

THE RISK OF FALLING OVERBOARD
THE IMPORTANCE OF REDUCING FATIGUE
CHECK YOUR IMMERSION SUIT ZIPPER SEAMS!

CHANGES TO MARINE CASUALTY REPORTING
LESSONS LEARNED FROM THE EL FARO CASUALTY
SAFE+SOUND WEEK PROMOTES HAZARD REDUCTION



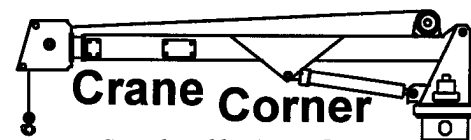
NPFVOA

Issue No. 100
Spring 2018

VESSEL SAFETY PROGRAM



United States Coast Guard
U.S. Department of Homeland Security



28 ACCIDENTS REPORTED SINCE CRAB SEASON BEGAN OFF OREGON, WASHINGTON

U.S. Coast Guard Marine Safety Unit Portland, February 23rd, 2018

PORTLAND, Ore. — Since the commercial Dungeness crab season began on January 15th, Coast Guard Marine Safety Unit Portland marine investigators have responded to 28 marine accidents involving commercial fishing vessels, with no reported deaths or serious injuries.

Since the start of the season, Marine Safety Unit Portland personnel responded to an average of one marine accident per day, casualties included loss of propulsion, loss of steering, loss of power, fire, collisions, grounding and personnel injuries.

“Most reported incidents are a result of equipment failures on vessels which are not ready for operation, poor maintenance, and negligent operations while underway,” said Lt. Michael Tappan, chief of investigations division, Marine Safety Unit Portland. “These accidents endanger the crews onboard each of these commercial fishing vessels, other nearby vessels, and Coast Guard search and rescue personnel.”

Marine Safety Unit Portland personnel recently issued a notice of violation to a commercial fishing vessel operator in the amount of \$5,250 for negligent operations after the vessel grounded due to lack of a proper lookout while transiting in the vicinity of Baker Channel at the mouth of the Columbia River.

“While we prefer all vessel owners and operators be prepared for operations at sea, our marine investigators will continue to investigate marine accidents and issue appropriate enforcement actions to owners and operators who operate substandard vessels and/or operate in a negligent manner,” said Capt. Tom Griffiths, commanding officer, Marine Safety Unit Portland.

The commercial fishing vessel inspection staff located at Marine Safety Unit Portland is available to assist with voluntary vessel exams, provide scheduled hands-on courses for fishing vessel crews and answer any questions. For more information on fishing vessel examinations please contact; Fvsporland@uscg.dhs.gov

Marine Safety Unit Portland personnel are committed to ensuring the safety of the commercial fishing fleet and boating public as well as protecting our waterways.

HOW MUCH DOES THAT LOAD WEIGH?

“How much does that load weigh? I don’t know, why don’t we see if the crane can pick it up!” That’s not a very good way to start a lifting operation. Number one, just because the crane can lift it doesn’t mean the load is within the crane’s capacity. It may just mean that you have a very strong winch that can lift loads well over its capacity. Number two, just because you are not overloading the winch doesn’t mean you are not overloading the crane, hoist line or rigging. The weight of the load is the number one information you need when planning a lift. Everything depends upon that information, from the distance you can place the load, to the capacity of the rigging and lifting hardware you will use to lift it. Although there are some loads that you know are well within the crane’s capacity at any radius, there are other loads that you know may be near its maximum capacity. Here are some acceptable methods of determining the weight of a load: data on manufacturer’s label plate; other manufacturer documentation; blueprints or drawings; shipping receipts (be careful!); bill of lading (be careful!); stamped or written on the load (don’t you wish?); or approved calculations. Never use word of mouth to determine the weight of the load! Of course, the most accurate way to determine how much a load weighs is to weigh it!

This issue of the *NPFVOA Vessel Safety Program Newsletter*
was made possible by a contribution from
Renee Uribe, John L. Scott Real Estate
NPFVOA Member since 2018



INSPECTIONS AND COMPLIANCE DIRECTORATE

Washington DC, April 3rd, 2018

Compliance with SOLAS and USCG Regulations for Operation of Main Propulsion and Essential Auxiliary Machinery: Lessons Learned from the S.S. EL FARO Casualty

The purpose of this alert is to inform operators of the role that the main propulsion lube oil system was found to have played in the EL FARO casualty. This alert also recommends that operators, especially ship engineers, review the operational procedures and limitations of vital propulsion machinery, and verify compliance with SOLAS, Classification Society and regulatory standards.

The Coast Guard Marine Board Report on the sinking of the EL FARO, with 33 lives lost, revealed that loss of propulsion during extremely heavy weather was a contributing factor to the sinking of the vessel. The exact operational status of all vital EL FARO engineering equipment during the hours preceding the casualty could not be determined. However, bridge audio recordings indicate that the vessel lost lube oil pressure to the main propulsion turbine and reduction gear bearings, resulting in loss of propulsion. It is believed that the vessel's substantial list, coupled with trim by the bow, caused the main engine lube oil pump to lose suction. A detailed modeling and static analysis of EL FARO's lube oil system determined that a severe inclination of the ship, coupled with a relatively low volume of oil in the sump, would likely result in a loss of pump suction. The Coast Guard notes that, although the EL FARO's engineering plant configuration was similar in design to most steam turbine ships of a similar age, the vast majority of large oceangoing commercial ships currently operating have marine diesel engines as the primary source of ship propulsion.

However, failure of a vessel's lube oil system generally means a loss of propulsion for all types of engineering plants. For a single-turbine ship like EL FARO, this type of casualty would result in a total loss of maneuverability until the system can be restored.

Title 46 of the Code of Federal Regulations (46 CFR), Section 58.01-40, requires that propulsion machinery and all auxiliary machinery essential to the propulsion and safety of the vessel (such as the lube oil system) be designed to operate:

- when the vessel is upright,
- when the vessel is inclined under static conditions at any angle of list up to and including 15°, and
- when the vessel is inclined under dynamic conditions (rolling) at any angle of list up to and including 22.5° and, simultaneously, at any angle of trim (pitching) up to and including 7.5° by the bow or stern.

The International Convention for the Safety of Life at Sea (SOLAS), Chapter II-1, Regulation 26.6, essentially has the same requirements as 46 CFR 58.01-40.

There is no compelling evidence to suggest that U.S. vessels are not in compliance with the above CFR and SOLAS standards. However, given the criticality of propulsion and essential auxiliary machinery, particularly in heavy weather or high-traffic areas, the Coast Guard strongly recommends that:

* Operators verify that their main propulsion machinery, essential auxiliary systems, and emergency generators are designed in compliance with the CFR, SOLAS and Classification Society requirements for operation in static and dynamic conditions of list and trim.

* Engineering Department personnel review the design, arrangement, limiting angles of inclination, normal and limiting high/low lubricating oil sump levels, and casualty control procedures for all systems vital to the propulsion and safety of the vessel to better understand the possible ways to mitigate the effects of heavy weather on vessel operations.

This safety alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirements. Developed by the Office of Design and Engineering Standards. Questions may be sent to HQS-PF-flidr-CG-INV@uscg.mil.

SEEKING WHAT YOU DON'T KNOW MAY REDUCE YOUR RISKS!

May 10th, 2018

This safety alert reminds owners and operators of all commercial vessels of the importance of developing and maintaining organization-wide internal reporting systems. The purpose of such a reporting system is to allow vessel employees at any level to anonymously report, when desired, issues related to vessel material safety, operational safety and environmental compliance. The reporting systems must operate with a non-retaliation policy, which explains that the organization will not retaliate against any employee who, in good faith, reports a potential violation. Reporting policy should dictate that all company officials know that any attempt at retaliation against an employee who uses the reporting system or engages in any kind of whistleblowing would result in immediate disciplinary action. Without such a policy, employees and others will likely be hesitant to report potential problems internally. This non-retaliation policy is critical if your reporting system is to be effective.

Organizational reporting systems are managed internally or by a third party. They may use email, web based, telephone hotline and other reporting methods or combinations thereof to facilitate submission of reports from a vessel or fleet. Essential to the success of such systems are employee training on the hotline process; what happens after the complaint; retaliation and its handling; when to use the hotline; and types of issues to report. Senior vessel personnel and shore side managers have to be trained on handling reports raised directly to them and on the prohibition against retaliation.

Occasionally, such reporting systems fail and are underutilized. Reasons for why such systems fail are associated with the following:

- Employee lack of awareness of the resource or how to contact it;
- Fear of reprisal if they use it;
- A lack of faith that something will be done with a report;
- Fear due to lack of understanding of the hotline process; and
- Preference to use management as the resource for raising issues and asking questions.

The Coast Guard strongly recommends that owners and operators consider the value of implementing reporting systems recognizing that such reporting can assist them in remaining compliant with various domestic and international requirements. Reporting will allow the owner and operator to become knowledgeable of issues related to vessel material safety, operational safety and environmental concerns. This additional awareness allows management control and may reduce the impact of costs associated with repairs, environmental penalties, injuries and other circumstances before they become problematic to the owner and operator.

U.S. COAST GUARD RESCUES FISHERMEN FROM CAP-SIZED VESSEL NEAR ROCKAWAY BEACH

KATU News, April 2nd, 2018

ROCKAWAY BEACH, Ore. – A U.S. Coast Guard aircrew rescued four commercial fishermen Sunday evening after their fishing vessel capsized off the coast of Rockaway Beach.

The U.S. Coast Guard learned of the incident at 4:17 p.m. The captain of the commercial fishing vessel MT Tamgas said they were capsizing and the four crewmembers were abandoning the ship in the vessel's life raft. The crew from Sector Columbia River used an MH-60 Jayhawk helicopter to hoist the four fishermen to safety. They transported them to the helicopter landing pad at Station Tillamook Bay where they were taken to medical technicians for care and evaluation.

Only one fisherman needed medical treatment for hypothermia symptoms.



INSPECTIONS AND COMPLIANCE DIRECTORATE

Washington, DC, March 20th, 2018

Don't Wait! Ensure a Better Fate!

Check Your Immersion Suit Zipper Seams

During a recent inspection, US Coast Guard Port State Control examiners discovered a significant flaw involving almost all of a vessel's immersion suits. The examiners noted that the glue used to attach the main zipper to the body of the suit had failed. Failure of the suit at this location will prevent the suit from achieving a watertight seal. Such conditions present serious risk to crewmembers in a survival situation.

Due to the high failure rate discovered during the Coast Guard exam (35 out of 40 suits were defective), the Coast Guard strongly recommends that vessel operators inspect their immersion suits for this potential unsafe condition. Do not wait to discover the problem during a real emergency. As a reminder, any replacement survival suits need to be approved by the vessel's flag state. Distributed by the Office of Investigations and Casualty Analysis, Washington DC.

Questions may be sent to HQS-PF-fldr-CG-INV@uscg.mil.



OTHER NEWS

USCG—SUBCHAPTER M AND MARINE FIREFIGHTING

March 16th, 2018

The US Coast Guard issued a bulletin discussing the Subchapter M regulations and marine firefighting requirements with the towing vessel owner/operator in mind and with the vessel response plan (VRP) holder in mind. Enforcement of Subchapter M commences on 20 July.

USCG—FIRE PROTECTION, DETECTION & EXTINGUISHING EQUIPMENT

Bryant's Maritime Blog, April 4th, 2018

The US Coast Guard issued a policy letter providing guidance on implementation of new standards for fire protection, detection, and extinguishing equipment used on inspected and uninspected vessels, OCS facilities, deepwater ports, and mobile offshore drilling units.

USCG—IMO AND ENVIRONMENTAL STANDARDS

March 16th, 2018

The US Coast Guard issued a bulletin summarizing the remarks of Mr. Jeffrey Lantz, Director of Commercial Regulations and Standards, at the Connecticut Maritime Association conference concerning the leading environmental issues the IMO is facing.

OTHER NEWS

DOJ—FISHING VESSEL CAPTAIN CONVICTED OF POLLUTION

Bryant's Maritime Blog, April 9th, 2018

The Department of Justice (DOJ) issued a news release stating that a former captain of a fishing vessel was found guilty of discharging oily waste directly into the ocean in violation of the Act to Prevent Pollution from Ships (APPS).

USCG—CLASS I CIVIL PENALTY ACTION

Bryant's Maritime Blog, March 1st, 2018

The US Coast Guard issued a bulletin stating that it has initiated a Class I civil penalty action against the owner of two fishing vessels in Alaska after one of the vessels was left adrift and derelict approximately 172 miles south of Dutch Harbor. Allegations include operating the vessels beyond the boundary line without valid load lines; lack of a valid towing operator; and the incorrect broadcast of Maritime Mobile Service Identity (MMSI) data.

REMINDER—CHANGES TO MARINE CASUALTY REPORTING PROPERTY DAMAGE THRESHOLDS NOW IN EFFECT

Amy Midgett, April 18th, 2018

As a reminder, the amendments to the regulations in 46 CFR Part 4 for Marine Casualty Reporting Property Damage Threshold published in the Final Rule March 19, 2018, become effective today, April 18, 2018.

As a result:

- The property damage threshold for a marine casualty that requires immediate notice under 46 CFR 4.05-1 and the written report under 46 CFR 4.05-10 is now \$75,000.
- The property damage threshold for an incident to be classified as a serious marine incident (SMI) as defined in 46 CFR 4.03-2 is now \$200,000.
- In addition, technical amendments were made to update various references to the CG-2692 form and its appendixes throughout 46 CFR Part 4.

The CG-2692, *Report of Marine Casualty*, *Commercial Diving Casualty*, or *OCS-Related Casualty*, and the CG-2692B, *Report of Mandatory Chemical Testing Following a Serious Marine Incident Involving Vessels in Commercial Services* have both been revised to account for the amended marine casualty property damage thresholds.

The revised forms can be found on the Office of Investigations and Casualty Analysis's website.



OREGON OSHA issued \$45,064 in penalties and 11 citations to Pacific Coast Seafood in Warrenton for exposing workers to fall and electrical contact hazards. Inspectors determined that the company failed to: put a cover plate on a live 110-volt switch; guard rotating fan blades and other moving mechanical parts; lock out machines during servicing; and exposed workers to fall hazards.

WASHINGTON Area Office Moves to New Location

After 45 years in Bellevue, Washington, federal OSHA's area office has moved to Seattle, and will now be known as the Washington Area Office. The office is at 300 Fifth Avenue, Suite 1260, Seattle WA 98104. The phone number is 206-757-6677.

FUEL SAFE

REDUCE FATIGUE BEFORE IT BITES YOU

*Franji Mayes, Washington State Department of Ecology,
March 20th, 2018*

Fatigue-related casualties of commercial fishing vessels on Pacific Northwest shores are surprisingly common. In the last five years, Washington and Oregon documented 82 fishing vessel incidents where fatigue was a factor.

“In our experience, about 80 percent of vessel casualties involve human and organizational factors,” said Mike Lynch, investigations coordinator for Ecology’s Spills Program. “Inattention and misjudgment are often contributing factors, and fatigue is often lurking behind those.”

Costs of fatigue are wide-reaching

Salvage and cleanup are expensive for vessel owners, but a damaged or sunken vessel isn’t the worst of it. A fatigue-related incident can lead to state and federal penalties, cleanup costs, and natural resource damage assessment and restoration costs. Personal costs can include lost income, medical bills – even fatalities. And on top of this, vessel incidents are a pollution threat.

Of ship owners and captains, Lynch said, “They’re sorry, they’re worried, they think they’re going to lose their livelihood. You have to realize there’s a real emotional cost to being involved in a serious marine casualty or oil spill as well – the worry, the what-ifs.”

It could happen

For one commercial fisherman, fatigue cost nearly \$70,000.

“You don’t have a clue what could happen to you,” said fishing vessel captain Russ Eager in a 2016 interview. Eager’s vessel, the *Tamara*, grounded off Ocean Shores, Wash., in 2015. The incident spilled 562 gallons of diesel into the Pacific and ended Eager’s 40-year fishing career. “Lot of long hours, and a lot of fatigue,” Eager said in retrospect. “It’ll bite you.”

Fatigue reduction is just one aspect of vessel casualty prevention. Eager’s advice to other commercial fishermen: Don’t go out with old equipment, don’t go out without insurance.

Control fatigue before it controls you

Many casualties are preventable. Lynch became a believer in prevention after working in Alaska and then witnessing the Exxon Valdez spill unfold in the news. His advice to commercial fishermen? “Lean forward. Anticipate. Foster a culture of thinking ahead and acting to make things better and safer.”

Lynch encourages all vessel operators to emphasize prevention through crew training and strong preventive maintenance programs. “If you’re reacting to things already going wrong, you’re going to fall behind, and the situation is only likely to get worse—you have to start and stay one step ahead.” Or as Russ Eager would say, “Misjudgments could alter your thinking, big time.”

For more information and fatigue reduction tips, visit www.ecology.wa.gov/fatiguebites.



FALLING OVERBOARD REMAINS A SERIOUS RISK IN THE COMMERCIAL FISHING INDUSTRY

NIOSH, April 26th, 2018

WASHINGTON – A new study published today in the Centers for Disease Control and Prevention’s *Morbidity and Mortality Weekly Report* provides the first in-depth analysis of all unintentional fatal falls overboard in the U.S. commercial fishing industry. The study showed that during 2000–2016, 204 commercial fishermen died after unintentionally falling overboard.

“Commercial fishing is one of the most dangerous jobs in the country, and falling overboard is the second leading cause of death behind vessel disasters” said Samantha Case, MPH, epidemiologist and study author.

continued next column

continued from previous column

“Although the number of fall overboard fatalities decreased over the study period, these events remain a leading contributor to commercial fishing deaths and are largely preventable.”

The study found that more than half of falls overboard (59%) were not witnessed by other crewmembers, and recovery of victims from the water was infrequent. None of the victims were wearing a life jacket when they died.

For the study, NIOSH researchers identified cases—in this instance a fatal traumatic injury resulting from an unintentional fall from a commercial fishing vessel—from NIOSH’s Commercial Fishing Incident Database (CFID), which is a national surveillance system containing detailed information on all work-related fatalities in the fishing industry. Data sources for CFID include U.S. Coast Guard investigative reports, local law enforcement reports, medical examiner documents, and news media.

Fall overboard fatalities can be prevented by using a variety of strategies, including reducing deck hazards, increasing the use of life jackets, man-overboard alarms, and recovery devices, as well as verifying recovery and response skills for all crewmembers through training.

IN MEMORY OF

RAYMOND F. JARRIS, JR., M.D.

The Seattle Times, April 22nd, 2018



Raymond F. Jarris, Jr., M.D. passed away peacefully early Friday morning April 13, 2018 in Seattle surrounded by family. He was 62. A highly respected physician and entrepreneur, he was Medical Director of the Swedish Medical Center/Ballard Emergency Department and president of Ballard Emergency Physicians. His commitment to patient-centered care led to numerous awards and national recognition.

Ray was perhaps best known for his contributions to the maritime and fishing industries. He founded Maritime Health Services and Global Medical Systems to provide medical oversight to ships at sea. Most recently, he co-founded Discovery Health MD, PLLC with his wife Ann Jarris, M.D., to offer comprehensive medical services to remote worksites. Known as “Dr. Ray” throughout the fishing industry, his love of boating and passion for helping others led him to become the global expert in maritime medicine.

Ray founded MD Solutions International over 20 years ago to provide medical direction for corporate and public access defibrillation programs. His visionary work now supports over 20,000 defibrillators nationwide and has saved hundreds of lives.

Ray lived a life of service to others. He was known for his kindness and compassion. Born in New York, he received his medical and master’s degrees from Boston University and completed his residency in Family Medicine at the University of Washington. He served as a Captain in the US Public Health Service Reserve and was a Lieutenant Commander in the US Public Health Service/Indian Health Service as Clinical Director of the Taholah Indian Health Center. His unwavering belief in immediate access to expert medical advice for all was a core value.

He is survived by his wife Ann, his daughters Jessica and Emily, son Chris, mother Jessamine, brother Paul and sister Nancy Jarris Anderson. An avid boater and amateur photographer, Ray served as an Expedition Team Physician to the Arctic and Antarctic with Quark Expeditions and shared his love of adventure and boating with his family. He was fascinated with nature and exploration and all who knew him were enthralled with his enthusiasm and wisdom.

Ray passed away at 3:30 am as the high tide transitioned to an outgoing current, ready to carry him off on his next great adventure.



COMMERCIAL FISHING HAZARD INFORMATION

Workers in commercial fishing face hazardous working conditions on a daily basis, which contributed to **24 fatal injuries** in 2016 (U.S. Bureau of Labor Statistics). Finding and fixing hazards ensures workers go home safe and sound every day. Use the information below to find and fix hazards in your company.

CORE ELEMENTS OF SAFETY AND HEALTH PROGRAMS

1. Management Leadership



2. Worker Participation



3. Finding & Fixing Hazards



TOP OSHA CITATIONS COMMERCIAL FISHING

- Maintenance of sanitary conditions (1910.141(a)(5))
- Hazardous energy (1910.305(b)(2)(i) and 1915.89(e)(1)(ii))
- Selection and use of PPE (1910.132(d)(1)(i) and 1915.51(f)(2))
- Medical services and first aid (1910.151(c))
- Hazard communication (1910.1200(g)(1) and (h)(1))
- Fall protection (1915.77(c))
- Maintenance and use of equipment (1917.43(c), 1917.44(f), 1917.45(b)(2), and 1918.51(a))
- Gangways and other means of access (1918.22(a), 1918.22(b), 1918.24(i)(1) and (i)(2))
- Maintenance and guarding of hatch covers (1918.31(c) and 1918.35)

TOP INJURY EVENTS COMMERCIAL FISHING

Fatal Events

- Transportation incidents
- Exposure to harmful substances or environments
- Falls to lower level

Nonfatal Events

- Overexertion in lifting or lowering and repetitive motion
- Contact with objects and equipment
- Falls on same level
- Exposure to harmful substances or environments

RESOURCES ON FIXING HAZARDS

- [Vessel Safety Program](#). NPFVOA training webpage. Provides safety resources, training materials, videos, and course offerings.
- [Hazard Communication](#). Outlines the hazard communication requirements as it applies to the maritime industry.
- [Ventilation in Shipyard Employment](#). Provides employers with the basic principles of ventilation for use in shipbuilding, ship repair and shipbreaking activities.
- [Control of Hazardous Energy](#). Provides information on the harmful effects of hazardous energy and ways to control it, including the lockout/tags-plus requirements outlined in OSHA standards. Also, see [Shipboard Electrical Safety](#).
- [Housekeeping Safety](#). Provides information on preventing safety and health hazards associated with poor housekeeping.
- [Fall Protection Safety](#). Addresses fall hazards in commercial fishing during maintenance, cleaning, repair, alteration, or overhaul of vessels occurring at sea, dockside, or in a shipyard.

For a complete listing of other OSHA Maritime-related Guidance Documents, see [Maritime Guidance Documents](#).

Source: OSHA Information System (OIS), 2011-2018, NAICS 11411

Source: U.S. Bureau of Labor Statistics, 2011-2016, NAICS 11411

JUNE-DECEMBER 2018 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

\$1,100 MEMBERS / \$1,175 NON-MEMBERS

Jun. 4-8, Jul. 9-13, Aug. 6-10, Sept. 10-14, Oct. 8-12,
Nov. 12-16, Dec. 3-7

STCW BASIC TRAINING REFRESHER

\$875 MEMBERS / \$900 NON-MEMBERS

Jun. 4/6/7, Jul. 9/11/13, Aug. 6/8/10, Sept. 10/12/13,
Oct. 8/10/11, Nov. 12/14/15, Dec. 4/6/7

STCW BASIC TRAINING REVALIDATION

\$725 MEMBERS / \$775 NON-MEMBERS

Jun. 6&7, Jul. 11&13, Aug. 8&10, Sept. 12&13, Oct. 10&11, Nov.
14&15, Dec. 4&5

MEDICAL EMERGENCIES AT SEA

\$120 MEMBERS / \$135 NON-MEMBERS

Jun. 4, Jul. 9, Aug. 6, Sept. 10, Oct. 8, Nov. 12, Dec. 7

2-DAY BASIC FIRE FIGHTING

\$575 MEMBERS / \$600 NON-MEMBERS

Jun. 5-6, Jul. 10-11, Aug. 7-8, Sept. 11-12, Oct. 9-10,
Nov. 13-14, Dec. 5-6

DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS

Jun. 1, Jul. 2, Aug. 2, Sept. 5, Oct. 2, Nov. 1, Dec. 10

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS

Jun. 13-15, Sept. 12-14, Oct. 17-19, Nov. 14-16, Dec. 12-14

SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

Jun. 15, Sept. 14, Oct. 19, Nov. 16, Dec. 14

24-HOUR HAZWOPER TECHNICIAN

\$400 MEMBERS / \$425 NON-MEMBERS

Jun. 25-27, Jul. 23-25, Aug. 27-29, Sept. 24-26, Oct. 29-31, Nov. 26-28,
Dec. 17-19

8-HOUR HAZWOPER REFRESHER

\$175 MEMBERS / \$200 NON-MEMBERS

ON FIRST OR LAST DAY OF 24-HOUR CLASS

SPECIMEN COLLECTION CERTIFICATION

\$100 MEMBERS / \$125 NON-MEMBERS

Jun. 12, Jul. 17, Aug. 14, Sept. 11, Oct. 16, Nov. 6, Dec. 11

PLEASE CALL US TO SCHEDULE THE FOLLOWING CLASSES:

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$250 MEMBERS / \$280 NON-MEMBERS

8-HOUR SHIPBOARD DAMAGE CONTROL

\$300 MEMBERS / \$315 NON-MEMBERS

STABILITY

\$150 MEMBERS/\$175 NON-MEMBERS

This newsletter is published quarterly by the North Pacific Fishing Vessel Owners' Association (NPFVOA) Vessel Safety Program and is free to members. To receive a subscription, please consider joining NPFVOA by completing the membership form on the back page and mailing it to NPFVOA with the appropriate fee. Memberships are annual, and all contributions are tax deductible. NPFVOA is a 501(c)(3) non-profit association.

SAFETY BITES & MEMBER NEWS

SEATTLE MARITIME FESTIVAL FAMILY FUN DAY

NPFVOA spent the day at the Seattle Maritime Festival Family Fun Day on May 12, 2018. Our theme this year was "how to use flares and emergency signals." Over 50 people, young and old, had a chance to ignite a flare. Fun day for everyone!



NPFVOA'S FALL GOLF TOURNAMENT FUNDRAISER

Sponsored by Alaskan Observers, Inc.

Tuesday, September 18, 2018

The Golf Club at Redmond Ridge



Day of fun with dinner to follow!
If you haven't attended our tournaments in the past and would like to this year, please email info@npfvoa.org to be added to our mailing list.



The 2018 Pacific Marine Expo will take place Sunday, November 18th through Tuesday, November 20th at the CenturyLink Field Event Center in Seattle, Washington.

Please note that this year's Expo will take place 3 days later than usual due to the NFL schedule. Although this is a change, we are confident this year's edition of the largest commercial marine trade event for the Pacific Northwest will be one for the books!

NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD—EXECUTIVE DIRECTOR

REBECCA HANRATTY—PROGRAM COORDINATOR

CAIT MCKENZIE—PROGRAM ASSISTANT

info@npfvoa.org

www.npfvoa.org

For your convenience, current and past issues of our newsletter are available online at npfvoa.org.

2018 BOARD OF DIRECTORS

Tim Vincent—President
Vincent Maritime Services

Chris Kline—Vice President
Alaska Boat Co.

Jason Brantley—Treasurer
Bank of America

Margaret deGravelle
Icicle Seafoods, Inc.

Kurt Gremmert
Spartan Ltd.

Aaron Harrington
Global Diving & Salvage

Kevin Kaldestad
Tom Suryan
Gary Covich
Mariner Boats

Darrin Manor
United States Seafoods

Rich Morgan
Lauren Frey
Servco Pacific Insurance

Sarah Scherer
Seattle Maritime Academy

Dave Shoemaker
Galaxy Consulting

Marty Teachout
Katie Knifong
Trident Seafoods

Mark Weed
Golden Alaska Seafoods

Jim Woeppel—Legal Counsel
Woeppel Law PLLC

Jonathan Parrott —
Technical Advisor
Jensen Maritime Consultants

NPFVOA VESSEL SAFETY PROGRAM

COURSES INCLUDE:

- STCW BASIC TRAINING
- STCW BASIC TRAINING REFRESHER
- STCW 2-DAY BASIC FIREFIGHTING
- STCW MEDICAL EMERGENCIES AT SEA
- STCW PERSONAL SURVIVAL TECHNIQUES
- STCW PERSONAL SAFETY & SOCIAL RESPONSIBILITY
- STCW MEDICAL CARE PROVIDER
- **STCW BASIC TRAINING REVALIDATION *NEW***
- DRILL INSTRUCTOR WORKSHOP
- 24-HOUR HAZWOPER TECHNICIAN
- 8-HOUR HAZWOPER REFRESHER
- SPECIMEN COLLECTION CERTIFICATION
- SHIPYARD COMPETENT PERSON
- SHIPYARD COMPETENT PERSON REFRESHER
- 8-HOUR SHIPBOARD DAMAGE CONTROL
- OSHA MARINE 10-HOUR
- OSHA COMPLIANCE AT THE DOCK OR SHIPYARD
- ONBOARD DRILL INSTRUCTOR WORKSHOP
- IN-THE-WATER SURVIVAL TRAINING
- PEDESTAL CRANE OPERATOR SAFETY TRAINING
- NAVIGATION: COLLISION AVOIDANCE
- STABILITY
- O/B FIRE TEAM TRAINING

ADDITIONAL CUSTOM COURSES TO FIT ALL YOUR SAFETY TRAINING NEEDS!





North Pacific Fishing Vessel Owners' Association
1900 W Emerson, Suite 101
Fishermen's Terminal
Seattle, WA 98119
(206) 285-3383 Fax: (206) 286-9332
Email: info@npfvoa.org Web: www.npfvoa.org

NPFVOA VESSEL SAFETY PROGRAM MEMBERSHIP APPLICATION

The **NPFVOA Vessel Safety Program** is a non-profit association dedicated to education and training in marine safety. Because safety is a concern for everyone in our industry, NPFVOA seeks membership from an expanded industry sector—commercial fishing, workboats, passenger and recreational vessels, and the businesses that support them.

Company Name: _____
Vessel Name: _____
Primary Contact Name & Title: _____
Address: _____
City, State, Zip: _____
Phone: _____
Fax: _____
Email: _____
Web Site: _____

Would you like to receive information & updates via email? Yes No
Would you like us to link to you from our web site? Yes No

Please describe the services your company provides: _____

Vessel Information	Vessel/Gear Type(s)	Target Fisheries
Length (feet): _____		
Tonnage (GRT): _____		
Crew Size: _____		

- | | | |
|--|-------|--|
| <input type="checkbox"/> Vessel (over 79 ft.) | \$600 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Vessel (60-79 ft.) | \$300 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Vessel (under 60 ft.) | \$125 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Associate | \$400 | Benefits apply to business personnel only; vessel crew ineligible at this level.
(Appropriate for marine support industry, e.g., law firms, ship yards, fuel suppliers, etc.) |
| <input type="checkbox"/> Individual | \$75 | Benefits are limited to named individual and are non-transferable
(Appropriate for crewmen and single-person business entities.) |