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NPFVOA

VESSEL SAFETY PROGRAM

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NTSB: OVERLOADING, ALTERED STABILITY LINKED TO TENDER SINKING

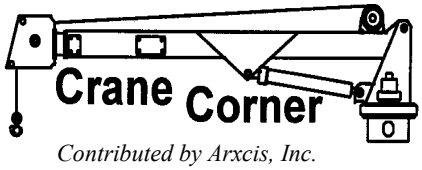
Michael Crowley, September 17, 2019

The skipper of the 56-foot Pacific Knight, a fish tender under contract with Icicle Seafoods in Bristol Bay, was jarred awake after rolling out of his day bunk early in the morning of July 25, 2018 and hitting the wheelhouse floor. Landing on the floor was bad enough. Then he landed in water because the Pacific Knight was lying on its port side and sinking rapidly. It wasn't long before only the starboard quarter was visible. At about 6:30 a.m., the Pacific Knight capsized. The 31-year-old skipper and a 16-year-old deckhand were the survivors, pulled from the water by the crew of another tender, the Amanda C. The body of the third crew member, the skipper's 59-year-old father, was removed from under a table in the galley on Aug. 29 when the Pacific Knight was recovered from the water. That July morning, the Pacific Knight was one of 20 to 30 boats anchored in the Queens Slough area of Nushagak Bay, which opens into Alaska's Bristol Bay. Queens Slough has a large tidal range, which brings with it strong currents that cause most boats to sheer back and forth while riding on their anchor lines; the Pacific Knight was reportedly seen sheering back and forth "a lot" by a witness on a nearby boat. The National Transportation Safety Board suggests a couple of probable causes for the sinking of the 30-year-old boat: overloading and an inadequate assessment by its skipper of the Pacific Knight's stability. On July 24, the Amanda C delivered four sacks of ice to the Pacific Knight, each one weighing 498 pounds. The sacks were transferred with the Pacific Knight's knuckle crane. After an hour the stern had sunk so deep the boat's name couldn't be seen across the transom. When the job was finished, the main deck's freeing ports at the midsection were under water. The Pacific Knight had a ton of ice in the aft fish hold, and the main fish hold was three-quarters full of seawater, in addition to the ton of ice on the main deck. At the time of the accident, the Pacific Knight was overloaded. That reduced her freeboard, which, in turn, reduced her righting energy and stability. With slack water in the main fish hold, a list could be induced from the Pacific Knight's movement in the current while at anchor or from the wake of a passing boat, causing the fish-hold water to flow to the low (port) side. Then there would have been little reserve buoyancy or righting energy to resist capsizing. A stability analysis was not done after the two cranes were mounted on the deck. If it had been, the NTSB report says, "the captain would have had the necessary information to safely load the vessel for specific operations."
The Pacific Knight was valued at $1.55 million and declared a constructive total loss.

USCG – CREDITING RECENT SEA SERVICE

Bryant's Maritime Blog, September 17, 2019

The US Coast Guard proposes to increase from 3 years to 7 years the period within which qualifying sea service aboard vessels of the uniformed services can be used to satisfy the requirement for recent sea service to qualify for a Merchant Mariner Credential (MMC) with a national officer endorsement. Comments must be received by 18 November.



Contributed by Arxcis, Inc.

INSPECTING LIFTING HARDWARE

A boat was loading some equipment using their pedestal crane. The equipment was attached to the crane hook using two 12-foot polyester round slings on each end at a 45-degree angle. As the load was being lowered to the deck one of the slings failed, causing the load to become unbalanced and it fell, damaging the equipment beyond repair. Luckily, no one was injured and an investigation into the accident revealed that the sling that failed had numerous cuts and frays from previous lifts and should not have been used. All slings and lifting hardware are required to be inspected before each lift by a qualified person and at least annually be a competent person. One of the most important things to look for is the manufacturer tag which shows the capacity for the configuration it is to be used in. For example: Lifting slings should show the capacity of the sling for vertical, choker and basket hitches. Lifting hardware such as bridles should show the capacity for the number of legs used and at what angle. If the manufacturer tag is missing do not use it. Also, check the sling or lifting hardware for damage. This inspection should also take place after the lift, so you don't inadvertently put damaged gear back into service. Interestingly, the number one cause of failure of lifting gear is not overloading but using them when they have been previously damaged or damaging them during the lift.

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OTHER NEWS

CLARIFICATION OF WHO TO DRUG TEST AFTER A SERIOUS MARINE INCIDENT

Ken George, May 29, 2019

After a discussion with the Alaska DAPI (Drug and Alcohol Program Inspector) and another USCG investigator they made clear that all personnel involved in a "Serious Marine Incident" regardless of if they work in a safety-sensitive position must be tested using Federal Custody and Control forms and that the previous advice from Headquarters in Washington. D.C was wrong when they informed me that processors are not to be subject to DOT testing. The inspectors were adamant that although processors and others not in safety-sensitive positions are exempted from all other DOT tests described in 46 CFR Part 16, they are not exempted from "Serious Marine Incident" testing. The inspectors refer to 46 CFR §4.06-5 – "Any individual engaged or employed on board a vessel who is determined to be directly involved in an SMI must provide a urine specimen using "Federal Custody and Control Forms" for chemical testing when directed to do so by the marine employer or a law enforcement officer." This would include all personnel employed on board the vessel, regardless of whether they perform safety-sensitive duties including processors and observers that are exempted from the other types of USCG mandated testing. When I asked for clarification of the term "engaged" the inspector specifically told me a person doing any kind of job on the vessel such as contractors, stevedores and even observers. When conducting drug testing after a "Serious Marine Incident" all urine testing must comply with 49 CFR part 40, use a Federal Drug Testing and Control form and be collected by an individual who meets the training under those same regulations. The term serious marine incident includes the following events involving a vessel in commercial service:

1. One or more deaths
2. An injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid, and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform routine vessel duties
3. Damage to property, as defined in 46 CFR §4.05-1(a)(7) in excess of $200,000
4. Actual or constructive total loss of any vessel subject to inspection under 46 U.S.C. 3301; or
5. Actual or constructive total loss of any self-propelled vessel, not subject to inspection under 46 U.S.C. 3301, of 100 gross tons or more.
6. A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in 33 U.S.C. 1321, whether or not resulting from a marine casualty.
7. A discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States, or a release of a reportable quantity of a hazardous substance into the environment of the United States, whether or not resulting from a marine casualty.

Over the years, I have been informed by differing USCG personnel that processors and others were and were not subject to DOT post accident testing. Based on the advice and conversations with these inspectors, I advise that all personnel involved in a "Serious Marine Incident" be tested using Federal Custody and Control forms.

USCG – UPDATED NVIC RE BASIC TRAINING

Bryant's Maritime Blog, September 18, 2019

The US Coast Guard published Change 1 to Navigation and Vessel Inspection Circular (NVIC) 8-14, providing updated guidelines for qualification for STCW endorsements in basic training. [https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/5ps/NVIC/2014/NVIC%2008-14%20Basic%20Training%20(Incl%20CH-1)%20201909 18.pdf?ver=2019-09-20-090445-877].

USCG – UPDATED NVIC RE ADVANCED FIREFIGHTING

Bryant's Maritime Blog, September 18, 2019

The US Coast Guard published Change 1 to Navigation and Vessel Inspection Circular (NVIC) 4-14, providing updated guidelines for qualification for advanced firefighting. [https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/5ps/NVIC/2014/NVIC%2009-14%20Advanced%20Firefighting%20(Incl%20CH-1)%2020190918.pdf?ver=2019-09-20-090507-643].

SAFETY FIRST, SAFETY SECOND, SAFETY ALWAYS!

James Taylor, August 7, 2019

During my career in the shipping business, the subject of safety was always at the forefront. I was fortunate to be schooled by several knowledgeable people in the business. It was always stressed that you should never take chances in situations that did not look or "feel" right. Safety gear was meant for a purpose and should never be neglected or forgotten. The rule of thumb was that the one time that you forgot or did not observe safety rules would be the time you would suffer the consequences.

Below are the main tenets of common sense and safety rules.

1. Always have your safety gear with you and USE it.
2. Normal gear: hard hats (chin strap if applicable), safety shoes (steel or ceramic toe shields), high visibility safety vest, safety glasses, safety gloves. Additional gear: Life vest for use near or on the water, leg straps for pant cuffs, ear protection and respiration masks/filters as needed.
3. Always have your head on a "swivel" and be aware of what is going on around you.
4. Never be distracted by devices while on board or in a cargo area e.g., radio, phone, etc. Wait until you are in a clear location.
5. Never walk close to a cargo stack where you could be hit by a forklift blade.
6. Never walk under or near a load during a lift.
7. If you cannot see the crane or machine driver, he cannot see you.
8. When boarding a ship's gangway, always have both hands free. Always have on a life vest when boarding in the stream.
9. When using a pilot ladder, always have two solid points of contact during your movements up and down. Use gloves with gripping surfaces, especially in bad weather. Always follow the instructions of the launch captain. Always test the ladder with your weight prior to using same.
10. Have the ship use a line to lift your bag if using the pilot ladder.
11. When working on a ship and descending into the hold, always make sure you advise ship staff where you are going. Before going into a ship's hold, always have an idea what cargo is inside.
12. Always be aware of ship ladder locations in case of any incident. Always carry a filtered mask while in the ship's hold. Never enter a closed ship's compartment without emergency breathing gear. Never enter a cargo hold until the hatches have been opened.
13. Always follow the instructions of any ship personnel.
14. Exercise caution in connection with any hazardous cargo being loaded or discharged. If supervising cargo, you should always have a copy of the Dangerous Cargo Manifest with you. In addition, always check safety status of all ship cargo equipment e.g., cranes, etc.
15. Check and observe location of required terminal safety gear and first aid materials. It is also a good idea to have in your car a small first aid kit for any minor injuries. Always get a tetanus shot for any cuts on the ship or in terminal.
16. Never traverse cargo areas during active operations e.g., top of containers. Crane operators may not be able to see you.
17. Exercise caution when walking on top of any cargoes. Require dunnage or plywood where needed to avoid any void spaces. Never stand in the hatch square during cargo operations.
18. Never walk on top of bulk cargoes without a safety line and personnel present.
19. Always advise your office where you are going and your expected return.
20. Always have emergency contacts in phone speed dial status for easy access.

I have outlined below several events during my experience which show the importance of safety in the shipping workplace.

A ship boarding incident with gangway

This event involved yours truly when boarding a ship at the Annapolis anchorage during a winter month. I was boarding a ship in the roads and had already had the ship's crew lift my boarding bag with a line. While on the launch boat and with both hands on the rails of the gangway, I tested my weight. However, when I transferred my whole weight to the bottom of the gangway and moved off the launch, the bottom platform broke, and I fell about five feet into the water. The shock of the cold water was numbing. However the fact that I had on a life vest and was not weighted down by my bag helped me stay safely afloat until the launch staff could pull me out of the water. My arrival on the ship, as you can imagine, was delayed somewhat, but I arrived safely due to adherence to safety rules and the quick action of the launch staff. This event as a young man drove the safety issue home for me!

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SAFETY

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Entering a closed ship's compartment

In the late 1970s, we had a bulk ship loading grain at one of the grain elevators in Baltimore. In addition to her cargo holds, the vessel's master indicated that he also wanted to load in the ship's wing tanks. It was a normal practice, but it required the tank to be dried out after washing with fresh water. It was in our winter months and drying took longer. Without advising any agency or terminal staff and acting against the terminal rules, the master placed a small portable pump in the wing tank to speed up the process. During the night, the pumped stopped running, and this was noted by ship's duty staff. The seaman apparently assumed that the pump had run out of fuel. Unfortunately, the truth was that the pump had used up all the oxygen in the compartment. When the seaman went into the tank to check, he was overcome and died. A fellow crewmember he was working with notified the duty officer but then went down in the tank to rescue his friend. He did not take the time to get breathing gear which is stored on deck. The second man was also overcome and expired. The duty officer rushed to the tank opening and made the same mistake as the first two men. By this time, fire emergency personnel had arrived on the ship. The officer had managed to get most of the way back up the ladder but was too weak to proceed and was close to death. A fireman with a tank was able to reach him in time and save his life. It was then their grisly task to retrieve the two bodies of the men. The ship's master and chief officer were arrested by the police in conjunction with the Coast Guard and were eventually sent home to stand trial. A footnote to this tragedy was that the duty officer who nearly perished had his wife on board and was set to go home prior to the ship's departure from Baltimore. The illegal event coupled with ship personnel not following safety protocols resulted in two deaths and the near death of a third crewmember. Without the prompt response and quick action of the local fire emergency staff, the tragedy would have been worse. The mandatory safety meeting for this ship had been done about 10 days prior to this accident. These safety meetings are designed to remind ship's staff of the importance of observing safety protocols. In this case, people were not paying attention, and a tragedy occurred. The article in the local paper the next day with a haunting picture of the rescued officer covered in grain dust with tears on his face was a sad and poignant reminder of why safety is critical and should never be taken for granted.

Safety working on board the vessel

During cargo operations on a container ship, a crewmember was working on one of the container stacks retrieving securing cones and twist locks. This type of work is normally done by the ship's crew after cargo operations are completed. It is especially dangerous to do this task at night which was the case here. Why the man was up there will never be known. He was not wearing a high visibility vest. Apparently during night cargo operations, the spreader bar on the container crane swept across the tiers and struck the man knocking him overboard. Unfortunately, no one saw the accident and his floating body was not discovered until the next morning by the bridge watch. His skull and ribcage had been smashed by the impact, and he was killed on impact. The tragedy would have been avoided if the crewmember had followed proper safety protocols:

1. Wear a safety vest
2. No work on deck stacks during cargo operations
3. Advise deck officer of his activities

It was our sad duty to arrange for his body and personal effects to be shipped to his home in the Philippines.

Ship boarding by pilot ladder

As a manager, I always stressed the importance of safety with emphasis on this function. Some of the younger guys would roll their eyes and say "like OK man." I told them I did not want to have to advise their relatives of an accident or death. I would point out my experience that fortunately had a positive outcome. What finally made an impact was a fatal accident involving a Federal pilot on the Delaware River. This man had been a pilot on the Delaware for more than 20 years. He had on a safety vest and a self -inflating life jacket which is common with pilots and the military. One boarding practice that was always stressed when using a pilot ladder was to move up quickly at least 10 feet on the ladder after disembarking the pilot launch. This was meant to avoid the launch boat being pushed back against the ship during bad weather. This could result in a crushing of the person boarding on the ladder. Why this experienced pilot did not move up quickly during the existing bad weather is not known.

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Perhaps he had a medical emergency, as he was 60 years old. He could have also had some difficulty with gripping the likely wet ladder ropes. We will never know, as he was crushed by the pilot boat which had been pushed back by the heavy seas. The pilot disappeared despite an extensive boat and helicopter search. His body was not found until days later. It was a tragedy that happened despite safety equipment and an experienced pilot. This event points out that accidents can happen despite safety gear if operating measures and guidelines are not observed especially during bad weather or low visibility scenarios. Safety must always be priority one. Safety must never be taken for granted. Regular safety meetings are important to keep people freshly aware of protocols and procedures. Adherence to this practice will help to mitigate unsafe events.

SAFETY FIRST, SAFETY SECOND AND SAFETY ALWAYS!

FUEL SAFE

LOCKOUT/TAGOUT

Jason Reichert and Pär Hagberg, Washington Department of Ecology Spills Program

Good lockout/tagout procedures can prevent mishaps like broken fingers, engine room fires, and even death. According to the U.S. Occupational Safety and Health Administration, "Failure to control hazardous energy accounts for nearly 10 percent of the serious accidents in many industries." The most basic lockout/tagout procedures include hanging a sign on a switch or valve, but simple procedures like this do not provide the same level of protection as physical lockout. Would you want to bet your vessel and your livelihood on a simple sign? Good lockout/tagout procedures give crewmembers reassurance the equipment they are performing maintenance on will not accidentally restart without their express knowledge.

Good lockout/tagout steps:

- Communicate the who, what, when, and why of your lockout/tagout procedures to all crewmembers.
- Prepare to shut down equipment.
- Shut down equipment.
- Isolate equipment.
- Apply physical lockout device.
- Release all stored energy, which may include energy in hydraulics systems, springs, capacitors, etc.
- Verify isolation.
- Perform maintenance.
- Remove all tools.
- Confirm crewmembers are away from the hazardous area.
- Remove lockout devices.

COAST GUARD CONDUCTS POLLUTION RESPONSE EXERCISE IN KETCHIKAN, ALASKA

August 27, 2019

JUNEAU, Alaska — Coast Guard Sector Juneau personnel conducted an oil spill response exercise in Ketchikan. Representatives from the Coast Guard, Alaska Department of Environmental Conservation, Southeast Alaska Petroleum Response Organization and Western Canadian Marine Response Corporation participated in the exercise, where an exclusion boom was be deployed in Ward Cove and Whipple Creek. The purpose of the exercise was to practice the on-water recovery of free oil within the Tongass Narrows with the deployment of boom around environmentally sensitive areas in accordance with prescribed geographic response strategies contained in the Southeast Alaska Area Contingency Plan. "This exercise enables us to assess the effectiveness of our preplanned strategy as well as our ability to carry it out," said Cmdr. Byron Hayes, response department head at Sector Juneau. "The inclusion of our response partners ensures that in the event of a real pollution incident, we will be able to respond decisively as one team to safeguard the pristine Southeast Alaska environment."

OTHER NEWS

NTSB – FISHING VESSEL/TANKER COLLISION

Bryant's Maritime Blog, July 12, 2019

The National Transportation Safety Board (NTSB) issued the report of its investigation of the 12 May 2018 collision of the fishing vessel Polaris and the tanker Tofteviken south of Montauk during daylight and with good visibility. There were no reports of injury or pollution. Both vessels sustained hull damage amounting to a total of $716,047. The probable cause of the collision was the failure to maintain a proper lookout by the mate on the fishing vessel and the failure to identify the risk of collision by the third mate on the tanker.

US SUPREME COURT RULING IMPACTS MARINE INSURANCE RATES

Ben Fisher, June 26, 2019

The United States Supreme Court on Monday, 24 June issued a decision likely to result in lower insurance premiums for U.S. fishing vessels. The court ruled in favor of the defendant in the case Dutra v. Batterton. The plaintiff, a seaman employed by Dutra Group, who was injured when a hatch on a dredge vessel blew open and crushed his hand, sued Dutra seeking general and punitive damages, asserting that the vessel on which he was working was unseaworthy. Lawyers representing Dutra Group argued that the claims for punitive damages are not eligible on the basis of unseaworthiness. Justices sided with Dutra, ruling that the plaintiff may not recover punitive damages on a claim of unseaworthiness, which reversed a previous ruling by the Ninth Circuit that the plaintiff was eligible for punitive damages. Justice Alito wrote the majority opinion and was joined by Chief Justice Roberts, as well as Justices Gorsuch, Kagan, Kavanaugh, and Thomas. Justice Ginsberg wrote the dissenting opinion and was joined by Justices Breyer and Sotomayor. Isaak Hurst, a lawyer at the International Maritime Group, a law firm in Seattle, Washington, U.S.A., said that the court's decision was a "big win for vessel owners because of the conflicting body of law that has developed around 'unseaworthiness.'" As a general rule, vessel owners and operators have a duty to provide their crew with a seaworthy vessel. When a ship is "seaworthy," the vessel and its crew must be reasonably fit for the vessel's intended purpose – sufficiently tackled, appareled, outfitted, furnished, equipped, in good running order, condition and repair, and fit for the purpose of her voyage and intended use, according to Hurst. In contrast, to say a vessel is "unseaworthy" has meant the vessel has insufficient equipment, defective equipment, a dearth of manpower, or has unsafe methods of work. Previous court decisions have found unreasonably slippery decks or ladders, steep and narrow stairs, failure to provide adequate lighting to an area of a ship, and a vessel owner's failure to instruct an inexperienced seaman to wear a life preserver have all been ruled unseaworthy conditions. "In the eyes of U.S. courts, the term 'unseaworthy' is a very broad legal term of art that encapsulates everything from slippery decks to instructions on life jackets, which is why giving access to punitive damages for unseaworthy conditions on vessels has been such a contentious decision," Hurst said. The decision has "real impacts" on seafood companies who own or charter vessels, he added. "[It] should, in theory, lower insurance premiums for protection and indemnity [P&I] risks associated with vessels that use SP-23 and SP-38 forms," Hurst said. "For some of my clients last year, the punitive damage endorsement was upwards of 15 percent of their P&I policy."

USCG – MARINE SAFETY INFORMATION SURVEY

Bryant's Maritime Blog, July 8, 2019

The USCG Navigation Center (NAVCEN) is moving forth with its plans to improve distribution of maritime safety information (MSI). The goal is to deliver pertinent data to users in the most usable, reliable, and secure methods possible. To improve its service, the NAVCEN needs your input and feedback. They ask that you take a few minutes of your time to complete a six-question survey regarding the data you use, how you use it, and, optionally, your ideas for improvement of NAVCEN services. The link to the survey is: https://www.surveymonkey.com/r/MarineSafetyInformation. Although this survey is anonymous, each question has a free-form comment field, which could allow for PII (personally identifiable information).

1 DEAD, 3 RESCUED AFTER BOAT HITS SALMON PEN

Associated Press, July 31, 2019

SEATTLE — Officials say one person died and three others were rescued after a boat hit a salmon pen in Port Angeles Harbor.
A Coast Guard rescue helicopter crew diverted from training after spotting someone on the boat attempting CPR on an unresponsive person. The Coast Guard says the crew lowered a rescue swimmer who swam to a platform on the fish pier to help with resuscitation efforts. A Coast Guard response boat removed all four people and brought them to emergency medical technicians at the pier. The Port Angeles Police Department reported that one of the injured adults aboard the boat was declared dead. Officials say the salmon pens were not in use when the crash happened. The incident is under investigation.

BUSTED UP IN THE BERING SEA

Michael Crowley, June 6, 2019

National Fisherman's August issue tells the story of the Progress, a 114-foot pollock boat that had all its wheelhouse windows blown out by a wave that scaled up to nearly 40 feet. Winds were predicted to be out of the Northwest at 35 mph but ended up nearly double that when the Progress got nailed about 35 miles northeast of Unimak Island. I'm not surprised. To me the Bering Sea and the Aleutian Islands — born of volcanic action 56 million to 33.9 million years ago — have carried a somewhat dark and foreboding allurement, starting with my first passage into the Bering Sea through Unimak Pass on the halibut schooner Attu. I made numerous other trips through Unimak Pass, and each time there was always that sense that something could quickly go wrong. Yet I always looked forward to that passage. Then my impression was that weather and sea conditions changed a lot faster in the Bering Sea than anywhere in the Gulf of Alaska, which is why I'm not surprised at the change in the Progress' wind conditions. One example of that body of water's capriciousness that I still think about is when we were fishing along the Aleutians — I don't remember exactly where — but had to stop hauling and duck into a small cove to get out of what looked like a developing blow. We set the hook in a spot that put us out of the wind and, leaving one guy in the wheelhouse, started to settle down for what seemed to be a relatively easy afternoon and night. But it wasn't long before the wind shifted and quickly increased in intensity — the skipper would later say it was in the neighborhood of 100 mph. Now we were threatened with smashing up on a very rocky lee shore if the anchor didn't hold. Needless to say, the throttle stayed engaged throughout the night to take the strain off the anchor and anchor cable. Come morning, after the wind slacked off, the anchor was hauled back. This was a Navy anchor, one of those big, heavy weighty masses of steel with what seemed to me at the time to be two godawful big, ugly flukes. It's not an anchor that would ever get an award for looks, but with that weight and those flukes it was designed to stay intact, dig in and hold a boat in place against the worst of storms. I wasn't the only one that didn't believe what they saw when that anchor came out of the water: Half of it had been sheared off, leaving only the stock and one fluke. It was fortunate that we didn't have engine problems that night, or we would have ended up on that shore. In my time fishing, I went through a number of blows above the Aleutian Islands, but the image of that anchor has always reminded me of the unforgiving power of the Bering Sea.

USCG – COMMUNICATIONS DEVICES FOR SMALL CRAFT

Bryant's Maritime Blog, August 24, 2019

The US Coast Guard issued a news release providing guidance on the top five communications devices for small craft. In descending order, these are: (1) VHF-FM radio; (2) EPIRB; (3) air horn, whistle, or other approved sound-producing device; (4) visual distress signals; and finally (5) cell phone.

RNLI: TO SURVIVE COLD WATER SHOCK, TAKE A MOMENT TO FLOAT

The Maritime Executive, August 7, 2019

The UK's Royal National Lifeboat Institution (RNLI) says that its simple survival advice for cold water immersion is already helping to keep people alive. The message—broadcast via a social media campaign—is that the best way to avoid drowning is to float on your back until you can control your breathing, fighting the natural impulse to immediately swim or thrash the water. In July, a 24-year-old man was pulled from the River Thames with help from the crew at the RNLI Tower lifeboat station. Using the RNLI's advice, the survivor was able to stay alive in the water for 25 minutes until he was rescued. "The man had decided to go for a swim in the Thames, but quickly found himself overcome by the river's very strong currents and suffering from cold water shock," said RNLI Helm Steve Doherty, from the Tower station. "He told us he thought he was going to drown but then remembered the RNLI float advice he'd seen on YouTube, so he made himself float until help arrived, and he thinks that this saved him." When suddenly immersed in cold water, the natural reaction can be to swim or thrash energetically, which raises the odds of inhaling water into the lungs and drowning. RNLI suggests that the best response is to float on your back until you get control of your breathing. This puts you in a better position to plan your next move, increasing your odds of survival in an extremely dangerous situation. Last year, 128 people died on the UK's coast, and about half of them never expected to end up in the water, according to the RNLI. The awareness campaign is applicable to mariners and fishermen, but is targeted at members of the general public, who may not be as familiar with the effects of cold water shock.

HEADING OUT ON THE WATER? FIND OUT HOW THE COAST GUARD IS CHANGING LIFE JACKET RATINGS

Jeremy Ervin, Port Huron Times Herald, June 19, 2019

If you plan on taking advantage of living in the Blue Water Area this summer and are heading out on the water, you'll want to note changes coming to life jacket ratings. The U.S. Coast Guard decided to back away from the traditional Type I, II, III, IV and V classifications, and is instead requiring life jacket labels to have images depicting what kind of conditions and activities they are suitable for. The idea is to make choosing the right personal flotation device easier. The Coast Guard officially decided to step away from the Type I-V model back around 2014 or 2015, said Chief Petty Officer Bobby Nash with the Ninth Coast Guard District. The decision was undertaken to improve safety choices, encourage innovation, allow the newly approved devices to be used across the U.S.-Canada border, expand markets and streamline regulations, according to WearItLifeJacket.com, the U.S. Coast Guard's website on the issue. Nash said old life jackets can still be used as long as they meet Coast Guard requirements and are in working condition. The new labels will be drawn from international symbols from the International Standards Organization sub-committee for life jacket standards, according to WearItLifeJacket.com. The labels are assigned a performance level based on buoyancy, level 50 vests are suited for practiced swimmers who are close to shore, according to WearItLifeJacket.com. Level 100 vest is good for calm or sheltered water, or situations where rescue may take longer. A level 275 vest is suited for offshore emergency situations, or for people who have to carry tools or other equipment. The new labels may also contain warnings about the kind of activities the vest is not well suited for, such as water skiing. The new labels are set to be phased in by manufacturers over time. St. Clair County Sheriff Marine Division Lt. Paul Reid said having a well-fitting life jacket suited for the activity at hand is crucial to staying safe out on the water. But having them on board or nearby is not enough, he said. "It's kind of like seat belts — it doesn't do you any good if you don't use it," he said. When asked when the new labels are expected to be rolled out, Water Sports Foundation Non-Profit Outreach Grants Director Jim Emmons described the transition as a "rolling change."

OFFSHORE EMPLOYEES FALL THROUGH GRATING AND OPEN HOLES

Bureau of Safety and Environmental Enforcement, June 4, 2019

Recently at Eugene Island Block 331, Platform "B," a night-time production operator on a fixed facility was identified as missing from the platform during morning rounds. The personnel onboard noticed a section of grating displaced in the upright position with the missing person's hardhat and clipboard next to the grating in the wellbay deck. The open hole measured approximately 45 feet to the water's surface. Preliminary information indicates that prior to the incident the wellbay deck area was taped off with red "DANGER" tape, but the area was not hard barricaded to prevent flow of personnel.

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A second incident took place at Green Canyon Block 205 "A." A wireline crew had completed work on a well which was properly barricaded. At approximately 2300 hours, two employees went to replace the well access hatch cover over the well on the drill deck. Preliminary information indicates that each of the two employees inadvertently picked up the wrong hatch cover. Each employee grabbed one handle of the cover, which was the same color as the deck and had no well identifying information on it. This action unknowingly created an open hole; and as the employees moved the hatch, one of the employees stepped and fell through the hole to the deck below, approximately 90 feet. The exact causes of these incidents are now under investigation. Because the potential factors involved in these incidents may be common to many facilities on the Federal Outer Continental Shelf, BSEE recommends all operators and contractors inspect their facilities and communicate the associated hazards to all personnel. Additionally, BSEE recommends that operators consider the following:

- Review this Safety Alert with your crew and discuss hazardous areas and encourage feedback to ensure understanding.
- Conduct a review of your facility to identify any open holes or surfaces that are not capable of supporting personnel and, if such an area or open hole is identified, ensure that it has been properly barricaded and/or covered.
- Conduct a review of your facility to confirm that all grating and flooring sections are securely fastened to the underlying structural members. Access should be prevented to areas where the grating and flooring sections are not securely fastened to the underlying structural members or barricaded as described below.
- To prevent the flow of personnel into hazardous areas, verify all barricades:
    - Have a top rail and middle rail;
    - Are at least 42 inches in height and capable of withstanding a load of at least 200 lbs. applied in any direction.
- If an open hole is found that cannot be immediately barricaded as described above, identify an Open Hole Attendant/Hole Watch, with no other duties – and ensure that person is equipped with adequate fall protection at all times.
- Management and facility supervisors should ensure the workspace organization, proper labeling of equipment and the conduct of operations are fully and constantly reviewed for safety hazards before and during operations.
- Operators should ensure that all personnel wear fall protection when necessary and that a secure connection for the fall protection be provided and used.
- Ensure that personnel confirm that job safety analyses align with approved procedures and address hazards specific to the job. Additionally, task supervision should ensure and represent an orderly completion of job steps.

ALL CREW ON DECK OF B.C. FISHING VESSELS MUST NOW WEAR PFD

WorkSafeBC, June 19, 2019

WorkSafeBC has amended its health and safety regulations related to personal flotation devices with the goal of improving worker safety on vessels. The amendments regulate specific conditions under which crewmembers are required to wear PFDs on commercial fishing vessels. Previously, crewmembers were only required to wear a PFD on a fishing vessel when working under conditions that involved a risk of drowning. It is now required that all crewmembers on the deck of a fishing vessel wear a PFD or a life jacket. "Commercial fishing is one of the most dangerous occupations in British Columbia and drowning is the leading cause of death among B.C. fishermen," says Patrick Olsen, manager, Prevention Field Services for WorkSafeBC. "Wearing a PFD reduces the risk of drowning and has been proven to save lives." Between 2007 and 2018, there were 24 work-related deaths in the commercial fishing industry, with 15 of those related to drowning. The amendments to Part 24 of the Occupational Health and Safety Regulation, which regulates diving, fishing, and other marine operations, took effect on June 3. "No matter what your role is on the vessel, crew safety affects everyone," Olsen says. "We are addressing the specific hazards of commercial fishing to better ensure crewmember safety." The amendments are consistent with the recommendations made by the Transportation Safety Board after the fatal capsizing of the fishing vessel Caledonian near Tofino, B.C., in September 2015. Three crewmembers were killed. The lone survivor was the only crewmember wearing a PFD.

OCTOBER – DECEMBER 2019 CLASS SCHEDULE

STCW 5-Day Basic Training (BT)
$1,100 Members / $1,175 Non-members
Oct. 7-11, Nov. 11-15, Dec. 9-13

STCW Basic Training Refresher
$900 Members / $925 Non-members
Oct. 7/9/10, Nov. 11/13/14, Dec. 9/11/12

STCW Basic Training Revalidation
$765 Members / $795 Non-members
Oct. 9&10, Nov. 13&14, Dec. 11&12

Medical Emergencies at Sea
$125 Members / $135 Non-members
Oct. 7, Nov. 11, Dec. 9, Jan. 6

2-Day Basic Fire Fighting
$645 Members / $665 Non-members
Oct. 8-9, Nov. 12-13, Dec. 10-11, Jan 7-8, Jan 10-11

Drill Instructor Workshop
$175 Members / $200 Non-members
Oct. 21, Nov. 6, Dec. 4, Jan 9

Shipyard Competent Person
$575 Members / $595 Non-members
Oct. 16-18, Nov. 13-15, Dec. 11-13

Shipyard Competent Person Refresher
$200 Members / $225 Non-members
Oct. 18, Nov. 15, Dec. 13

24-Hour HAZWOPER Technician
$425 Members / $450 Non-members
Oct. 28-30, Nov. 25-27, Dec. 16-18

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
Oct. 15, Nov. 19, Dec. 19

STCW Medical Care Provider
$1,300 Members / $1,400 Non-Members
Dec. 3-6

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

Safety Bites & Member News

NPFVOA's Spring Golf Tournament Fundraiser

Thursday, May 21, 2020
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.

NPFVOA Vessel Safety Program Staff
Karen Conrad—Executive Director
Rebecca Hanratty—Program Coordinator
Krystle Reiter—Program Assistant

info@npfvoa.org www.npfvoa.org

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

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.

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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
- 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
Length (feet):_____
Tonnage (GRT):_____
Crew Size: _____

Vessel/Gear Type(s)	Target Fisheries

☐ 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.)