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 Griffitts, 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; Fvsportland@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!
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:

- a) when the vessel is upright,
- b) when the vessel is inclined under static conditions at any angle of list up to and including 15°; and
- c) 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-flr-CG-INV@uscg.mil.
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 an 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.

REMEMBER—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.

NPFVOA Vessel Safety Program

Spring 2018, Issue 100
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*
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 (1917.44(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.

WWW.OSHA.GOV/SAFEANDSOUNDWEEK
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

**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. 12-13, Oct. 9-10, Nov. 13-14, Dec. 5-6

**Drill Instructor Workshop**
$110 Members / $135 Non-members

**Shipyard Competent Person**
$575 Members / $595 Non-members

**Shipyard Competent Person Refresher**
$200 Members / $225 Non-members

**24-Hour HAZWOPER Technician**
$400 Members / $425 Non-members

**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. 6, 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.
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!
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: ________________________________

<table>
<thead>
<tr>
<th>Vessel Information</th>
<th>Vessel/Gear Type(s)</th>
<th>Target Fisheries</th>
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<tbody>
<tr>
<td>Length (feet):</td>
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<tr>
<td>Tonnage (GRT):</td>
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<tr>
<td>Crew Size:</td>
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- □ Vessel (over 79 ft.)  $600  Benefits apply to all current crew members and management company.
- □ Vessel (60-79 ft.)    $300  Benefits apply to all current crew members and management company.
- □ Vessel (under 60 ft.) $125  Benefits apply to all current crew members and management company.
- □ 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.)
- □ Individual            $75   Benefits are limited to named individual and are non-transferable
  (Appropriate for crewmen and single-person business entities.)