFR 25.26-10.			
<b>14. VENTILATION:</b> Gas engines w/ closed compartments. WARNING Label by ignition switch. Installed blower must work. 46 CFR 25.40.				<b>30b. If 100 GT or greater,</b> must have survival craft for <u>ocean voyage</u> with capacity for all on board. 46 CFR 25.25-17.			



<b>U.S. Coast Guard UPV and 5 Star Marine Examination Check List</b>	<b>Vessel Name:</b> _____ <b>Date:</b> _____			1/2010 Edition	Page: 4/4		
				Y	N		
<b><u>5 STAR SAFETY REQUIREMENTS:</u></b>							
Optional Examination:  One Star awarded for each requirement satisfied. <div style="font-size: 4em; margin: 0 10px;">{</div>				<b>Does the vessel request to participate in the 5 Star Program?</b>			
				<b>Pre-requisite: The vessel meets all UPV decal requirements on page 3 of this form.</b>			
				<b>1. Vessel has a safety training program and the training program is documented.</b>			
				<b>2. Vessel has high capacity bilge pump and audible high water alarm. Alarm must be heard in all parts of vessel. Test alarm and pump.</b>			
				<b>3. Portable handheld 5 watt VHF FM Radio. Test operation.</b>			
				<b>4. Properly mounted and registered 406 MHZ Cat. I or Cat. II EPIRB. Tested monthly.</b>			
<b>5. CG Approved life raft or Inflatable Buoyant Apparatus (IBA), valise or canister type, w/ minimum capacity for all passengers carried or equivalent.</b>							
D17 UPV/ 5 star Website:  <a href="http://www.alaska5star.us">http://www.alaska5star.us</a>				Was a UPV Decal Issued?  <input type="checkbox"/> Yes <input type="checkbox"/> No	UPV Decal #  DATE EXPIRES:	5 Star Participant  <input type="checkbox"/> Yes <input type="checkbox"/> No	Number Safety Stars Earned:
<div style="text-align: center;"><b><u>NOTICE</u></b></div> <p>This check list is furnished for your information. There is no assumption of liability of any kind for either services given or any options expressed in connection with this examination. BY ACCEPTING THE UPV DECAL, YOU ARE PLEDGING TO MAINTAIN YOUR BOAT AND EQUIPMENT TO THE STANDARDS OF SAFETY EXHIBITED DURING THE EXAMINATION. THIS EXAMINATION IS NOT AN OFFICIAL BOARDING FOR LAW ENFORCEMENT PURPOSES. It is recommended that you correct any deficiencies noted for your own safety and / or compliance with regulations. ALL INFORMATION GIVEN TO THE U.S. COAST GUARD EXAMINER IS VOLUNTARY. REMOVE THE DECAL(S) IF THIS VESSEL IS SOLD or CONDITIONS ARE NO LONGER MET.</p>				Examiner's Printed Name: _____  Signature: _____  Telephone Number: _____			
				Owner/ Operator Printed Name: _____  Signature: _____  Telephone Number: _____			

**UPV / 5 Star Form Distribution:**

**Original:** Vessel Owner or Operator

**Copy:** USCGD17(dpi), UPV Mgr, PO Box 25517, Juneau, AK 99802

**Copy:** Examiner



(<http://dnr.alaska.gov/>) (<http://dnr.alaska.gov/parks/boating/index>)

Alaska Department of Natural Resources

## OFFICE OF BOATING SAFETY

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DNR



State of Alaska

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### Presentations

The Alaska Office of Boating Safety offers educational programs throughout the state, including presentations customized for a specific audience. For more information contact:

Joe McCullough,  
Program  
Coordinator

## Alaska Water Wise

Alaska Water Wise is a free boating course designed for Alaskans. This eight-hour course is approved by the National Association of State Boating Law Administrators (NASBLA) and recognized by the U.S. Coast Guard. The course satisfies most states boating safety education requirements and may even qualify boaters for **boat insurance discounts**. This course has also been approved for eight hours of Continuing Medical Education (CME) training by the State of Alaska, Department of Health and Social Services.

For more information or to schedule a course in your community, please contact Joseph McCullough (<http://dnr.alaska.gov/shared/emailforms/emailcontact.cfm?send=joseph.mccullough>) Program Coordinator.

## Boating Alaska and Cold Water Immersion presentations

**Boating Alaska:** A one to two-hour presentation "Boating Alaska" targets the key issues relating to boating in Alaska. Even the most experienced skippers have been known to pick up a



# Kids Don't Float Program



**U. S. Coast Guard**

**Alaska Dept. of Health & Social  
Services**

**State Office of Boating Safety**

**Alaska Safe Kids**

**Various Community Coalition  
Members!**

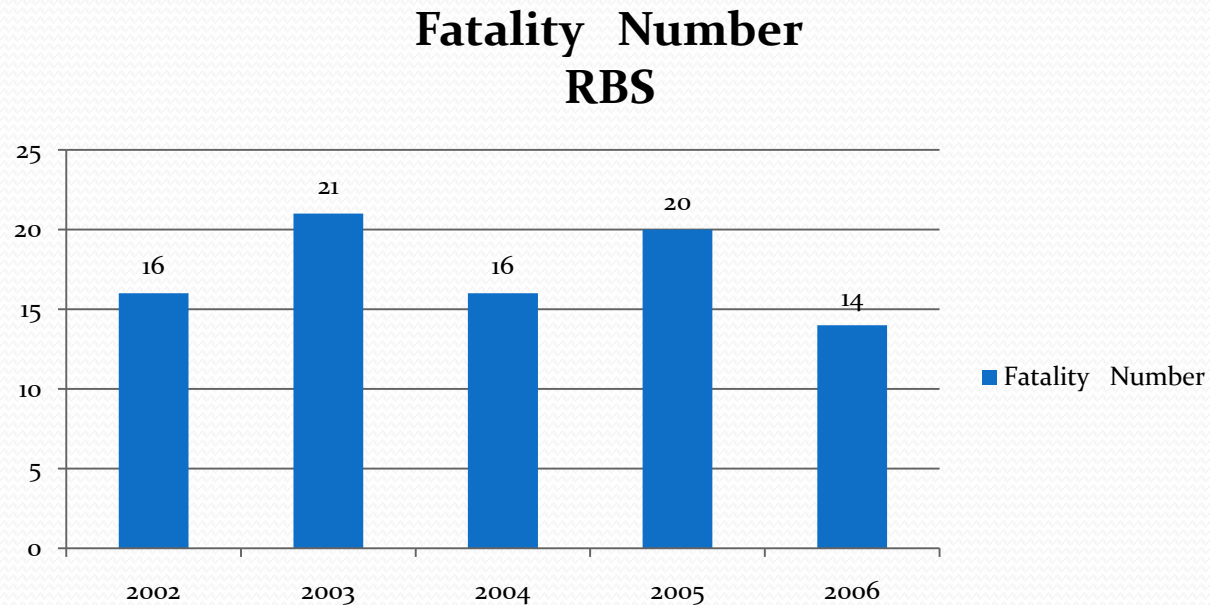
# The Need for Kids Don't Float

- 2002-2006: 87 Boating Fatalities
- Alaska: 10 Times the National Fatality Rate
- 1990-2009: 107 Children & Teens (0-14) Drowned In Alaska





# Boating Fatalities



# Fatality Characteristics

- Most fatalities occur in open skiffs or canoes
- Over 90% of fatality victims did not wear a lifejacket (PFD)
- Over half of Alaska drownings occur on lakes & rivers



# KDF Program Overview

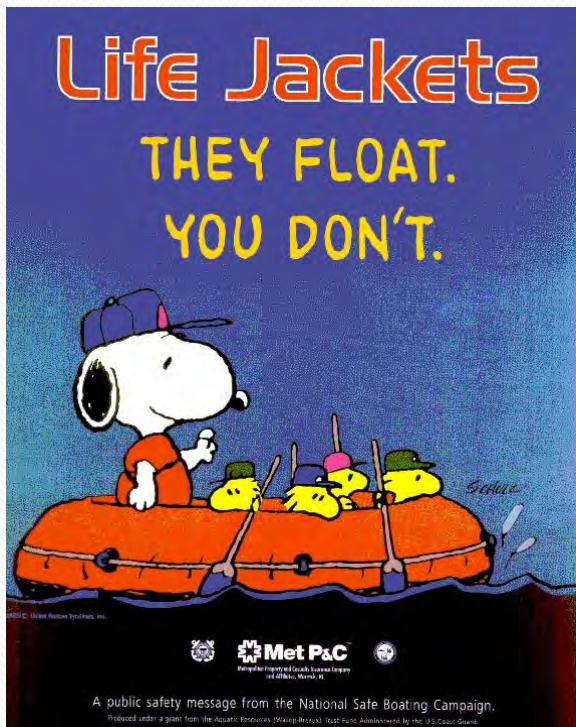
- Started in Homer by Community Groups
- Based on Kids Don't Fly (NY City program)
- Converted to Statewide Use in 1997
- Now in Over 500 Sites Statewide
- 2 Program Components
  - Education
  - Lifejacket Loaner Program
- At least 19 lives saved since start of program

# Who Is Involved With KDF?

- U.S. Coast Guard
- State of Alaska
  - DHSS, Section of Chronic Disease & Health Promotion
  - DNR, State Office of Boating Safety
- Alaska Safe Kids
- Homer Originating Team
- Community Leaders & Volunteers



# KDF Education Program



- Adult Education Curriculum (Manual)
- Youth Education Lesson Plan & Activities
- Peer Educator Program for High School Use

# KDF Peer Education Program

- Volunteers Train High School Students
- Trained High School Students Conduct Classes for Elementary School Students
- 1,700 classes taught from 2000-2009
- In 2009 over 11,000 students reached



# High School Training

- Set Up Training/Program With Local High School
- Students In Program Get Community Service Credit
- Hold 2-3 Hour Training Regarding PFD Use
- Students Develop Lesson Plans For Elementary Classes
- Hold a Final Organizing Session (provide packets)
- H.S. Students Perform Trainings

# Elementary School Training

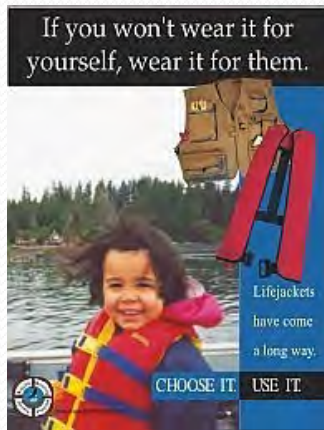
- High School Students Schedule Sessions
- Each Group Teaches 3 Classes (30 mins.)
- Group Receives Evaluation & Credit





# Focus of Kids Don't Float Education Program

- Teach Youth About Safety
- Positive Role Modeling By Teens
- Reach All Types of Boaters/Swimmers
- Reduce Fatalities
- Learn how to swim



# KDF PFD Loaner Program



- Loaner Boards at Harbors/Boat Ramps
- Loaner Board Sponsor
- PFD's Provided by State or Local Groups
- Boaters Borrow PFD's and Return After Use
- PFD Loaner Board Use Study Showed Increase in Use



# KDF 2010 Loaner Program

- Implemented in 249 Alaskan Communities
- PFD Use 5-1500 Times Per Site
- Program Survey 2001
- Little/No PFD Loss
- Very Positive Program Comments

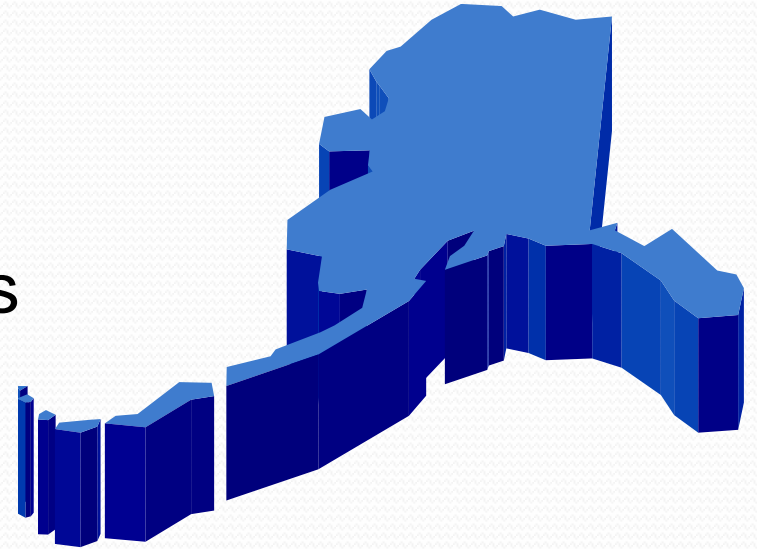
# KDF/Boating Safety Resources

- KDF Program Manual/Kit
- AMSEA Cold Water Kids
- AMSEA Cold Water K-12 Curriculum
- Videos (USCG, DNR, AMSEA)
- Kids Don't Float – Facebook



# The KDF Future

- KDF Loaner Boards at All Harbors/Lakes/Rivers
- Education in All Alaska Schools
- Involvement By All Alaska Communities
- Eliminate Drowning Fatalities



# KDF & Boating Safety

## Point of Contact

### **Loaner Board Program:**

Maria Bailey, State Injury Prevention  
(907) 465-4170

[Maria.bailey@alaska.gov](mailto:Maria.bailey@alaska.gov)

### **Education Program:**

Joseph McCullough, Alaska Boating Safety  
(907) 269-8704

[Joseph.McCullough@alaska.gov](mailto:Joseph.McCullough@alaska.gov)

Mike Folkerts, USCG Boating Safety  
(907) 463-2297

(800)478-6381 (in Alaska)

[Michael.R.Folkerts@uscg.mil](mailto:Michael.R.Folkerts@uscg.mil)



## **Appendix E**

### **Public Meeting Information**

# **PUBLIC MEETING ANNOUNCEMENT NOTICE**

**Village Public Meeting:  
Tribal Transportation Program Safety Planning Project  
Organized Village of Kake**

**Date: Wednesday, October 25, 2017**

**Time: 4:00 – 6:00 PM**

**Where: Kake Senior Center**

**2 Chances to Win!!!  
\$100 Gift Cards**

You are invited to attend a public meeting at the above-referenced location to provide public comment and input on the Village Transportation Safety Plan efforts. Your involvement is critical to the success of the plan. BE HEARD, and help us document the transportation safety issues in relation to the transportation network. Participants will have an opportunity to win one of two \$100 Gift Cards to be drawn and presented during the public meeting. Make a difference in your community!







# Tribal Transportation Safety Plan for TTPSF Program

October 25, 2017 in Kake, AK





# Introductions

*Please sign the TTPSF Meeting Sign in Sheet!*





# Who we are:

*I am honored to be here today to present to you!  
Thank you for this time!*

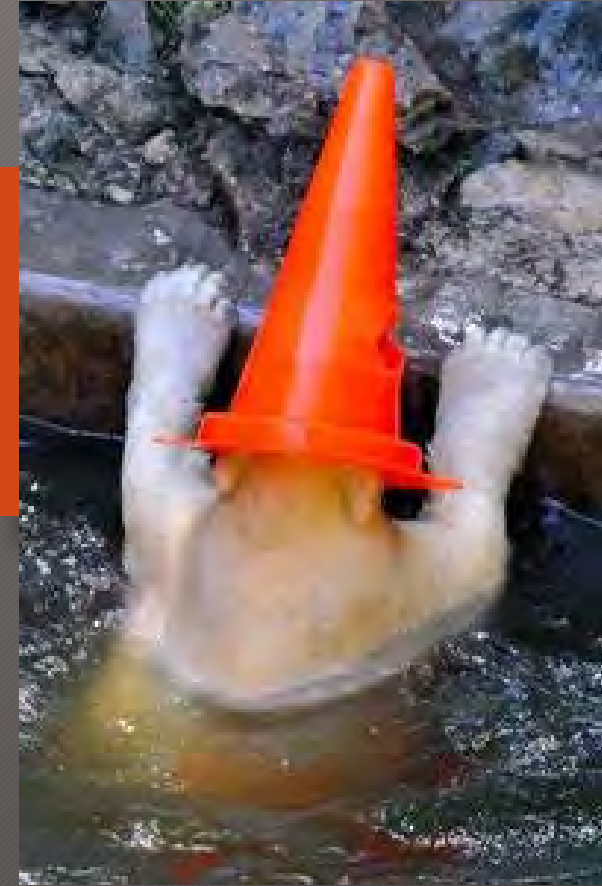
- Red Plains Professional Inc. is a **100% Indian Owned Company** specializing in:

- Tribal Transportation Program Management
- Planning-Transportation, Land Use, Safety, Maintenance, Master, Strategic, Site...
- TTPFI Asset Management and Inventory
- GIS
- Civil Engineering
- Traffic Analysis and Modeling
- Site Development
- Safety Plans and Roadway Safety Audits
- Transit Planning

**I am:**



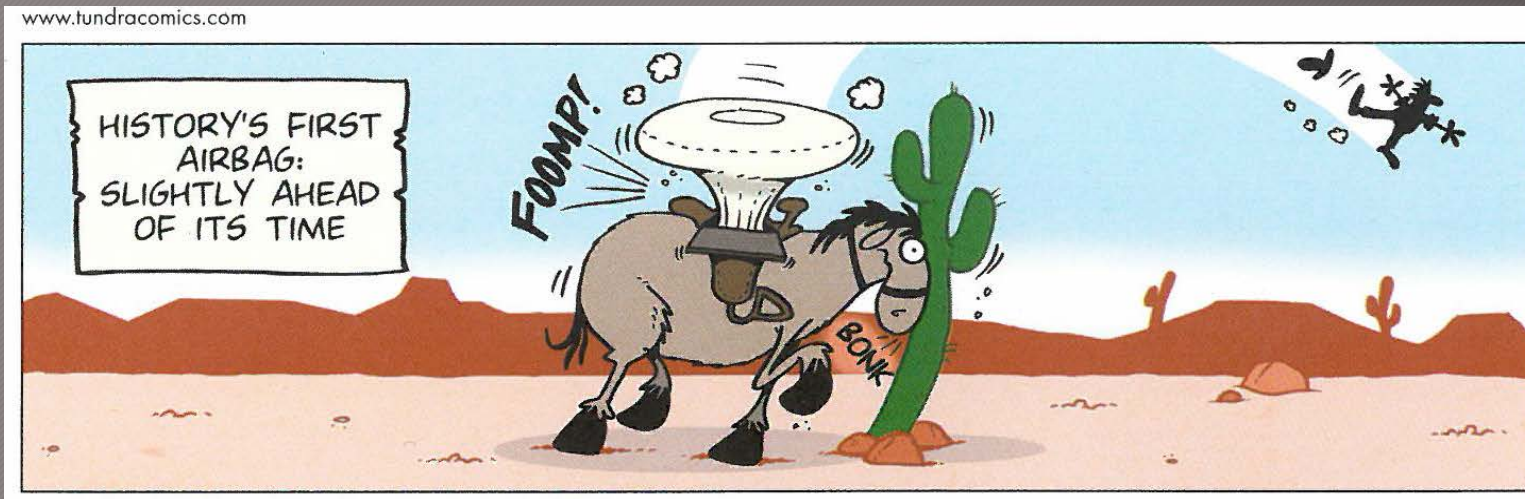
- We are a certified small business, disadvantaged business enterprise, with offices in Washington, Utah, New Mexico, and Oklahoma.
- This is our first project with the Organized Village of Kake, however, we have worked with the Native Village of Tazlina, Naknek Native Village, Mentasta Traditional Council, Ketchikan Indian Community, Native Village of Eyak...





*We all know Safety is a priority but are we really practicing it as a program and community?*

# TTPSF Program Introduction and History





## Native American Traffic Safety Facts

FARS Data 2007-2011

### 1. Total Traffic Fatalities

a. All Native American Fatalities = 2,752 (Total For All Years)

GIS information was not available for all crashes. Note: Click on individual crash icons to view crash summary information



Motor Vehicle Crashes are the leading cause of death for Native Americans and Alaska Natives ages 1 to 44.

- From 1975 to 2002 fatal crashes in the US declined 2.2%
- From 1975 to 2002, Native American and Alaska Native fatal crashes increased 53%

Slide content prepared by FHWA, Adam Larsen





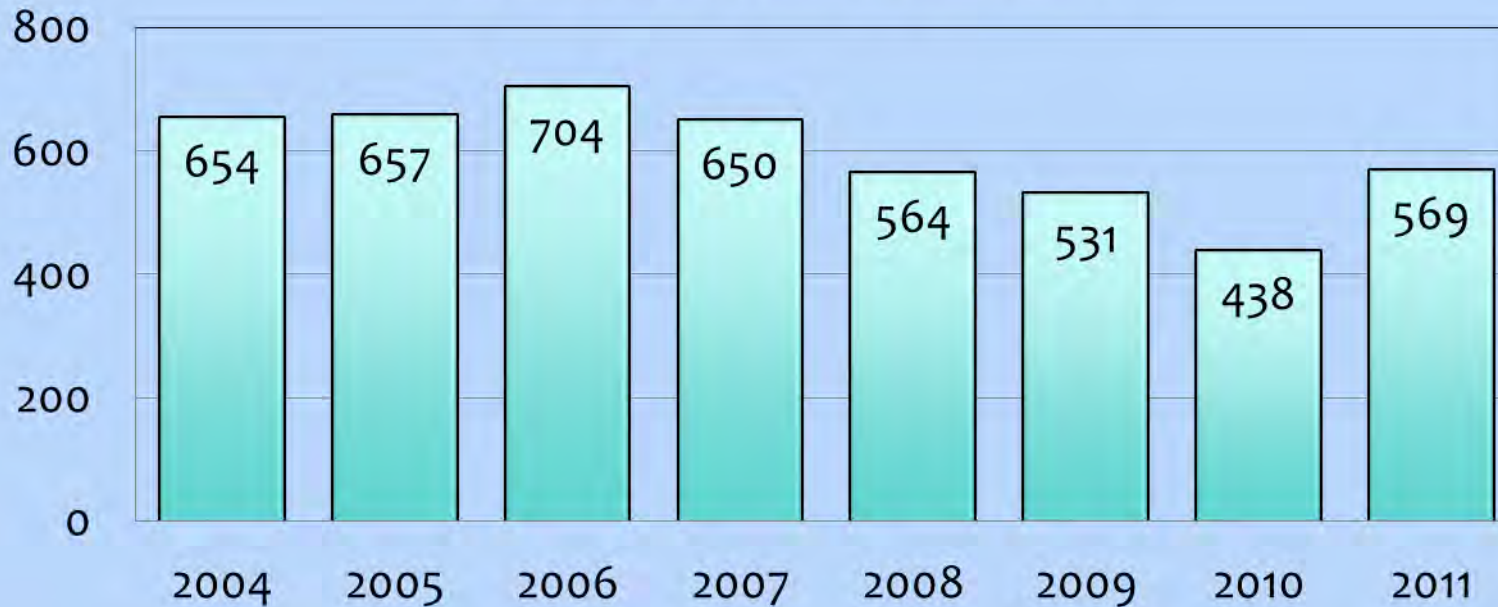
Motor vehicle-related death rates per 100,000 population—American Indian/Alaskan Natives aged 1-44 years, United States, 2003-2007.





# According to the NHTSA Fatality Analysis Reporting System (FARS):

**Native American Fatalities**



Five year total of 2,752 fatalities reported.

## What can be done?

- TTP Safety Fund
- Strategic Transportation Safety Plans
- Data-Driven Decisions







# Tribal Transportation Program Safety Fund

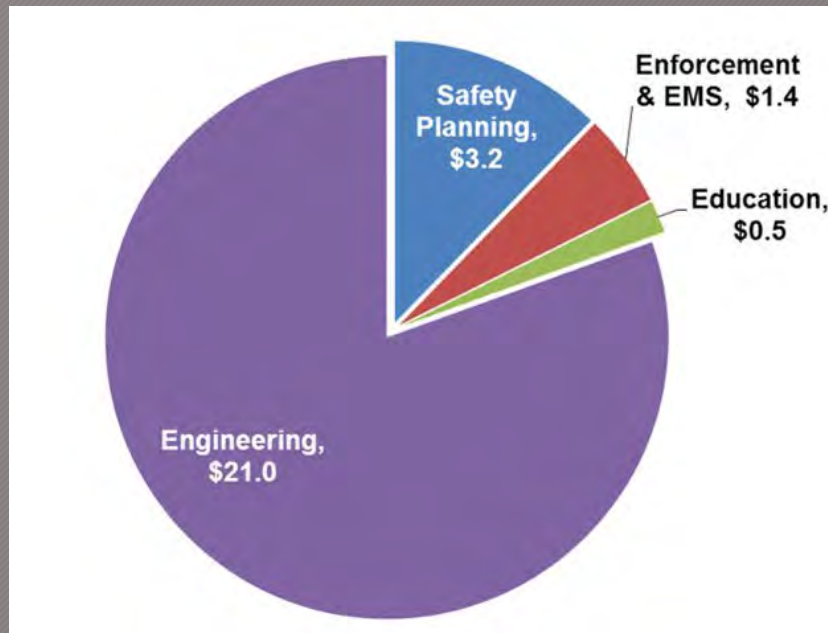
- Tribal Transportation Program is identified in the MAP-21 Highway Bill as a \$450 Million Program Annually
- MAP-21 was a two year bill for 2013 -2014 and we are now working under a continuing resolution
- The Safety Program is a 2% set aside which after obligation limitation typically is funded at \$8.5 M
- The \$8.5 is awarded under a competitive process

MAP-21 Control Panel (FY 14)			
FY14 Authorization Amount		\$450,000,000	
Rescission		0.00%	
Ob Limit		5.10%	
PM&O/PRAE		6.00%	
Tribal Transportation Planning		2.00%	
Bridge Program		2.00%	
Safety Program		2.00%	
Tribal Supplemental Funding		\$82,500,000 + 12.5% of \$175,000,000	
<b>For Generating Tribal Shares</b>			
	Authorized Amount	\$450,000,000.00	
Less Rescission		\$0.00	
	Funding Made Available	\$450,000,000.00	
Less PM&O		(\$27,000,000.00)	total takedown (\$158,375,000.00)
	Subtotal	\$423,000,000.00	
Less Transportation Planning		(\$9,000,000.00)	
	Subtotal	\$414,000,000.00	
Less Bridge Program		(\$9,000,000.00)	
	Subtotal	\$405,000,000.00	
Less Safety Program		(\$9,000,000.00)	
	Subtotal	\$396,000,000.00	FY11 Tribal Shares \$346,697,578.00
Less Tribal Supplemental Funding		(\$104,375,000.00)	
		\$291,625,000.00	
Less 60% to go under FY11 Tribal Shares		(\$208,018,547.00)	
		\$83,606,453.00	
	Subtotal	\$83,606,453.00	
Available for 27% "eligible miles"		\$22,573,742.31	
Available for 39% "tribal population"		\$32,606,516.67	
Available for 34% "Historic Regional Shares"		\$28,426,194.02	per region \$2,368,849.50
	check	\$83,606,453.00	

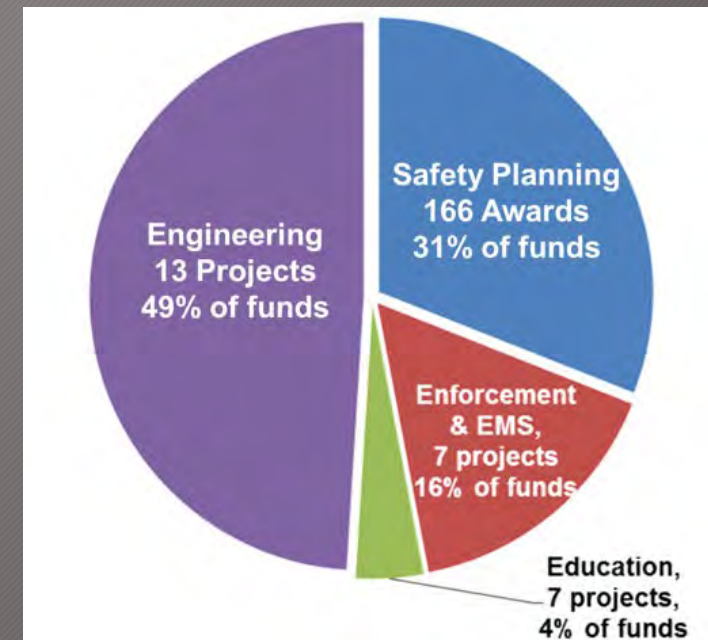
## FY 2013 Applications Summary to the TTPSF Program



### FY13 Applications Received



### FY13 Applications Funded



- This illustrated the increased likelihood of Tribes receiving awards for education and enforcement as FHWA were not receiving enough applications in these disciplines



## FY 2013 Applications Summary to the TTPSF Program



Total funding available

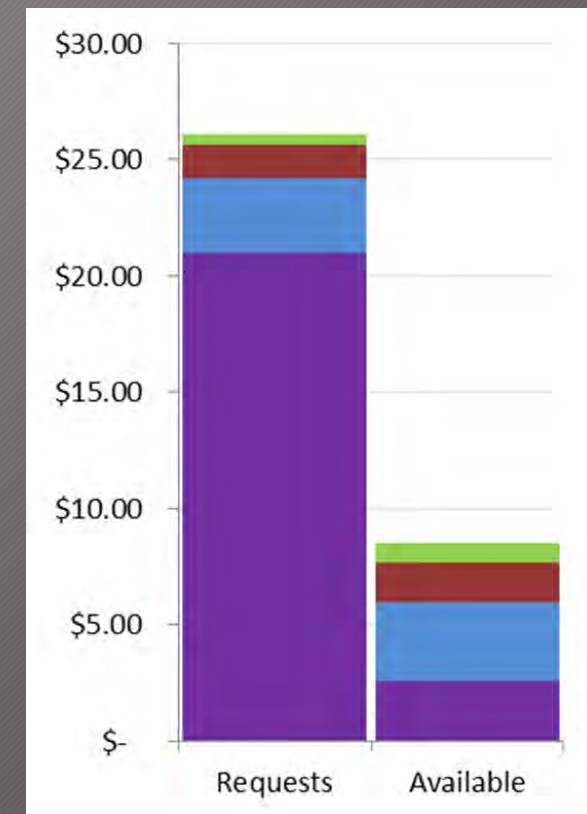
➤ \$8.6 Million

Total amount requested

➤ \$27.2 Million

Number of applications

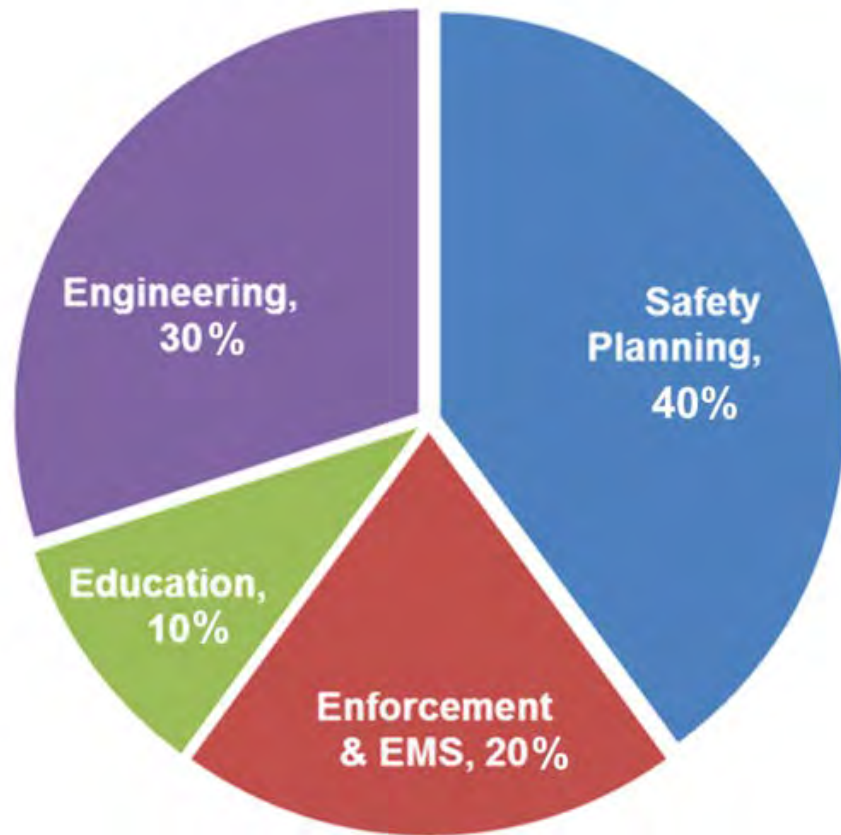
➤ 239



## Tribal Transportation Program Safety Fund



- FY14 TTPSF Award Announcement
  - Announced March 2015



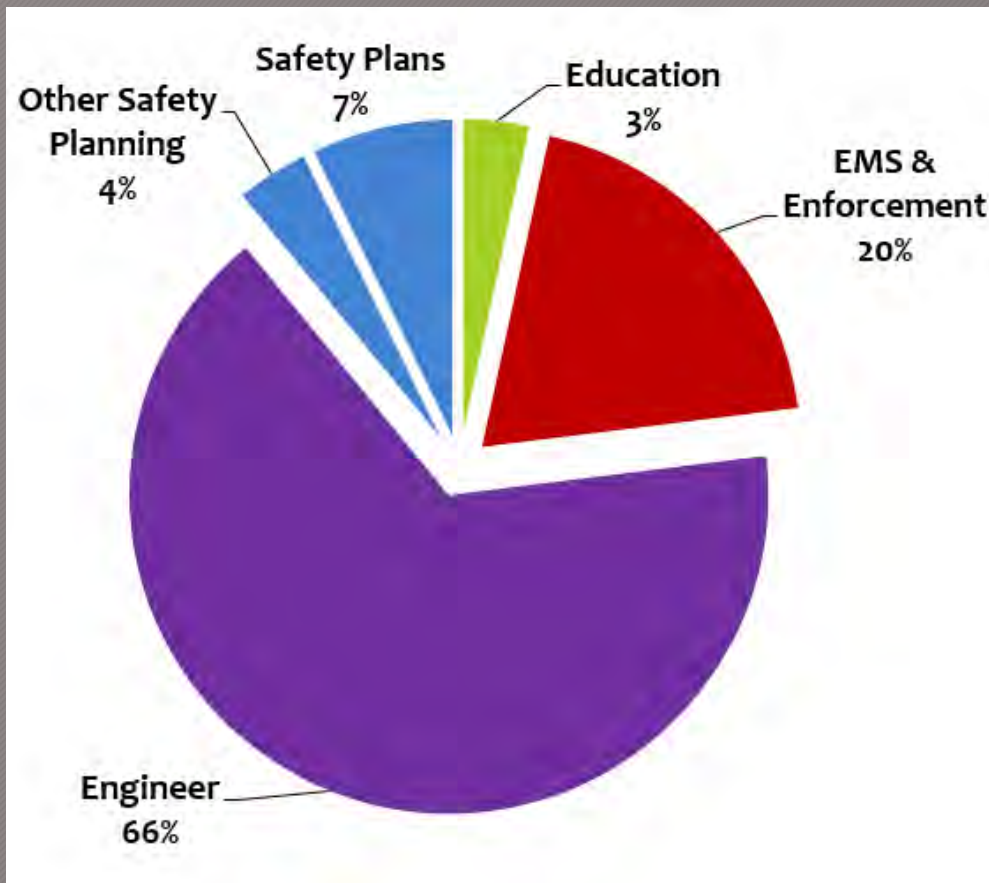
In 2016 the percentages changed due to regulation compliance. Now 40% of the funding is recommended for Planning/Data Management and 60% for engineering improvements/other eligible activities.



## FY 2014 Applications Summary to the TTPSF Program



### FY14 Applications Funded



AGAIN.....

- This illustrates the increased likeliness of Tribes receiving awards for education as they are not receiving enough applications in this discipline

ALSO.....

- there is available Safety Planning Funding to enhance and improve your Safety Plan and diversify it later with awarded TTPSF Funding

## FY 2014 Applications Summary to the TTPSF Program



Total funding available

- \$8.54 Million

Total amount requested

- \$27.1 Million

Number of applications

- 127
- 94 funded



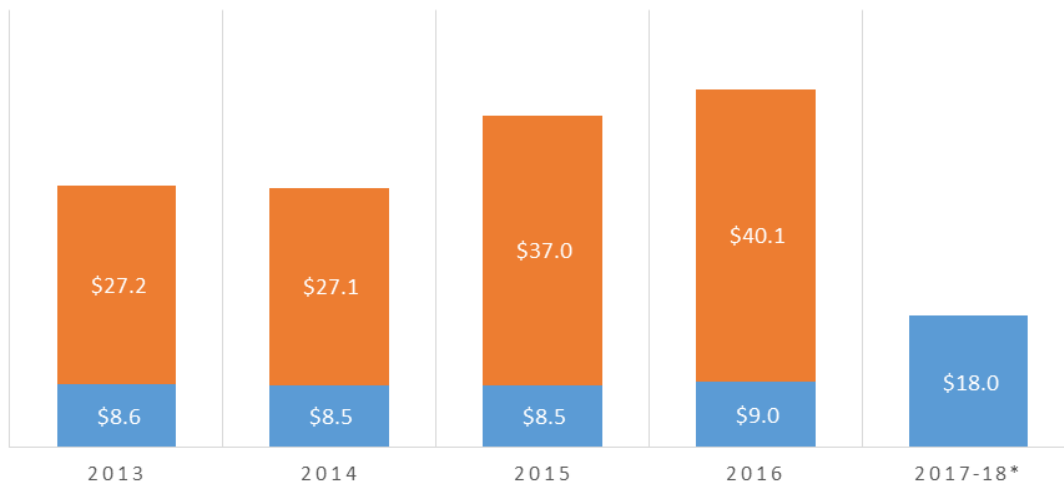




# TTP Safety Fund Applications 2013-2016

FUNDING LEVELS IN MILLIONS

Funds Available Funds Requested



Number of Applications Submitted



\*NOFO announced Sept. 21, 2017.

Due Dec. 11, 2017

Note 2 Years Worth of Funding Available  
Amounting to \$18 Million



# TTPSF Application Ranking Criterion and Trends



- ☐ Data Driven
- ☐ Included in Safety Plan
- ☐ Comprehensive Approach
- ☐ Matching funds (not required)
- ☐ Road Ownership (non BIA/Tribal Roads require letter of project support)
- ☐ RSA or Engineering Safety Study (not required but beneficial)

## Trends in Unsuccessful Applications

- No data provided
- Data provided did not relate to project
- Identified in Safety Plan, but not supported by any form of data
- No supporting safety planning document provided
  - (Safety Plan, RSA, State Safety Plan, etc.)







# Emphasis on Data Analysis

- Road Safety Audits (RSA): Site specific data should be submitted which demonstrates an incident history or propensity for the specific roadway to be analyzed by the RSA.
- Systemic Safety Studies: Data should be provided which demonstrates an incident history associated with the risk factor to be studied.

Have your supporting data well documented and analyzed.

A sample police report form titled 'POLICE REPORT'. It includes fields for 'Case No.', 'Date', 'Reporting Officer', 'Investigator', and 'Witnesses'. Below these fields is a section titled 'Detail of Event:' followed by a paragraph of text. At the bottom, there is a section titled 'Actions Taken:' followed by a paragraph of text. The form is a standard template used by law enforcement.

# NCHRP 788

## Guide to Effective Tribal Crash Reporting



### Traffic Record Assessments

- Self-Assessment
- Establishing and Maintaining Communication and Relationships Between Tribes and States
- Developing Crash Data Collection System
- Implementing State-Tribal Crash Data Sharing
- Improving Tribal Traffic Safety Using Crash Data

Google "NCHRP788" or go to:  
<http://www.trb.org/Publicactions/Blurbs/171540.aspx>

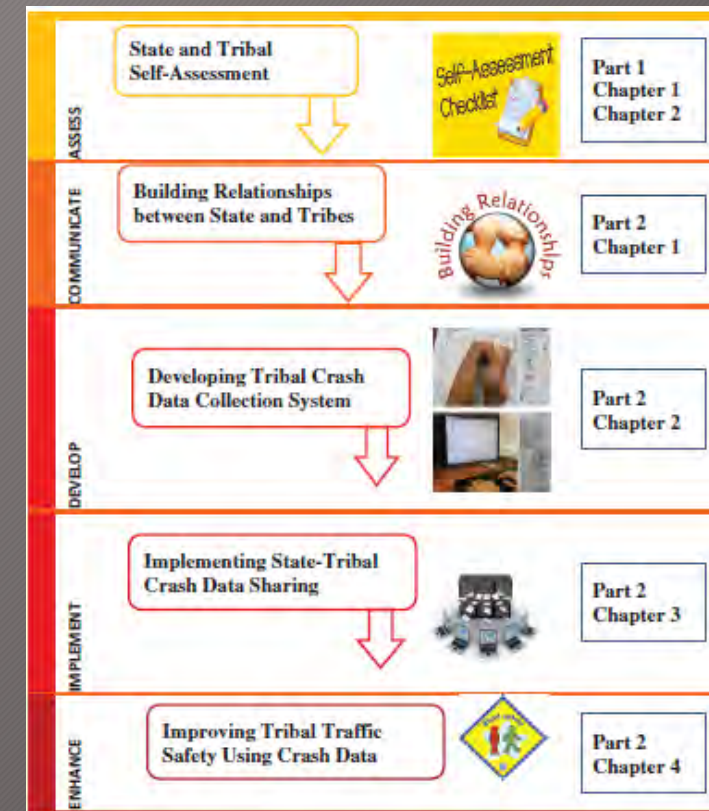


Figure 1. Guidebook outline.

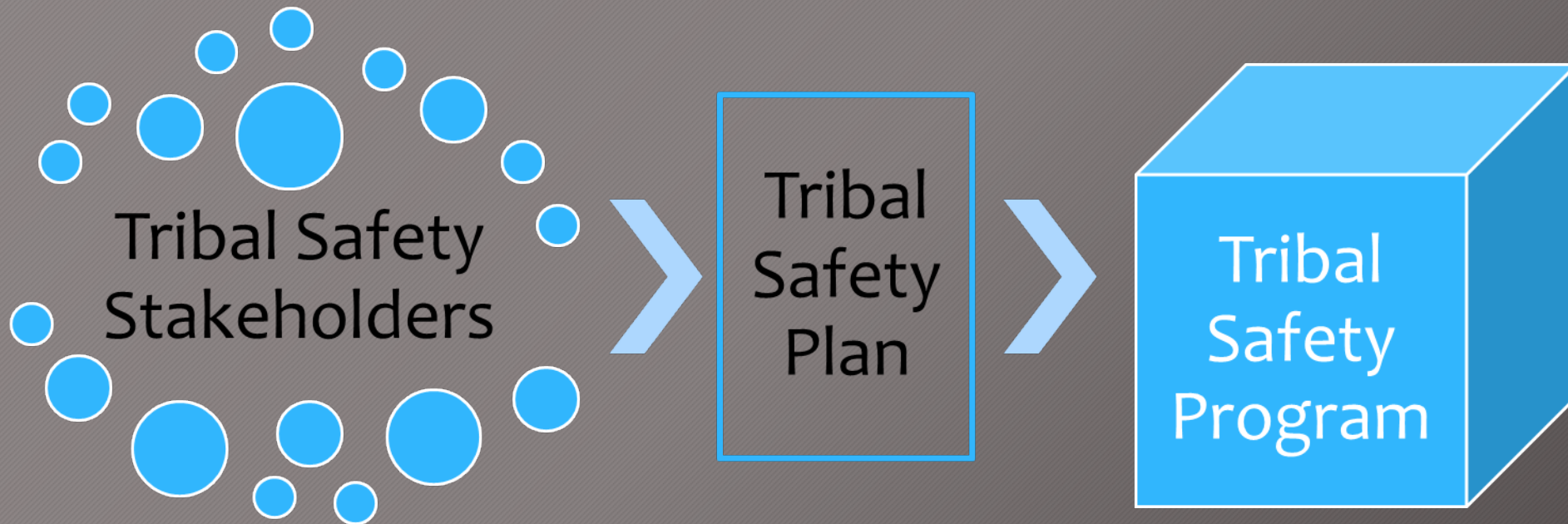




# What is a Transportation Safety Plan / Program



Concept of developing a Safety Program



# Safety Plan Minimum Requirements and Typical Table of Contents



- Data-Driven using best available data
- Coordination with Stakeholders
- Assessment of Safety Issues
- Prioritized list of Strategies
- Multi-disciplinary Strategies
- Coordinated with State SHSP

## Strategic Transportation Safety Plan Template

Before you begin, you may want to view a webinar recording entitled "Preparing a Tribal Transportation Safety Plan."  
<http://tn.fhwa.dot.gov/programs/ttp/safety>.

Feel free to use this Word document to create your planning document. Delete any instructions and examples, and then start writing!

### INTRODUCTION

Briefly describe your Tribe's commitment to transportation safety through this planning process and the drafting of this document. An introduction can be one or more paragraphs, and can be as general or specific as you'd like. It serves two purposes: it gives readers an idea of what the rest of the plan will say; and it provides a reason to keep reading. For example, you should include a description of the document; define the central concept—transportation safety; and perhaps provide some statistics that you'd like to change enough to take on this planning process.

For example, you might say, "The Tribe is committed to improving transportation safety to reduce the risk of death and serious injury that result from incidents on our transportation systems. This plan tells the story of transportation safety needs and strategies for our community. Implementation of the plan will improve transportation safety for the tribe, its people, and its visitors. As part of an ongoing effort to make safety improvements, this Strategic Transportation Safety Plan was developed with input from several safety partners. In the past 5 years, (state some statistic that you want to improve). The Tribe is targeting (cite a goal that will improve this statistic) over the next 5 years."

### VISION

Generate interest in the planning process by drafting a vision statement. It can be a team effort. A vision statement is an idealized description of your success. It should inspire, energize, focus, and help you and your partners picture success as you develop the plan.

The best vision statements describe the desired long term outcomes that are five to ten years away. . . Summarize your Vision in a powerful phrase. This can greatly enhance the effectiveness of your vision statement. This phrase will serve as a trigger to the rest of the vision in the mind of everyone that reads it. If you are having trouble coming up with your summarizing phrase, try adding after you've written the rest of the vision statement.

Here are some examples:

- No fatal incidents, no one dies on our transportation facilities
- Save a Life, Save a Nation
- Toward Zero Deaths on our roads

### SAFETY PARTNERS

Select and identify partners that will be able to provide advice in acquiring and analyzing data, selecting emphasis areas, developing safety strategies, and implementing the final plan. Place your list of partners here.

### PROCESS

Describe the process you used to develop the plan. This would include identification of team members, public outreach efforts, partner involvement, the timeline, etc.

1 | Office of Federal Lands Highway Tribal Transportation Program

## Typical TOC

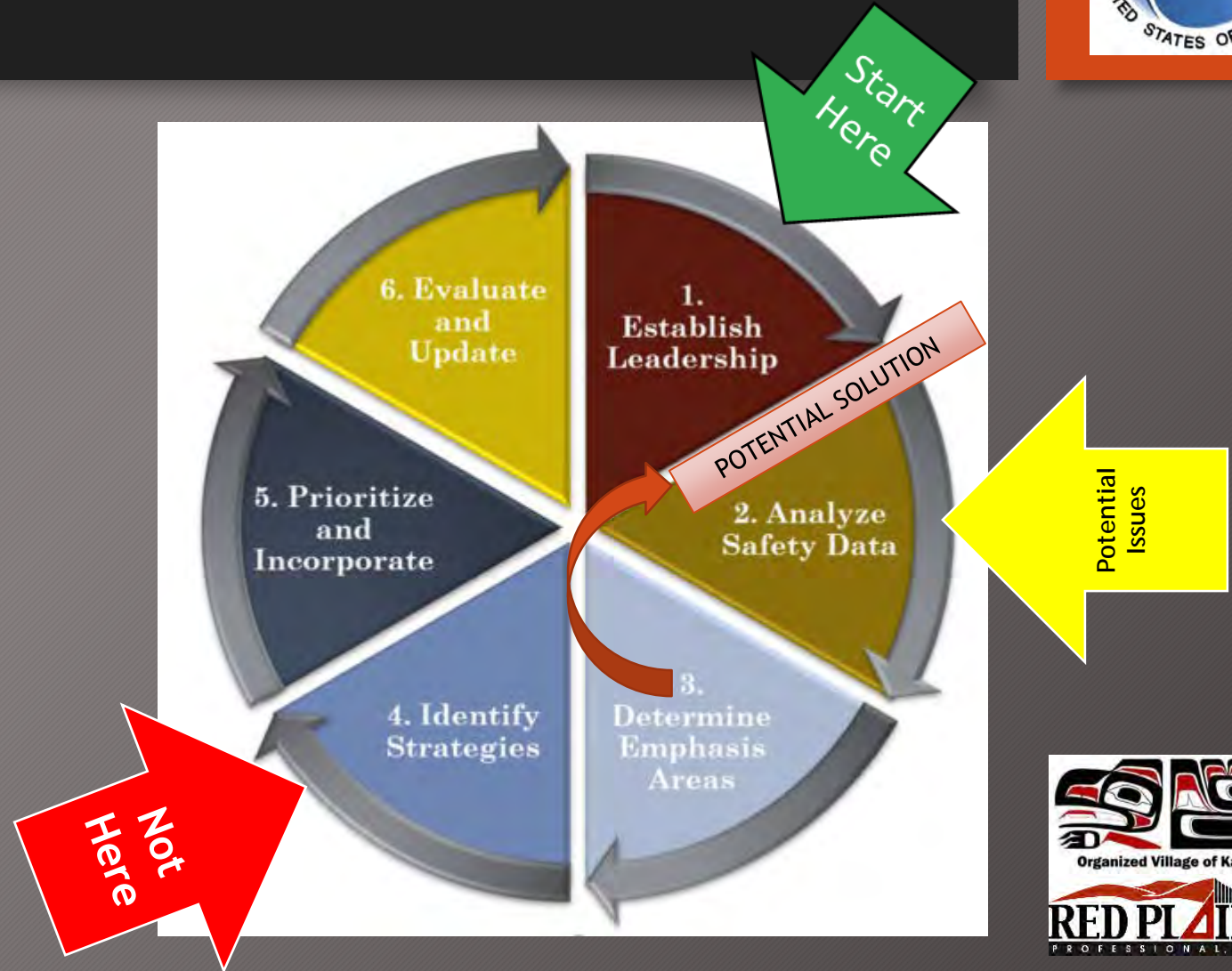
- Vision
- Safety Partners
- Process
- Existing Safety Efforts
- Data Review
- Emphasis Areas
- Implementation
- Evaluation





# Strategic Process

1. Establish Leadership
2. Analyze Safety Data
3. Determine Emphasis Areas
4. Identify Strategies
5. Prioritize and Incorporate
6. Evaluate and Update



RPP will work with The Village on the Safety Plan to integrate its finding into the Long Range Transportation Plan.

- ✓ Inventory
- ✓ Long Range Transportation Plan
- ✓ TTIP
- ✓ Transportation Safety Plan
- ✓ Bringing them all together

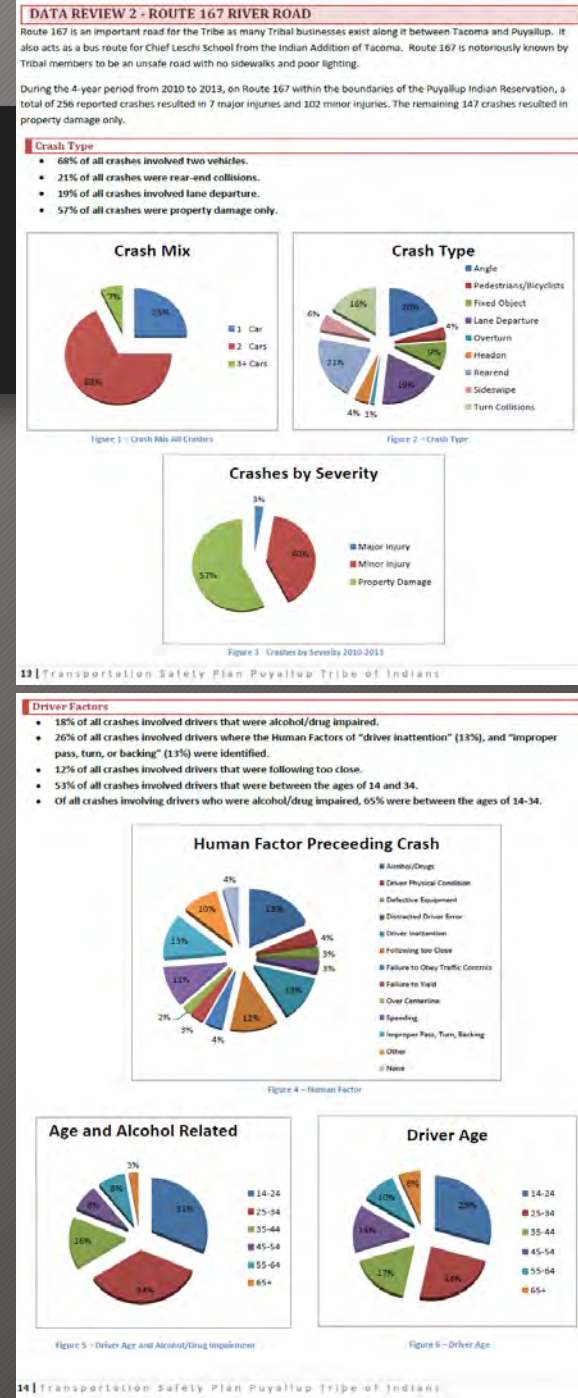
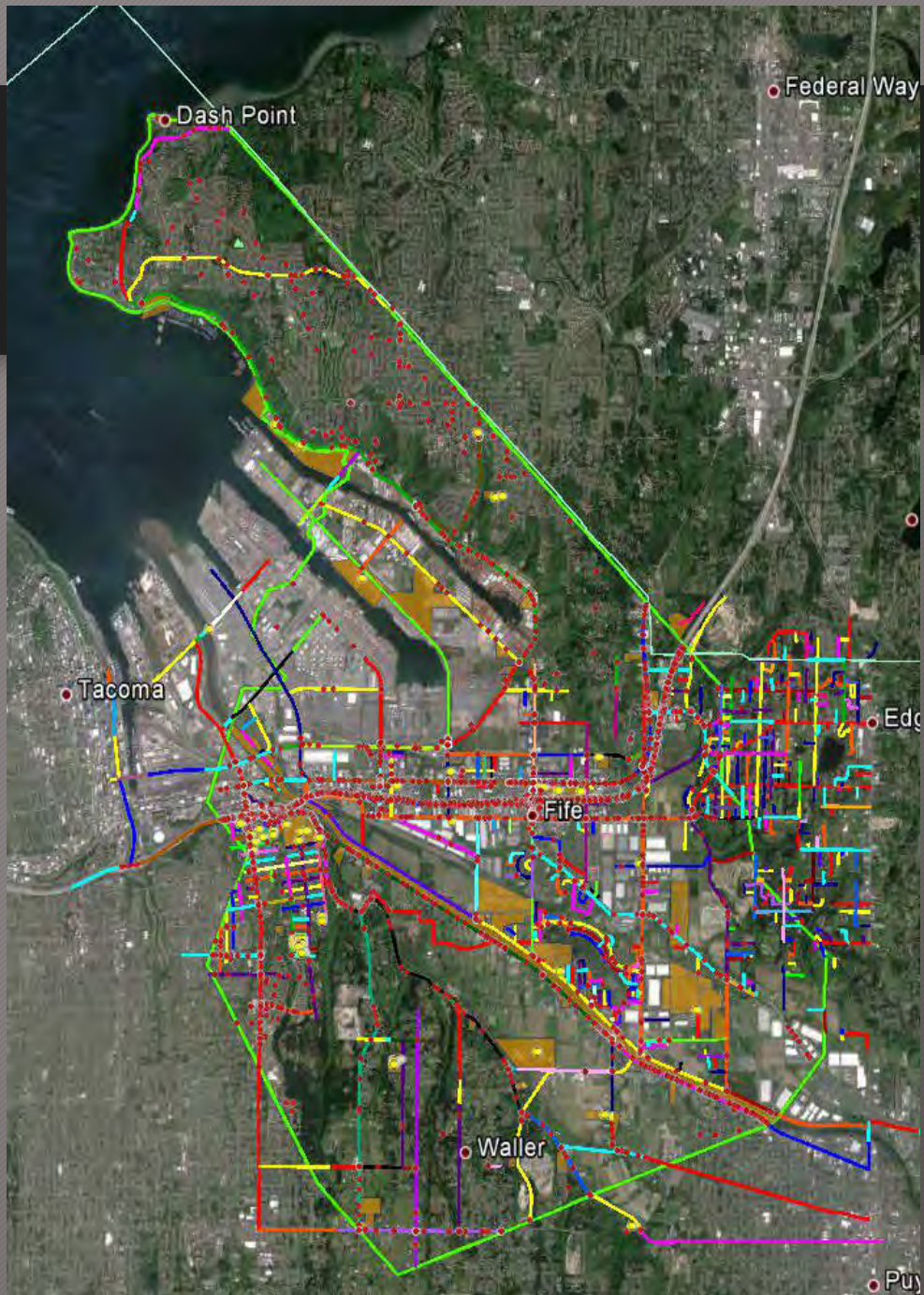






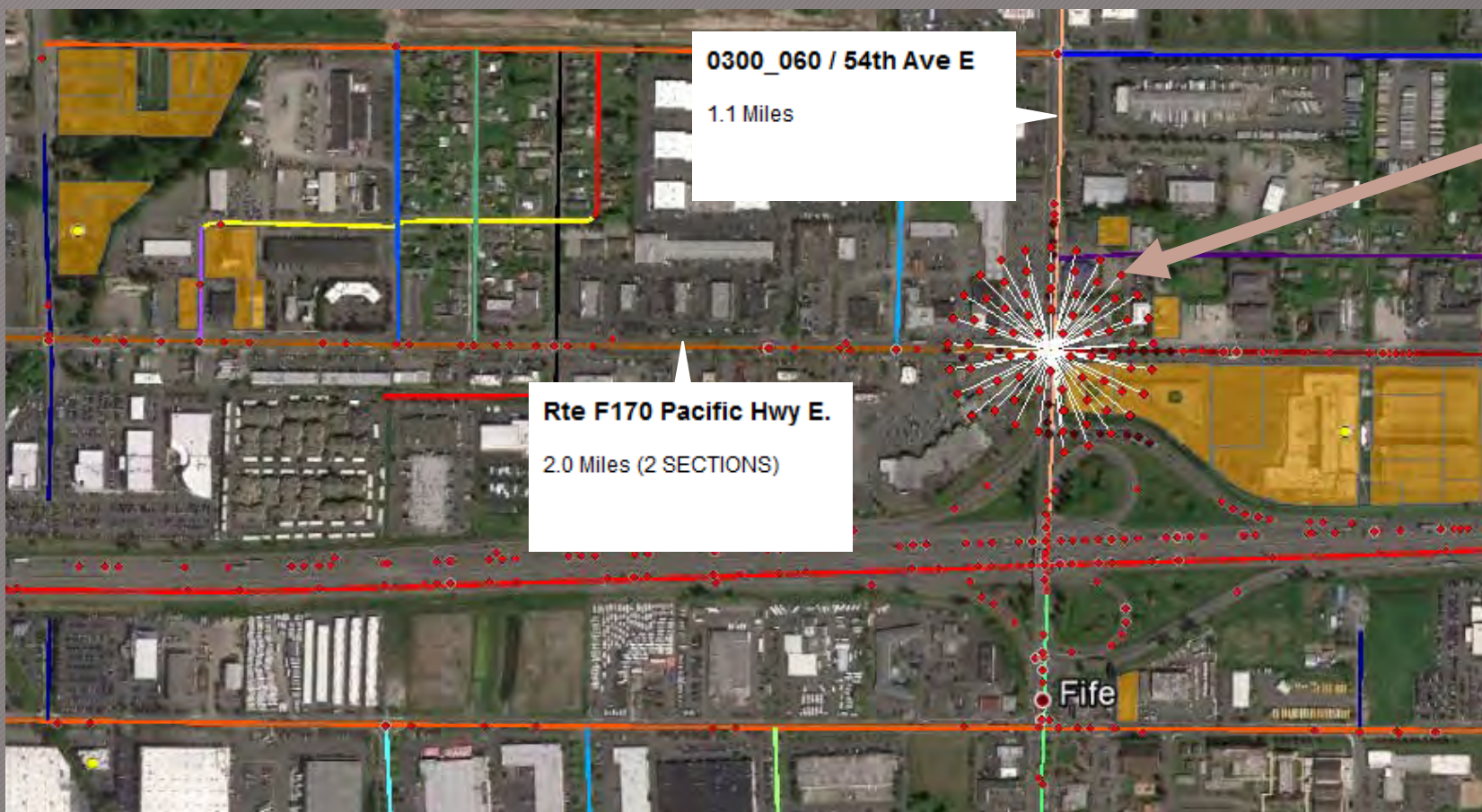
# Example Project #1 - Puyallup Indian Tribe

- Safety Plan
- Roadway Safety Audit





- Accident data was mapped (using long/lat from accident report) with attribute data using ArcGIS Software then exported to Google Earth
- IRR/TTP route and section data was digitized from old outdated strip maps obtained through RIFDS Access



Object_ID	2892
JURISDICTION	State Route
CITY	Fife
COUNTY_ROAD_NAME	
PRIMARY_TRAFFICWAY	99
REPORT_NUMBER	3304469
DATE_	3/31/2010
TIME_	18:43
MOST_SEVERE_INJURY_TYPE	Evident Injury
Injury	1
Fatality	0
Vehicles_Involved	1
Pedestrians	1
Bikes	0
VEHICLE_1_TYPE	Passenger Car
VEHICLE_2_TYPE	
JUNCTION_RELATIONSHIP	At Intersection and Related
ROADWAY_SURFACE_CONDITIONS	Wet
LIGHTING_CONDITIONS	Daylight
FIRST_COLLISION_TYPE__OBJECT_STRUCK	Vehicle turning right hits pedestrian
VEH_1_ACTION	Making Right Turn
VEH_2_ACTION	
MV_DRIVER_CONT_CIRC_1	Fail to Yield Row to Pedestrian
MV_DRIVER_CONT_CIRC_2	
IMPACT_LOCATION	Lane 1 Increasing Milepost
Longitude_X	1179212.618
Latitude_Y	701861.731



# Safety Plan Accident Data Collection, Mapping, and Analysis

## Driver Factors

- 6% of all crashes involved drivers that were alcohol/drug impaired.
- 21% of crashes involved drivers that were speeding.
- 16% of crashes involved drivers that failed to yield.
- 25% of all crashes involved drivers between the ages of 14 and 24.
- 24% of all crashes involved drivers between the ages of 14-24 that were alcohol/drug impaired.

### Human Factor Preceding Crash

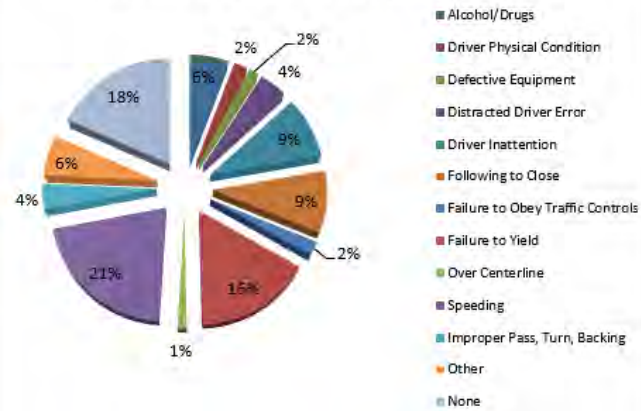


Figure 4 – Human Factor

## Crash Type

- 71% of all crashes involved two vehicles.
- 50% of all crashes were rear-end collisions.
- 3% (21) of all crashes involved drivers that struck a pedestrian/bicyclist.

### Crash Mix

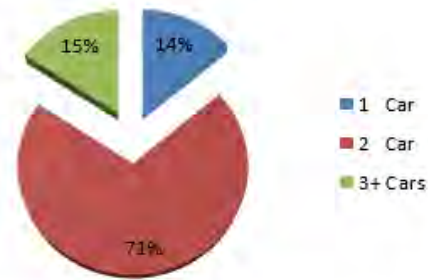


Figure 1 – Crash Mix

### Crash Type



Figure 2 – Crash Type

### Age and Alcohol Related



Figure 5 – Driver Age and Alcohol/Drug Impairment

### Driver Age

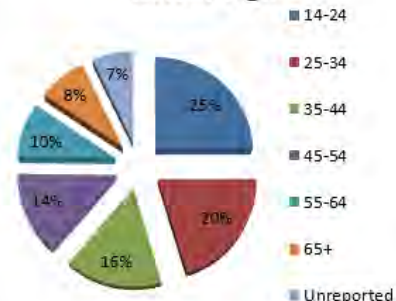


Figure 6 – Driver Age

### Crash Severity

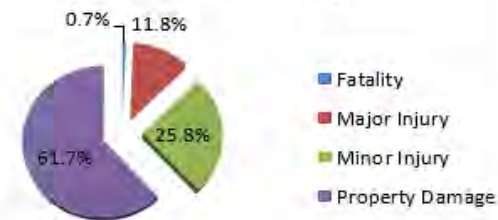
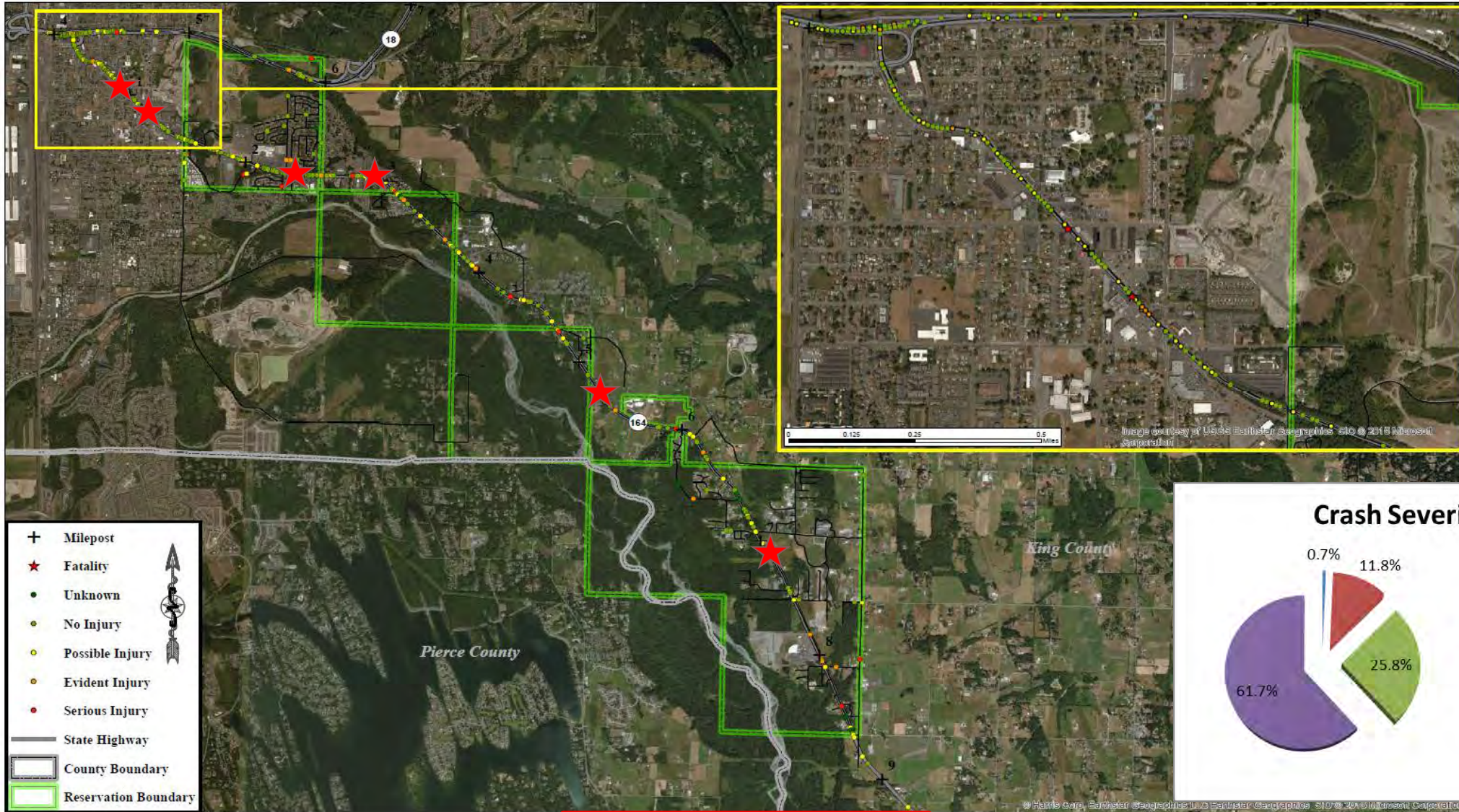


Figure 3 – Crash Severity 2010-2013

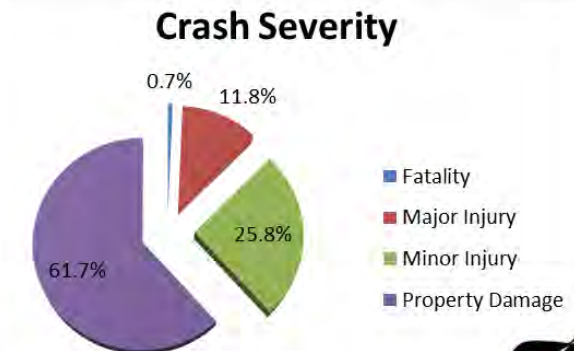




# Safety Plan Accident Data Collection, Mapping, and Analysis



## Muckleshoot Tribe Accidents by Severity



RedPlains Professional, Inc.  
1499 SE Tech Center Place  
Suite 290  
Vancouver, WA 98683  
360-448-7999







*THANK YOU!*

*Should you have any questions please contact us*

# Tribal Transportation Safety Plan for TTPSF Program



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Sign In Sheet - Public Meeting  
Tribal Transportation Safety Plan for TTPSF Program  
Organized Village of Kake  
Wednesday October 25, 2017 @ 4:00 - 6:00 PM



	Name	Position	Email Address	Phone
1	Charlotte Davis	Church Elder		907-821-6902
2	Fran Kravus			" 785-3420
3	MARVIN KADAKE			907-500-7014
4	PATIL HANTRY	OVK council		
5	Georgie Davis Gasklem	SEARHC <sup>Health</sup> educator	georgiedavisgasklem@yahoo.com	907-723-9524
6	Arlene Gasklem	SEARHC <sup>Behavioral</sup> Health	Can Temp @ Seartie.org	907-223-9524
7	Mattie Jackson		Mattiemorris Jackson 5762@gmail.com	907-347-6398
8	Arlene Jackson		arlene.jackson@searhc.org	907-103-1059
9	Mona Evan	OVK HE	monae@kakefirstnation.org	907-227-6226
10	Marla Howard	KVEZ EMS P.H. Council	marzhoward@yahoo.com	518 4172
11	Mike Jackson	OVK Transportation Dir.	majackson@kakefirstnation.org	723-4324
12	Julie Jackson	SECON	juleroose55@hotmail.com	723-2248
13	Calvin Wilson Jr	Fire Chief		723-8294
14	Dawn Jackson	OVK EXT. Dir.	djackson@kakefirstnation.org	785-6471 x111
15	Joel Jackson	OVK President	joel56@hotmail.com	723-1518
16	Loretta Gregory	T/H	lgregory@thruha.org	723-2446
17	Delbert Kadake	Fireman	Kbafishslayer@yahoo	500 8029
18	Melanie Kadake			
19	Muchel Friday	Seartie	mfriday@searhc.org	907-723-0284
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