

THE TRUTH ABOUT HYPOTHERMIA
SAFER SEAS DIGEST 2017 RELEASED
NEW STORY DETAILS AT-SEA PROCESSING ACCIDENTS

BEWARE OF ACCIDENTAL CO₂ RELEASE
PROMOTING SAFETY GLOBALLY AT IFISH 5
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NPFVOA

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VESSEL SAFETY PROGRAM



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

COAST GUARD RELEASES NAVIGATION AND VESSEL INSPECTION CIRCULAR 02-95, CHANGE 3

THE ALTERNATE COMPLIANCE PROGRAM

Posted by LT Amy Midgett, Wednesday, October 10, 2018

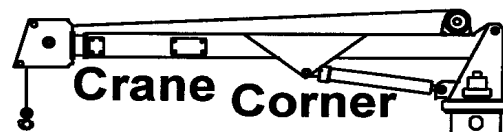
Today, the Coast Guard released Navigation and Vessel Inspection Circular 02-95, Change 3 – “*The Alternate Compliance Program (ACP)*.” This change incorporates various policies and related provisions consistent with the Commandant’s Final Action Memo (FAM) on the sinking of the S.S. *El Faro*.

Major changes include:

- Alignment of procedures and terminology with the International Code for Recognized Organizations (RO Code).
- Integrated ACP program management with the Coast Guard’s Mission Management System (MMS), which is an International Standards Organization (ISO) 9001 based Quality Management System in order to support key Coast Guard internal business processes, information flows, reporting and data analytics.
- Incorporated other procedures and instructions including the ACP Tactics, Techniques, and Procedures (TTP) and various MMS documents (e.g., MMS Work Instructions), which focus on individual aspects of the ACP and facilitate more frequent programmatic updates.
- Accepted that transfers of vessel classification may be completed under the provisions of International Association of Classification Societies Procedural Requirement 1A.
- Provided details on the Coast Guard’s Fleet Risk Index for vessels enrolled in the ACP.
- Removed provision for involuntary disenrollment from the ACP.

It is the Coast Guard’s goal that this NVIC remain the foundational document of an enduring policy framework that promotes risk-based decision making, is simpler to execute, and enables more robust oversight of the ACP.

For more information, read or download NVIC 02-95, Change 3. Questions should be directed to FlagStateControl@uscg.mil.



Contributed by Arxcis, Inc.

LUBRICATE OFTEN TO SAVE ON COSTLY REPAIRS

One of the primary causes of costly crane repair is the lack of lubrication on moving parts. Greasing reduces wear due to friction and pushes out grease that has been contaminated with moisture. The rotation bearing will normally last many years if it is properly greased. Most bearings have fittings evenly located around their perimeter. Inject grease into these fittings until grease appears at the space between the two bearing halves. Rotate it about 10 degrees and repeat the process until the whole bearing has been lubricated.

The boom hinge pins and bushings, as well as all lift cylinders, require constant greasing. Since these pins do not rotate 360 degrees, the grease will be displaced as soon as it is used; therefore frequent lubrication is required. To increase the distribution of the grease, all joints should first be greased with the boom in the horizontal position then raised to their vertical position and greased again. This two-step process will increase the chance of grease getting to all of the wear surfaces. Don’t forget to grease the pinion and ring gear, boom tip sheaves and the hoist line as needed.

Remember, the more service a crane sees the more frequently it needs to be lubricated. Cranes that have been idle for extended periods of time need to be properly lubricated before being put back into service. Grease and rags are cheap compared to the cost of repairs, so be generous with your greasing.



This issue of the *NPFVOA Vessel Safety Program Newsletter*

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OTHER NEWS

DANGER BELOW DECK: STUDY INVESTIGATES AT-SEA PROCESSING ACCIDENTS

Michael Crowley, October 11, 2018

It's no secret that the offshore fishing industry can be a dangerous place to work, especially in Alaska where 399, or one third, of all the state's work-related deaths from 1990 to 2014 occurred in the fishing industry.

The discussions and reports of the causes of those fatalities, and injuries, almost always center on fishermen working on deck and the mistakes that lead to crushed limbs, falls overboard and vessels sinking. Now, a new study in the September 2018 issue of *Journal of Safety Research* focuses on injuries to people working below-deck while processing the catch. Bearing the title "Occupational Traumatic Injuries Among Offshore Seafood Processors In Alaska, 2010 - 2015", the study uses Coast Guard injury reports to determine patterns of traumatic injury.

That six-year time period included one fatal accident and 304 nonfatal injuries on catcher processors and mothership vessels. The most frequently occurring injuries were to the upper extremities (121 injuries, 40 percent) and the trunk (75 injuries, 25 percent).

Based on the study's findings, you stood the best chance of being injured while working on the production line (68 injuries, 22 percent), stacking blocks/bags of frozen product (50 injuries, 17 percent), and repairing, maintaining and cleaning factory equipment (28 injuries, 9 percent).

The study concludes that "preventing musculoskeletal injuries, particularly to workers' upper extremities and trunks, is paramount. Some injuries, such as serious back injuries, intracranial injuries, and finger crushing or amputations, had the potential to lead to disability."

Thinking about how to reduce these injuries, the authors suggest several targets: overexertion from lifting and lowering objects and equipment; avoiding having equipment and boxes falling on workers; workers being caught in running machinery; slips, trips and falls.

FEDERAL AUDIT KNOCKS COAST GUARD OVERSIGHT OF TWIC PROGRAM

Pamela Glass, October 22, 2018

Numerous shortcomings in the Coast Guard's handling of the Transportation Worker Identification Card (TWIC) program could jeopardize security at many high-risk maritime facilities, according to a new audit by the Department of Homeland Security's Inspector General.

"The Coast Guard needs to improve its oversight of the TWIC program to reduce the risk of transportation security incidents," according to the Sept. 28 audit by the Office of Inspector General (OIG) that was sent to Rear Adm. John Nadeau, assistant commandant for prevention policy.

The report was most critical of the failure of DHS to complete a study of the security value of TWIC that was mandated by Congress in 2014. DHS did finish an effectiveness assessment in January 2016, but the audit notes that it did not substantively address the concerns raised in the report. Congress then directed DHS to do a new assessment by February 2018, but the agency had problems identifying an office responsible for such an assignment, causing long delays. An office was eventually assigned and the report is now due next April.

As a result, the Coast Guard "does not have a full understanding of the extent to which the TWIC program addresses security risks in the maritime environment. This will continue to impact the Coast Guard's ability to properly develop and enforce regulations governing the TWIC program," the audit said.

Without this information, the Coast Guard did not properly develop regulations to require the use of electronic TWIC readers at high-risk maritime facilities.

The report said the Coast Guard did not clearly define which facilities that handle certain dangerous cargo in bulk are covered by final reader rule.

This led to widespread confusion in the maritime community, a proposed three-year delay in implementation, and an act by Congress that was signed by the president in August delaying implementation of the reader

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program until a security assessment study of TWIC is completed.

"Without oversight and policy improvements in the TWIC program, high-risk facilities may continue to operate without enhanced security measures, putting these facilities at an increased security risk," the audit said. "The TSA believes that further delays to implementing TWIC reader requirements present a significant national and transportation security risk."

The audit also found the Coast Guard's oversight of the TWIC program to be "fragmented, which led to confusion and inconsistent inspection procedures. This resulted in fewer regulatory confiscations of TWIC cards."

The IG said the Coast Guard did not consistently use electronic readers when conducting TWIC card verifications during its inspections of regulated facilities. "As a result, the Coast Guard is not making full use of the card's biometric security features as intended by Congress to ensure only eligible individuals have unescorted access to secure areas of facilities," the report states.

The Coast Guard is required to do one announced annual compliance exam and at least one unannounced security spot check of each regulated facility every 12 months. In addition, inspectors must conduct random TWIC card verifications for individuals with unescorted access in secure areas. During the inspections, the Coast Guard identified more than 1,000 noncompliant TWIC cards, but could not show how many of these cards were confiscated and returned to TSA, the report said.

The IG recommended that the Coast Guard:

- Complete the required TWIC security assessment (DHS agreed to finish this by April 30, 2019)
- Provide a clear definition of a certain dangerous cargo (CDC) facility (DHS agreed to do this by March 30, 2020)
- Purchase new electronic readers to be used during facility inspections (DHS agreed complete this by March 31, 2019)
- Revise the TWIC Verification and Enforcement Guide to streamline oversight of the TWIC program (the Coast Guard will do this by Sept. 30, 2021, requiring a formal rulemaking process with stakeholder input.)

FISH SAFETY GOES GLOBAL

Jennifer Lincoln, November 1, 2018

Every fisherman deserves to come home safely at the end of a trip. The National Institute for Occupational Safety and Health has been working for decades not only to track injuries in the U.S. commercial fishing fleet, but also to research and develop targeted safety solutions for specific regions and gear types in cooperation with the fishing industry. Although there has been a decrease in the number of fatalities and vessel disasters in the United States over the last few decades, even one life lost or one career ended is still too many.

This is why NIOSH's Center for Maritime Safety and Health Studies gathered a group together to organize the fifth International Fishing Industry Safety and Health Conference (IFISH 5).

In June 2018, more than 175 occupational safety and health researchers, safety professionals, industry members and students from 24 countries gathered in St. John's, Newfoundland, with the goal of improving safety and health in the commercial fishing industry through research, innovation, and the exchange of ideas. That's double the size and programing of any previous IFISH conference.

One of the recurring themes throughout the conference was that fishermen, while an independent bunch, make safety a priority. They desire solutions that are relevant and practical to their work. What we've learned is that the best research, solutions and policies come from listening to fishermen — identify what saves them money, what makes work more efficient, and what makes sense for their specific fleet.

Understanding what fishermen think about, talk about and worry about, and then developing new techniques and technology based on that understanding is how we reduce risk and improve safety. Partnering with

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fishermen to hear their ideas and develop and evaluate solutions leads to better results and ultimately a safer workplace.

IFISH 5 attendees participated in four days of workshops, presentations, discussion panels and other activities. Topics included injury and illness statistics, innovations in technology and evaluation of policy, and best practices to reduce safety risks, improve training and safety culture. IFISH 5 also expanded its program to cover occupational safety and health issues in seafood processing and aquaculture, since these maritime industries share many of the same hazards, injuries and health outcomes as commercial fishing. A complete list of presentations and abstracts can be found on the conference website ifishconference.ca.

Just as many hands make the work light, many minds generate new ideas, and IFISH 5 was no exception. In the months since the conference, there have been several positive outcomes, in addition to many contacts and opportunities created by the conference. One organization is working to create an electronic forum for researchers studying personal flotation device use and design for fishermen. Researchers from all over the Arctic have formed a network focused on addressing the unique safety and health issues of the Arctic maritime industry. Another team of researchers has formed a group to create a report on preventing respiratory disease resulting from seafood bioaerosol exposures, and another was created to exchange information about health and safety issues in the aquaculture industry. The conference organizers are currently working with a scientific journal to publish a special issue containing research papers presented at IFISH to share this knowledge to a broader audience.

NIOSH co-sponsored IFISH 5 with Memorial University of Newfoundland and the Food and Agriculture Organization of the United Nations. Other sponsors included New England's own Fishing Partnership Support Services, the Ocean Frontier Institute of Canada, and WorkplaceNL (the regional government agency responsible for workers' compensation in Newfoundland). We thank these organizations because together they helped defray the cost of the conference, provided travel scholarships for 14 presenters from developing nations, organized workshops, and sponsored networking events—all resulting in a much richer experience.

We'd also like to acknowledge and thank the U.S. fishermen and fishing industry safety professionals who attended IFISH 5. Sharing your experiences and highlighting your dedication to safety and health in the industry greatly contributed to the overall success of the conference.

Because there was such an overwhelmingly positive response to IFISH 5, NIOSH is already looking for partners and exploring location ideas for IFISH 6 in 2021. In the meantime, researchers are looking to hear industry's ideas, and establish partnerships to continue to make fishing safer and healthier. If you'd like to know more about IFISH or are interested in collaborating, please contact the NIOSH Center for Maritime Safety and Health Studies at CMSHS@cdc.gov.

SAFETY

SAFETY BULLETIN 12 – ACCIDENTAL CO₂ RELEASES ONBOARD TWO UK MERCHANT VESSELS

Maritime & Coastguard Agency, September 2018

The Issue

The Maritime & Coastguard Agency is aware of two serious and potentially near fatal accidental CO₂ releases on UK ships in the last two years. In both cases the CO₂ leaked from the manifold into the CO₂ room. In both cases the remote release valves were untouched and the CO₂ alarms operated, alerting the crew and averting fatalities. However, these incidents follow a concerning pattern of similar incidents. The MCA would like to remind operators that CO₂ is highly asphyxiating; a 9% concentration causes unconsciousness within minutes and 17% causes death within just a couple of minutes. CO₂ is also both colourless and odourless.

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Key findings of a recent MAIB investigation:

- Many systems are designed such that a single leaking valve can discharge the entire system.
- Lack of clarity on life/service intervals and maintenance requirements of cylinder valves.
- There is perceived over reliance on shore-based contractors who may have poor knowledge of the specific system fitted onboard.
- CO₂ leaked from the systems and was not contained by the pipework and manifold.

Some key areas that should be highlighted which will reduce the risk of reoccurrence of similar incidents:

- When bottles are required to be refilled, it is important that valves should be either serviced or replaced at least in line with manufacturers recommendations. Regarding maintenance of the valves the MCA and MAIB would like to draw the attention of service agents and ships operators to BS EN ISO 22434:2011 – Transportable gas cylinders – Inspection and maintenance of cylinder valves, which provides relevant guidance on the issue of maintenance where manufacturers are silent on the issue.
 - MCA interpretation of MSC.1/Circ.1318 requires that 10% of high pressure CO₂ cylinders are hydrostatically tested at their 10 year anniversary. Furthermore, in line with BS EN 1968-2002 – All remaining cylinders must be hydrostatically tested by the 20 year anniversary.
 - Flexible pipework must be replaced at intervals specified by the manufacturer or at the 10 year anniversary whichever is sooner as per MSC.1/Circ.1318.
 - The IMO FSS Code, chapter 5.2.1.1.3 requires that crew should be checking quantities of fire extinguishing medium. Given the numbers of bottles involved, methods such as weighing of cylinders are highly impractical. There are now commonly available simple methods such as ultrasonic liquid level gauges which facilitate easy in situ level testing which operators should consider in order that their crews can readily and safely check the levels of CO₂ thus enabling early detection of a potential problem. The UK would consider this appropriate as per the IMO FSS Code Chapter 5.2.1.1.3 and this could be built into the planned maintenance system.
 - The MCA would remind operators of the benefit of marking the cylinders and checking CO₂ levels at least annually.
 - The MCA would also recommend that operators test and ensure the correct operation of any pressure switches and alarms within their systems.
- For further information please contact marinetechnology@mcga.gov.uk or phone on +44 2038 172000

FUEL SAFE

NEW STUDY DETAILS INJURY IN THE ALASKA OFFSHORE SEAFOOD PROCESSING INDUSTRY

KC Elliott and Laura Syron, NIOSH Western States Division office

NIOSH's Center for Maritime Safety and Health Studies recently completed a study of nonfatal injuries among offshore seafood processing workers in Alaska's waters during 2010–2015. NIOSH is expanding its research in commercial fishing and seafood processing to include nonfatal injuries and illnesses, because severe incidents can result in lost work time, reduced wages, and large medical expenses, as well as permanent disability and lowered quality of life. The purpose of this new study was to determine how, when, and where offshore seafood processors were getting hurt, and to identify the modifiable hazards to target for injury prevention. Seafood processing work onboard catcher processor vessels and mother-ships is difficult, and requires physical and mental endurance. Vessels frequently operate in remote locations and are wet, cold, and noisy. The work involves long hours, prolonged standing, repetitive movements, and heavy lifting. In 2015, there were approximately 3,500 crewmembers working on processing vessels in Alaskan waters, including people in all positions, such as processors, deckhands, engineers, and captains. However, industry-wide information on the exact number of seafood processing workers is not available. For offshore factories, two agencies share jurisdiction for regulating worker safety and health – OSHA and USCG. For this study, we analyzed data from USCG injury reports.

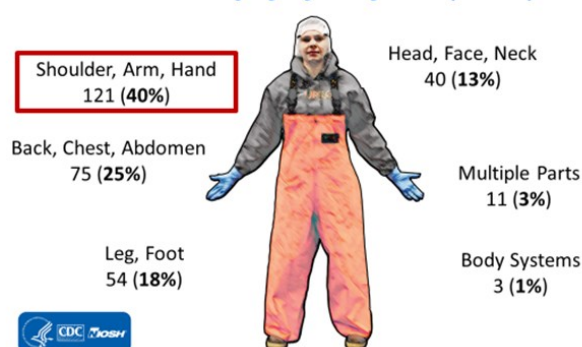
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During the study period, we identified 304 nonfatal injuries (an average of 51 annually). The majority of cases were among men (97%), with only 10 cases among women. The injured processors' median age was 31 years old, with a range of 18 to 63 years old. Only 60% of the injury reports included information on the crew's response to the incident. Of these, the majority involved initial treatment on the vessel, at 136 cases total, with the worker later receiving professional medical treatment at a clinic or hospital, continuing work, or returning home. For 21 cases, the vessel was moored and the injured worker could be treated at a clinic right away. 16 cases required the vessel to return to shore immediately so that the worker could receive advanced medical treatment. Finally, 8 cases required Coast Guard medical evacuation.

The most frequently occurring type of injury was sprains, strains, and tears at 75 cases. This was followed by bruises at 50 cases, fractures at 45, and lacerations or punctures at 35. There were 19 amputation cases, which mainly consisted of fingers and fingertips, but that included 2 hand amputations. There were also 16 cases of intracranial injuries. By body part, 40% of injuries affected workers' shoulders, arms, and hands, with 25% affecting workers' backs, chests, and abdomens.

Nonfatal Injury by Body Part (n=304)



Preventing musculoskeletal injuries, particularly to workers' upper extremities and trunks, is paramount. While this study investigated only acute, traumatic injuries caused by a single event, other chronic musculoskeletal injuries (which can be caused by repetitive motion) are also an area of concern for seafood processors.

Based on the study results, hazard control measures should address:

- overexertion from lifting and lowering objects and equipment;
- equipment and boxes falling and striking workers;
- workers being caught in running machinery during regular operations;
- slips, trips, and falls.

This study identified injuries caused by processors losing their balance in the factory, on deck, and in the freezer hold due to vessel movement, as well as vessel rolling causing processing equipment and freezer pans in the factory to fall onto processors. To the extent possible, engineering solutions (guarding, strapping, etc.) should be developed to provide hand holds for workers, and secure objects and equipment from falling or shifting suddenly in rough seas.

Two other hazards unique to offshore work – vessel disasters and falls overboard – were not identified as contributing to traumatic injuries among offshore seafood processors in this study. However, given that vessel disasters and falls overboard can result in fatalities, companies should (a) require all crewmembers to wear personal flotation devices while on deck and (b) adhere to USCG safety regulations.

Our next steps are to work with industry stakeholders to identify, develop, and evaluate safety and health interventions designed specifically for the offshore and onshore seafood processing industry in Alaska and elsewhere. If you'd like to know more about NIOSH's work in maritime safety and health or are interested in collaborating with us, please contact the NIOSH Center for Maritime Safety and Health Studies at CMSHS@cdc.gov. The full study can be found at <https://doi.org/10.1016/j.jsr.2018.07.008>.



OTHER NEWS

COLD, HARD FACTS

Mario Vittone, November 2018

Most of what you know about hypothermia is wrong

I was meeting with 40 professional mariners to discuss their man-overboard procedures. Because they operated where the water is cold (less than 60 degrees most of the year), I asked them my favorite question: "If you go overboard in January wearing street clothes when the water is just above 33 degrees Fahrenheit, how long until you become hypothermic?" After hearing the most common answer—five minutes—from these on-the-water pros, I told them the truth. Most of what they know about hypothermia is wrong.

You can't get hypothermic in less than 10 minutes. The average adult can survive in cold water for more than an hour. To understand the dangers of cold water, you have to stop focusing on hypothermia. Cold water kills, but hypothermia is just one cause of fatalities.

Four things happen to the body when it's immersed in cold water. The first phase is the cold shock response. It is a stage of increased heart rate and blood pressure, uncontrolled gasping and, sometimes, uncontrolled movement. Lasting anywhere from 30 seconds to a few minutes, the cold shock response can be deadly on its own. In fact, of all the people who die in cold water, it is estimated that 20 percent die in the first two minutes. Some people panic or swallow water in that first uncontrolled gasp. If they have heart problems, the cold shock may trigger a heart attack. Surviving this stage is about getting your breathing under control and staying calm; you have to realize that the feeling will pass.

The second stage of cold water immersion is called cold incapacitation. Lacking adequate insulation, your body will make its own. Long before your core temperature drops a degree, the veins in your extremities (those things you swim with) will constrict. As a result, you'll lose the ability to control your hands, and the muscles in your arms and legs will just flat-out quit working well enough to keep you above water. If you're not wearing a life jacket, you're in trouble. Without some form of flotation, even the best swimmer will drown in cold water, and in less than 30 minutes. There's no way around it. More than 50 percent of the people who die in cold water drown following cold incapacitation, often without ever experiencing a drop in core temperature.



As for hypothermia, which is the third phase of cold water immersion, it can kill. But that only happens in about 15 percent of cold water deaths. You have to have some form of flotation to get hypothermia, and it takes much longer than you think. I once spent an hour in 44-degree water wearing street clothes, and my core temperature dropped by less than 2 degrees. I was not clinically hypothermic. It was uncomfortable, to be sure, and I wouldn't recommend finding your limit, but it probably would have taken another hour for me to lose consciousness, and an hour after that to cool my core to the point of no return. The body's efforts to keep the core warm—vasoconstriction and shivering—are surprisingly effective. Shivering and blood shunting to the core were so productive for me that 20 minutes after jumping in, I had a fever of 100.2 degrees. Keep in mind, though, that water temperature and body fat percentage are important

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factors that determine a person's risk for hypothermia.

Over the years, I've rescued a number of people from cold water. Once they're settled in the helicopter, I enforce a rule: They must lie down and stay down until a doctor says they can stand. I've lost count of the number of survivors I have annoyed because I wouldn't let them move. I don't care how good or warm a person feels. The final phase of cold water immersion is circumrescue collapse. Shortly before, during or after rescue—sometimes hours after—victims of cold water immersion may pass out, experience ventricular fibrillation or go into full cardiac arrest.

Why does that happen? One of the things that hypothermia affects is heart rate variability. That is the heart's ability to speed up and slow down. Getting up and moving around requires your heart to pump more blood; even sitting upright can be taxing on the heart. If the heart starts to flutter instead of pump, down you go. Victims of immersion hypothermia are lucky to be alive, but they are also fragile.

TIPS

1. When working on deck in cold-water environments (water less than 60 degrees), always wear a flotation device.
2. If you witness a man overboard situation, quickly get a life ring to the person in the water. That's step one. Must do it.
3. Make certain that your life ring is not just on your vessel, but also is readily available and not tied to the cradle.
4. When working on deck in cold-water environments, always wear a flotation device. Did I say that already? Well, when I quit reading search reports that end with "experienced" mariners dying because they thought they understood cold water, I'll come up with better advice.



OSHA LAUNCHES PROGRAM TO TARGET HIGH INJURY AND ILLNESS RATES

October 17, 2018

The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) is initiating the Site-Specific Targeting 2016 (SST-16) Program using injury and illness information electronically submitted by employers for calendar year (CY) 2016. The program will target high injury rate establishments in both the manufacturing and non-manufacturing sectors for inspection. Under this program, the agency will perform inspections of employers the agency believes should have provided 300A data, but did not for the CY 2016 injury and illness data collection. For CY 2016, OSHA required employers to electronically submit Form 300A data by December 15, 2017. The CY 2017 deadline was July 1, 2018; however, employers may still provide this information to the database.

Going forward, establishments with 250 or more employees that are currently required to keep OSHA injury and illness records, and establishments with 20-249 employees that are classified in specific industries with historically high rates of occupational injuries and illnesses will be required to provide this information each year by March 2.

OSHA's On-site Consultation Program offers employers with up to 250 workers with free, confidential safety and health advice on complying with OSHA standards, and establishing and improving safety and health programs.

Under the Occupational Safety and Health Act of 1970, employers are responsible for providing safe and healthful workplaces for their employees. OSHA's role is to ensure these conditions for America's working men and women by setting and enforcing standards, and providing training, education and assistance. For more information, visit www.osha.gov.

OSHA – MACOSH NOMINATIONS SOUGHT

Bryant's Maritime Newsletter, October 26, 2018

The Occupational Safety and Health Administration (OSHA) invites interested persons to submit nominations for membership on the Maritime Advisory Committee for Occupational Safety and Health (MACOSH). Nominations must be received by 10 December.

OTHER NEWS

NMFS FISHERIES FINANCE PROGRAM – PROPOSED RULE

Bauer Moynihan & Johnson LLP, November 2, 2018

NMFS published a proposed rule in today's Federal Register which is intended to implement the expansion of the Fisheries Finance Program as authorized in the Coast Guard Authorization Act of 2015. This expansion allows financing to allow construction and reconstruction of fishing vessels fishing in limited access fisheries, even if the construction or reconstruction increases harvesting capacity. The regulations also provide for how a borrower may dispose of a replaced vessel:

A borrower may choose from the following options: (a) The replaced vessel will be scrapped, (b) The vessel will continue to operate in a federally-managed fishery under limited access, or (c) The federal fishery endorsement will be permanently cancelled and the vessel will be prohibited from fishing or providing support to fishing activities anywhere in the world. Comments to the proposed rule are due December 17, 2018.

LESSONS LEARNED FROM MARITIME ACCIDENTS: NTSB'S SAFER SEAS DIGEST 2017 RELEASED

Marlink, November 9, 2018

Maritime accident investigation reports for collisions, explosions, capsizings and allisions and the lessons learned within those reports are detailed in the National Transportation Safety Board's Safer Seas Digest 2017, released online Thursday.

The publication is a compendium of 41 marine accident reports for accidents involving fishing, offshore supply, cargo, passenger, tanker, towing and government vessels. Reports in the digest were adopted or issued by the NTSB during calendar year 2017.

The Safer Seas Digest is a publication designed with mariners in mind, providing them with links from the digest's summaries to the full investigative reports and related documents on the NTSB's website. The digest contains information that can help mariners at the deckplate level prevent future accidents, and, can help maritime industry C-suites build and sustain a culture of safety at sea. The lessons learned are highlighted in 11 categories including watertight integrity, heavy-weather operations, fatigue, bridge resource management, distraction, anchoring, preventive maintenance, safety management systems, monitoring rudder order response, vessel abandonment and VHF reception. The accident investigations associated with each lesson learned are listed for easy reference. "I hope that Safer Seas Digest 2017 provides the marine industry with essential and actionable information to address the safety issues confronting it," said NTSB Chairman Robert Sumwalt. "With every investigation we conduct, the lessons learned can prevent such losses in the future – when marine stakeholders at all levels of the industry apply these lessons."



DECEMBER 2018 – JUNE 2019 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

\$1,100 MEMBERS / \$1,175 NON-MEMBERS
Dec. 3-7, Jan. 7-11, Feb. 11-15, Mar. 11-15, Apr. 8-12,
May 13-17, Jun. 10-14

STCW BASIC TRAINING REFRESHER

\$900 MEMBERS / \$925 NON-MEMBERS
Dec. 4/6/7, Jan. 7/9/10, Feb. 12/14/15, Mar. 11/13/14, Apr. 9/11/12,
May 13/15/16, Jun. 10/12/13

STCW BASIC TRAINING REVALIDATION

\$765 MEMBERS / \$795 NON-MEMBERS
Dec. 4&6, Jan. 9&10, Feb. 12&14, Mar. 13&14, Apr. 9&11, May 15&16,
Jun. 12&13

MEDICAL EMERGENCIES AT SEA

\$125 MEMBERS / \$135 NON-MEMBERS
Dec. 7, Jan. 7, Feb. 15, Mar. 11, Apr. 12, May 13, Jun. 10

2-DAY BASIC FIRE FIGHTING

\$645 MEMBERS / \$665 NON-MEMBERS
Dec. 5-6, Jan. 8-9, Feb. 13-14, Mar. 12-13, Apr. 10-11,
May 14-15, Jun. 11-12

DRILL INSTRUCTOR WORKSHOP

\$175 MEMBERS / \$200 NON-MEMBERS
Dec. 10, Jan. 3, Jan. 9, Feb. 6, Mar. 6, Apr. 3, May 7, Jun. 5

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS
Dec. 5-7, Jan. 16-18, Feb. 13-15, Mar. 13-15, Apr. 10-12,
May 15-17, Jun. 12-14

SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS
Dec. 7, Jan. 18, Feb. 15, Mar. 15, Apr. 12, May 17, Jun. 14

24-HOUR HAZWOPER TECHNICIAN

\$425 MEMBERS / \$450 NON-MEMBERS
Dec. 17-19, Jan. 28-30, Feb. 25-27, Mar. 25-27, Apr. 22-24, May 20-22,
Jun. 24-26

8-HOUR HAZWOPER REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS
ON FIRST OR LAST DAY OF 24-HOUR CLASS

SPECIMEN COLLECTION CERTIFICATION

\$150 MEMBERS / \$175 NON-MEMBERS
Dec. 11, Jan. 15, Feb. 19, Mar. 19, Apr. 16, May 9, Jun. 18

PLEASE CALL US TO SCHEDULE THE FOLLOWING CLASSES:

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$280 MEMBERS / \$300 NON-MEMBERS

8-HOUR SHIPBOARD DAMAGE CONTROL

\$300 MEMBERS / \$315 NON-MEMBERS

STABILITY

\$150 MEMBERS/\$175 NON-MEMBERS

NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD—EXECUTIVE DIRECTOR
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For your convenience, current and past issues of our
newsletter are available online at npfvoa.org.

SAFETY BITES & MEMBER NEWS

NPFVOA Welcomes New Associate Member Alaska Maritime Physicians!

WHAT'S NEW?

NPFVOA understands how difficult it can be to have your crews take the training they need to keep certifications current. We are pleased to announce that we have an instructor who can either ride northbound or southbound on your vessel and hold First Aid/CPR, HAZWOPER Refresher, and Drill Instructor courses. They can also run drills with your crews or work with your fire teams. The potential training is endless! Call Rebecca to schedule.

NPFVOA'S SPRING GOLF TOURNAMENT FUNDRAISER

Sponsored by Ocean Peace

Thursday, May 23, 2019

Harbour Pointe Golf Club

1pm Start Time



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!

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.

2018 BOARD OF DIRECTORS

Tim Vincent—President

Vincent Maritime Services

Chris Kline—Vice President

Alaska Boat Co.

Jason Brantley—Treasurer

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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!

MARINER BOATS

Aleutian Mariner

Arctic Mariner

Bristol Mariner

Cascade Mariner

Nordic Mariner

Pacific Mariner

Western Mariner



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Seattle, WA 98119
(206) 286-3383 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.) |