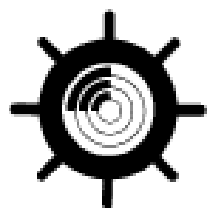


NTSB: CG IGNORED WARNINGS ON DUCK BOATS
IMPROVEMENTS IN OBSERVER SAFETY PRACTICES
RADIO OUTAGES IMPACTING COAST GUARD RESPONSE

SEATTLE'S FLEET IS AGING
SUBCHAPTER "M" A MILESTONE IN SAFETY
SKIPPER RESCUED AFTER INTENTIONAL GROUNDING



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VESSEL SAFETY PROGRAM

NTSB: POOR CREW TRAINING, OVERSIGHT LED TO TUNA SEINER FIRE

Michael Crowley, *nationalfisherman.com*, December 19, 2019

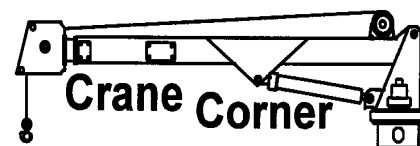
On Dec. 6, 2018, the 228-foot tuna seiner Jeanette sank off Tutuila Island, a part of American Samoa, after being on fire for nearly 23 hours. The estimated damage exceeded \$15 million. There was no loss of life. The Jeanette, with 18 crew members, had been fishing in the Pacific for about two weeks when the captain ended the trip and returned to Pago Pago Harbor on Nov. 22 to offload 1,330 metric tons of tuna valued at \$1.75 million. The Jeanette was a 228-foot steel hull tuna seiner built in 1975. Several senior officers left the Jeanette while it waited its turn to offload. During that time, an item on the maintenance work list called for removing wasted sections of the overhead frames on the wet deck and to weld in replacements. That required a three-man team: two to do the welding or "hot work" and one to serve as the fire watch. The crew member assigned the fire watch inspected all unlocked spaces that would be affected by the welding to make sure there was nothing flammable. The one place he missed was a dry stores room that was locked. The cook was the only one with a key, but the fire watch did not seek him out to ensure the room's contents wouldn't be affected by the welding. Welding started at 7:30 a.m. on Dec. 5. Shortly after 10:55 a.m. a smoke detector across from the dry stores locker set off an alarm. Opening the door to the dry stores locker, they found its contents on fire. Grabbing handheld dry chemical extinguishers, they initially seemed to extinguish the fire, but then overwhelmed by smoke they retreated and the fire reignited and spread. A general alarm was never sounded nor did the crew fight the fire in an organized manner. The one crew member that did try to enter the smoke-filled area to fight the fire had a self-contained breathing apparatus (SCBA), but without a firefighting suit was unable to approach the fire. A fire truck from the Tutuila Island emergency services arrived at the dock, but without SCBAs could not enter the smoke-filled vessel. Two hours later a second firefighting crew showed up but had to leave the vessel when their SCBAs started running out of air. Meanwhile, the tugboat Iseula applied its water monitor to the starboard side wheelhouse. Due to a lack of spare air bottles for the SCBAs, the Jeanette was evacuated. Since the Jeanette had on board an estimated 90,000 gallons of diesel fuel, 300 gallons of aviation fuel, 12,000 pounds of anhydrous ammonia for its refrigeration system and the fire couldn't be controlled, the American Samoa Port Authority and the Coast Guard had the Iseula tow the Jeanette out of the harbor and into the Pacific at about two knots. That was a little more than four hours after the fire was discovered. Nine hours later the Jeanette listed to port and sank about 15 miles offshore. The NTSB determined that "the probable cause of the fire and sinking of the fishing vessel Jeanette was inadequate crew training and oversight by the company to ensure safe hot work practices were followed on board the vessel. "Contributing to the spread and growth of the fire was the lack of a clearly designated person in charge during the response, which resulted in an ineffective firefighting effort by the crew."

COAST GUARD SUSPENDS SEARCH FOR 5 FISHERMEN MISSING IN GULF OF ALASKA

Joe Vigil, *kva.com*, January 2, 2020

After a search that spanned more than 20 hours and 1,400 square miles, the U.S. Coast Guard suspended its search for five crew members of the Scandies Rose vessel that went down near Sutwik Island in the Gulf of Alaska. "The decision to suspend an active search and rescue case is never easy, and it's only made after careful consideration of a myriad of factors," Rear Adm. Matthew Bell, 17th District Commander wrote in a statement. "Our deepest condolences to the friends and families impacted by this tragedy." A family member of one of the people on board the Scandies Rose says it left Kodiak on Monday and was on its way to fish for crab and cod. The Coast Guard received a mayday call Tuesday around 10 p.m. and thinks that's about the time the ship went down. There is no word from the Coast Guard on what caused the vessel to sink.

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Contributed by Arxcis, Inc.

CRANE HYDRAULIC SYSTEM MAINTENANCE

For any pedestal crane the hydraulic lift cylinder(s), winch and rotation systems are the workhorses of the machine and they must be cared for in order to get optimal performance. Hydraulic systems and how they work can be confusing at times and thus it is important to have competent people maintaining them and a professional hydraulic company doing the repairs. Common symptoms of hydraulic system problems consist of oil leaks of hoses, fittings, lift cylinder and roto seals; lift, extension and knuckle cylinders and winches not holding the load or that are jerky and not smooth; and a noisy hydraulic pump and slow performance. As the causes of these can vary, one cause that is often overlooked is the hydraulic oil itself. The hydraulic oil level must be kept at the proper level and kept from contamination from air, water and abrasive particles. Not changing the oil and oil filter at proper intervals can allow particle contaminants into the system which quietly reduces the service life of every hydraulic component, which over time can become very expensive. Always change the filter before all its dirt-holding capacity is used up. This could be by hours of use or a mechanism that will alert you when there is a pressure drop across the filter.

This issue of the *NPFVOA Vessel Safety Program Newsletter*
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OTHER NEWS

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Gerry Knagin from Kodiak says her brother was onboard — one of the crew members who was not rescued. On Wednesday night Coast Guard MH-60 Jayhawk helicopter and HC-130 Hercules airplane crews who were on the scene Tuesday night talked about the mission to save the two men who were found. They say they fought strong winds and zero visibility in some areas while heading to the scene. They say there were large waves and below freezing windchill weather. Helicopter crew members say when they arrived in the area of where the boat sank, they spotted a blinking light on a life raft while using infrared vision, but no one was on the raft. They then noticed another flashing light about a half mile away. That raft held two crew members who were recovered with the help of a rescue swimmer. The Coast Guard says had they not seen the flashing light in the dark, they may not have found the men. The Coast Guard says the two survivors were wearing survival suits commonly known as Gumby suits and were in the raft for approximately four hours. The men were “severely hypothermic” but not injured. Helicopter crew members helped the men change into dry clothes and kept them warm with blankets. Coast Guard officials say the fact that the men had a plan, got their survival suits on and got in the life raft is what saved their lives. The Coast Guard estimates the raft was within ten miles of the last reported location of the Scandies Rose. Not only did the helicopter crew fight the weather, they were also low on fuel. So they say they made the difficult decision to head back to Kodiak with the surviving crew members. Knagin calls the Scandies Rose a “steadfast” vessel and her brother a “great skipper.” “He’s been commercial fishing since the day he was born, practically. Grew up on boats. Tremendous amount of knowledge. An excellent fisherman and excellent seamanship,” she said. Knagin praised the Coast Guard for its efforts. “I want to say how grateful and thankful we are for the effort that the Coast Guard has put through for this search and rescue and for bringing these two guys back. And for their continued efforts in their search,” she said. “We love our Coast Guard.”

ENGINE ROOM FIRE: WHAT WOULD YOU HAVE DONE?

Michael Crowley, nationalfisherman.com, October 3, 2019

Out of 15 marine accidents featured in the National Transportation Safety Board’s recent compendium of accident reports, seven — or nearly half — involved commercial fishing boats. Three accidents occurred in the Bering Sea, two in the Gulf of Mexico and two in New England waters. They included three fires, two collisions, a capsizing, and grounding out, and took place between May 12 and Sept. 18, 2018. Some of those accidents resulted in the boat’s sinking. One advantage of a collection of incidents like the ones in the NTSB’s latest report is that it’s possible to see elements that are common from one accident to another. A boat owner seeing those connections might then pause and ask themselves: “Does that apply to me, to my boat?” Fires and collisions are a couple of examples among the seven accidents that had common elements allowing the situation to get out of control. Two of the engine-room fires were on the 87-foot trawler Rose Marie, fishing off of Chatham, Mass., and the Logger, a 105-foot fish tender traveling in the Bering Sea. Neither vessel had a fixed fire-extinguishing system but used grenade-type extinguishers, which did not put out the fires. In addition, openings to the engine room were not closed, thus reducing the effectiveness of the extinguishers. After an explosion in the engine room, the Logger sank. The Rose Marie was declared a constructive total loss after being towed to port. A common thread in collisions and near-misses is a lack of vigilance, as was the case in the accidents involving the shrimp Lady Toni’s encounter with the sportfishing boat Got’M On about 105 miles east of Corpus Christi, Texas, and the encounter between the 91-foot scalloper Polaris and the 820-foot oil tanker Toftvik about 30 miles south of Long Island, N.Y. The NTSB determined that the probable cause of the collision between the Polaris and the tanker 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.” (The mate on the Polaris, who was supposed to be on watch, was cleaning the wheelhouse.) It was the same situation with the Lady Toni and the Got’M On, which sank as a result of the collision. The NTSB said the probable cause was “the failure of the Lady Toni captain to take appropriate action to avoid the collision, and the Got’M On captain’s failure to safely operate his vessel by leaving the bridge unattended.” That’s a long-winded way of saying neither boat maintained a proper lookout. But take a look and ask yourself, “What would I have done in that situation?”

SEATTLE’S FLEET IS AGING, BUT MODERNIZATION EFFORTS ARE RUNNING INTO OBSTACLES

Cliff White, seafoodsource.com, October 9, 2019

The commercial fishing fleet based in Seattle, Washington — the home port for many vessels fishing in the Gulf of Alaska, the Bering Sea, and the Aleutian Islands — is aging, but modernization efforts have run into numerous obstacles. Chad See, the executive director of the Freezer Longline Coalition and a board member of the Washington Maritime Federation, told SeafoodSource restrictive U.S. regulations, a tight credit market, catch limits created by fishing quotas, and the diverse needs of a fleet with varied objectives are hindering progress on fleet-renewal efforts. “The fleet I represent — hook-and-line catcher processors and freezer longliners — is aging, with the average vessel between 30 and 40 years old and some dating to before World War II. Their lifespan has expired and many are past due to be replaced,” See said. “But they continue to operate because they’re safe vessels, they are in full compliance with regulations, and it is difficult to replace them.” There have been notable exceptions, such as the F/V Blue North, the F/V Araho, the F/V America’s Finest, and the F/V North Star, and a new 271-foot catcher-processor that is currently being built for Arctic Storm, which fishes for pollock and cod in the Gulf of Alaska. But the pace of new maritime construction predicted by a 2016 study by the McDowell Group, an Alaska-based consulting firm, is not being met. The study estimated four new vessel projects expected annually for every year between 2017 and 2026 in the North Pacific fleet alone, with an approximate total value of USD 1.6 billion. Instead of a huge bump in new construction, there has been what See described as a “steady trickle” of new investment in fishing vessels. Then and now, financing remains a significant impediment to the effort of fleet modernization in the U.S., according to See. “[There are] limitations on investment, challenges on investment to the fishery,” he said. “Because of that, I don’t think you’re going to see a large increase in new builds, but rather a steady trickle of new investment in vessels is what you’re going to see in the future, until financing opportunities change — if and when they do change.” There is ample financial upside to building new, as replacing older, smaller vessels with more efficient and capable newer ones is worth the investment, See said. Better fuel efficiency, safer working conditions, more automated on-board processing, and most importantly, a greater utilization of the catch, all result in a more robust bottom line. For example, the F/V Blue North was specifically built to retain and market ancillary products such as livers, collars, stomachs, skins, and frames that it is now selling in Japan, South Korea, and China. “If you can have more processing capabilities on board to use fish heads, the guts — every last piece of that fish, then you’re maximizing your return on that harvest,” See said. “Ideally, you have a vessel that has the capacity on-board that allows you to create new product forms using parts that otherwise would be wasted.” Ruben Nielson, the Seattle-based vice president of U.S. operations for Carsoe, a Denmark-based manufacturer and supplier of seafood processing technology, told SeafoodSource advancements in on-board processing technology have created value-added opportunities that further increase the value proposition of new-builds. Automatic freezers, palletizing systems, and traceability and tracking software are the upgrade most in demand by those building new vessels. “Most companies want to have more technology, want to improve their working conditions, the quality of their product, so I do think that’s where this is going. But right now, mostly there’s just a slow replacement of what’s already there,” he said. “The fleet is getting old, but it takes a lot of money to take on a project like building a new vessel. But at some point, people have to make the decision to build new.” Nielson said the United States can’t follow the path taken by Russia, where a fishing vessel construction boom is underway after the government offered additional fishing quota to companies that built new ships. “There’s not much extra quota lying around to create a bigger slice,” he said. “I think we have an advantage, as that means the U.S. fishing sector is very well-regulated — I think we do a good job on that — but it takes that option off the table.” Also complicating efforts are U.S. regulations like the Jones Act, which requires all goods — including seafood — traveling between U.S. ports be transported on ships built in the U.S. with materials sourced domestically. Furthermore, the law requires commercial fishing vessels must be owned and operated by United States citizens or permanent residents. That law results in U.S. companies paying around twice as much to build a new vessel as foreign companies who can build in cheaper places, such as Turkey. “A Russian longline company can build new boat in Turkey for USD 15 million to USD 20 million, while we would have to build that in the U.S. at a price of USD 30 to USD 40 million,” See said. “That’s the reality, and it makes it more difficult for our fleets to modernize.” Still, See

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SAFETY

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is optimistic more companies will jump into the modernization effort in the Pacific Northwest and Alaska. Many fishing companies and investors are still on the sidelines, studying the performance of the new-builds that have recently come into operation. "Most fishing vessels here are not as efficient as they could be. But a lot of the technology being added to these new vessels, like the Blue North, has never been used before in the Northern Pacific and the specific ocean conditions we have here. So they're waiting to see how they work through the challenges of that before they commit. But I will say there are a lot of curious people in the industry watching to see how that works out," See said. Of course, that leads to another problem, he added. "When everyone has a different idea of what their ideal vessel is, that contributes to cost," he said. "You don't get a lot of vessels built on spec in the U.S. We don't have companies working together to build five or six boats out of one vessel design. Each of those companies has their own idea of what's the ideal vessel for their company." Nevertheless, See is convinced the new-build boom is coming. "It will be a steady source of new construction in our country, because while there's been investment already, many vessels are in dire need of updating," he said. "Commercial fishing is a global industry. We're competing in the global market on sales and for the price of our fish. We need to ensure we maintain competitiveness with the rest of the world as they upgrade their fleets and become more efficient in their harvesting. And we need to do that at the same time we're ensuring we have the safest and most environmentally friendly vessels, which will help ensure we can maximize our cost efficiencies as an industry, and as individual companies, to guarantee we can continue operating."

IMPORTANT SAFETY NOTICE

November 18, 2019

USERS OF THE BELOW CROSBY PRODUCTS:

1019542 7/8" 6.50t S-2130 Shackle

1019533 7/8" 6.50t G-2130 Shackle

1018151 7/8" 6.50t G-213 Shackle

1018160 7/8" 6.50t S-213 Shackle

1018516 7/8" 6.50t G-209 Shackle

1018525 7/8" 6.50t S-209 Shackle

1262031 7/8" 6.50t G-2130OC Shackle

With Production Identification Codes (PIC) 5VJ as located on the shackle bow

PLEASE CAREFULLY REVIEW AND ACT UPON THE FOLLOWING INSTRUCTIONS.

THE CROSBY GROUP has determined the above listed shackles may have a condition that can reduce the ultimate load capacity from the published catalog values. The shackle bow may have a previously undetected defect, and continued use may result in loss of load, property damage, severe injury, or death. By use of the Production Identification Code (PIC) symbols appearing on the product, we have determined the 7/8" 6.5t shackles with PIC 5VJ shown on the bow may have this condition. No other sizes or PICs are part of this Important Safety Notice. We are requesting you identify all such 7/8" 6.5t shackles with PIC 5VJ, remove from service, and arrange for return and replacement. To return these products, please contact your Crosby Distributor. For more information concerning this Important Safety Notice, contact Technical Support at 1-800-772-1500.

Please inform your customer(s) of this Important Safety Notice, or if you know of other users of the 7/8" 6.5t shackles, please pass this notice on to that user, company, or firm. We regret the inconvenience this may cause you and your organization, and thank you for your cooperation. We are committed to providing you with the absolute best in Crosby quality.

RADIO OUTAGES IMPACTING COAST GUARD RESPONSE IN SOUTHEAST, SOUTHCENTRAL ALASKA

Elizabeth Roman, December 16, 2019

The U.S. Coast Guard is experiencing radio outages throughout Southeast and Southcentral Alaska. Though repairs are in the works, the outages are affecting the Coast Guard's ability to respond to distress calls. A Monday release from the Coast Guard says the VHF outages have been going on since the summer and are continuing through the winter. Officials are advising mariners take

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extra precautions when in Shelikof Strait, Southern Cook Inlet and offshore Southeast. "Repairs are ongoing, but due to extreme weather and remote locations, intermittent outages are expected to continue in various locations in both Southeast and Southcentral Alaska," the release states. "Mariners are reminded that due to mountainous terrain, and limited VHF coverage, even with fully operational VHF sites, the USCG cannot hear VHF calls in all areas, and mariners should have secondary means on communications onboard at all times, file a float plan with a trusted person, and carry safety equipment onboard in the event you are in a survival situation." The following phone numbers can be used to call the Coast Guard in an emergency:

- Sector Juneau Command Center: 907-463-2980
- Sector Anchorage Command Center: 907-428-4100
- 17th District Command Center: 907-463-2000

A similar release was sent in October, warning mariners planning to be on the water to have another way to communicate — like a cell phone or satellite phone — in case of an emergency.

FUEL SAFE

LESSONS LEARNED FROM SPILLS OCCURRING DURING VESSEL FUEL TRANSFERS

Washington State has a goal of zero oil spills during fuel transfers. Whenever a spill does occur the Department of Ecology focuses on investigative work for lessons learned to support our zero spill goal. By studying lessons learned and adopting prevention recommendations you may prevent an oil spill during your fuel transfer.

Ecology Safety Advisory Bulletin 09-01, Lessons Learned from Vessel Fueling Spills, (<https://fortress.wa.gov/ecy/publications/documents/0908010.pdf>) is a good resource for lessons learned and spill prevention recommendations.

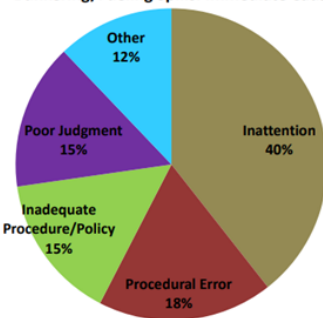
Ecology's investigations identify an oil spill's immediate cause. Inattention is a leading cause of spills, and was responsible for 40% of the incidents we investigated for the Safety Advisory Bulletin.

Accidents have causal chains, or contributing factors. The contributing factors for these transfer spills show additional causes, with inadequate policy and procedure the highest at 23%.

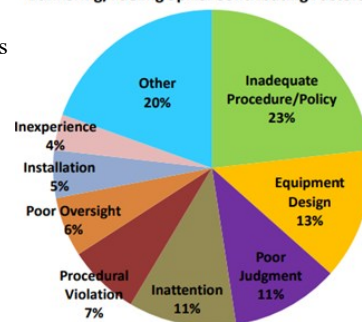
The Safety Advisory Bulletin includes recommendations for fuel deliverers and vessel operators to prevent future spills. Lessons learned in the bulletin are grouped by:

- Notifying and Working with Ecology and the U.S. Coast Guard
- Training and Awareness
- Communication
- Procedures
- Equipment
- Oversight

Bunkering/Fueling Spills: Immediate Cause



Bunkering/Fueling Spills: Contributing Factors



Fueling, as well as transferring fuel from tank to tank within your vessel, increases the risk of a spill. The Department of Ecology Spills Program believes sharing lessons learned is an important step towards a goal of zero spills during fuel transfers. Visit our website at <https://ecology.wa.gov/>

OTHER NEWS

IMPROVING SAFETY BEFORE A TRIP BENEFITS EVERYONE ON COMMERCIAL FISHING VESSELS

Fisheries.noaa.gov, October 8, 2019

Ensuring a safety culture is critical to the Northeast Fisheries Science Center's Fisheries Sampling Branch mission. The branch manages fisheries observer and monitoring programs in the Greater Atlantic region from North Carolina to Maine. Assessing observer practices and procedures is an ongoing effort. That was reflected in a summer workshop organized by the branch to evaluate the process of completing the required observer's pre-trip vessel safety checklist. The August workshop brought together a diverse group of professionals. The 24 people who attended have a combined 440 years of experience working with observer programs and/or commercial fishing vessels. A report on the workshop is now available. Participants came from the U.S. Coast Guard enforcement and vessel safety offices in two districts, the fishing industry, NOAA's National Observer Coordination office, regional observer programs, observer provider companies, and the Greater Atlantic Regional Fisheries Office. There were groundfish sector managers, observers, safety trainers, and gear specialists. "The top nine life-saving items listed in our workshop report need to be present and operable every trip," said Amy Martins, chief of the Fisheries Sampling Branch. "Observers and fishermen have offered suggestions for improvements to the safety checklist to make it safer and more efficient for everyone, plus we all benefit by cooperative efforts and shared expert advice." The Fisheries Sampling Branch plans to start testing and incorporating improvements to the safety checklist process beginning in the fall of 2019 and continuing into the spring of 2020. The proposed changes developed at the workshop will be evaluated to assess their effectiveness and may be changed if safety is thought to be compromised.

Federal Requirements

The U.S. Coast Guard establishes safety equipment requirements for commercial fishing vessels and conducts inspections to ensure the equipment is present and operating. However, the Magnuson-Stevens Act governing federal fisheries management mandates that fishery observers successfully complete a separate inspection, using the pre-trip vessel safety checklist, prior to each trip aboard a vessel to which they are assigned. These requirements can lead to conflicts and challenges at the time that the vessel plans to depart, but when done by an experienced observer with a compliant boat, the check can be done in about 15 minutes. Nevertheless, the program wants to ensure that observers are using their best judgment, with "safety first" in mind. "The safety checklist currently in use by our observers may lead them to inspect equipment that is in a difficult, possibly hazardous, place to reach and this can cause conflict," said Ken Keene, Mid-Atlantic area observer lead and safety lead for the Northeast Fisheries Observer Program. "For example, we conducted extensive risk analysis and assessment, and determined that when the life raft is located on top of a wheelhouse there is a high risk for an incident." Life raft inspections include recording expiration dates for the life raft service and hydrostatic release, confirming raft capacity, and checking for proper installation. Workshop participants discussed how to reduce the burden of safety checks for the industry and observers while meeting all regulations and requirements. They reviewed regulations, discussed the risks, hurdles, and conflicts among the vessel captain, crew, and observers. They also discussed the benefits of an improved process, reviewed case studies involving vessel safety equipment, and developed some options on ways to improve the process while keeping safety for all first and foremost in mind. Action items were identified and a timeline established for introducing the proposed changes.

Proposed Changes Will Be Assessed for Effectiveness

Among the proposed changes are expanding EVIC, the emergency position indicating radio beacon visual inspection card, to include life raft inspections. This information can then be shared by one observer with the next observer boarding the vessel and would not require multiple inspections within a limited time frame, reducing the opportunity for injury. Other proposed changes include:

- Revamp the safety-check training module for new observers
- Reduce safety checks by the same observer going on the same vessel for successive days
- Reformat the checklist form to make it easier and quicker to complete

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- Work with industry members and observer training staff to ensure the EVIC cards are issued and used as much as possible
- Develop a safety reminder list for observers prior to boarding
- Create a mentoring program to ensure that new observers are completing the safety checklist and communicating well with industry

"We believe these changes to the program's safety policies and practices will maintain the high level of safety that our observer programs are known for, while reducing the risk for injury and/or incident," Keene said. "We appreciate the assistance, feedback, and expertise from the industry stakeholders, observers, and safety professionals who participated in this process," Martins agrees. "We are always reassessing our observer safety practices and procedures and view it as a continuum. These proposed changes are another step forward to improve safety, not only for observers but also for fishermen," she said.

SUBCHAPTER M, A 'MILESTONE IN MARINE SAFETY'

Kathy Bergren Smith, workboat.com, October 7, 2019

Fifteen years in the making, Subchapter M, the Coast Guard's sweeping regulations regarding previously uninspected towing vessels, has now been in effect for over a year. Late last month, about 100 policymakers, operators, consultants and suppliers spent time hashing out just how the regs have worked and what needs to be fixed at a two-day conference hosted by the Maritime Institute of Technology and Graduate Studies (MITAGS) at its conference center in Baltimore. Thomas Allegritti, president & CEO of the American Waterways Operators (AWO), kicked off the conference with a look back to the inception of Subchapter M, which he calls, "A singular milestone in marine safety." The intent to prioritize safety of people and protection of the environment drove industry to form a unique partnership with the Coast Guard. From the beginning, the Coast Guard relied upon industry, using the AWO's Responsible Carrier Program as a template for the new regulation. Fast forward to the present, and after a year of living with it, Allegritti sums up the new rule this way, "Subchapter M is not perfect, but Coast Guard mostly got it right. The challenge is to fix any mistakes and create a culture of safety and not a culture of compliance." The acronyms and the questions started flying later as the people who actually crafted the rules put themselves in the hot seat. Cmdr. Andrew Bender, supervisor of the Coast Guard National Center of Towing Vessel Expertise, brought news of the success of the first year of phase in and a warning. Of the 5,808 recognized towing vessels in the U.S., some 1,144 Certificates of Inspection have been issued so far. This number is very close to 25% of vessels that are required to have COIs in each fleet by the end of the first year. But, he warned, after July 2020, there will be nowhere to hide for the operators who have eluded compliance. Next year, all single vessel operators will be required to have their COI as well as 50% of any multiboat operation. Bender was joined by Erik Johnson, National Towing Vessel Coordinator for the Coast Guard, and Lt. Scott Arbeiter, staff engineer in the Hull Division of the Coast Guard Marine Safety Center. Bender and Johnson addressed technical questions about the regs. One was why an operator from Alaska with two sisterships, receiving COIs from different Coast Guard sectors, received two different manning requirements. (Hopefully that got ironed out later). Arbeiter took on the newbuilds, asking for patience as the plan reviews (required under Sub M) of the complex systems on tugs can take time. Perhaps the most interesting comments came from the "boots on deck" types. Jeff Brown, Baltimore's OCMI, spoke about the vagaries of interpreting some of the rules. An auditor and a surveyor shared their notes from the field, distinguishing their roles and explaining the wide variety of misconceptions operators have about compliance. The American Bureau of Shipping (ABS) sent their Subchapter M coordinator to explain that getting buy in from the crew on the tug or towboat is critical to ensuring a culture of safety. Grady Garrison, a third party organization (TPO) surveyor with Sabine Surveyors Ltd., travelled from Houston to attend the conference. He found it useful to be able to spend time with the Coast Guard. "I just want to get a feel for what they are seeing in the field as the process evolves." Everyone at the conference seems to have acknowledged that Subchapter M is here to stay and for good reason. As Allegritti reminded the group: In the 1990s, there were, on average, 25-30 mariners (a year) who lost their lives on the job. Today, that number is three or four. "That means about two dozen people are home with their families who might not be. If we achieve nothing else, those people's lives are worth it."

COAST GUARD IGNORED CALLS FOR SAFEGUARDS BEFORE DUCK BOAT SANK, REPORT SAYS

Neil Vigdor, *nytimes.com*, November 13, 2019

The federal agency investigating the sinking of a duck boat in Missouri last year that killed 17 people said the Coast Guard ignored warnings that it should adopt more stringent safety requirements for the amphibious craft. The agency, the National Transportation Safety Board, criticized the Coast Guard's oversight of duck boat operations in a 14-page report released Wednesday, saying it had warned of safety hazards for two decades before the Stretch Duck 7 capsized near Branson, Mo., in July 2018. Seventeen of the boat's 31 passengers died after the amphibious landing craft, a World War II military relic that could operate on land and water, overturned in Table Rock Lake during a thunderstorm that produced winds of over 60 miles per hour. The accident was one of the deadliest involving the touring vessels in United States history. The NTSB said it had pushed for the Coast Guard to require duck boats to have more watertight spaces above the waterline, known as reserve buoyancy, and to remove obstructions such as overhead canopies that could hamper an evacuation. The agency made its recommendations after the 1999 sinking of another duck boat, near Hot Springs, Ark., in which 13 people died. "Lives could have been saved, and the Stretch Duck 7 accident could have been prevented had previously issued safety recommendations been implemented," Robert L. Sumwalt, the NTSB chairman, said in a statement Wednesday. The NTSB said that only 13 of the 22 recommendations relating to duck boats that it had made since 1999 had been followed, and that there was no action or an inadequate response to the remaining nine recommendations. "Twenty years later, the same risk exists on these vessels, and that is unacceptable," Mr. Sumwalt said. "It is imperative that the United States Coast Guard adopt these lifesaving recommendations now." A Coast Guard spokesman, Lt. Amy Midgett, said in a statement on Thursday that the Coast Guard had issued guidance in 2000 that urged its inspectors and vessel owners to evaluate canopy design and installation. She said the Coast Guard had advised them to "evaluate the design and installation of seats, deck rails, windshields, and windows as a system to ensure the overall arrangement did not restrict the ability of passengers to escape." The Coast Guard also "emphasized the importance of carefully evaluating proposed routes and anticipated environmental conditions and imposing appropriate safety measures and operational restrictions," Lieutenant Midgett said. According to the NTSB, there have been 37 deaths and 104 injuries resulting from six accidents in the United States involving duck boats, which are popular in cities like Boston and Seattle. Nine members of the same family and five children were among the 17 people who died when the Stretch Duck 7 capsized. Eight minutes passed between when bilge alarms first sounded, alerting passengers and crew that the boat was taking on water, and when the duck boat sank, according to the NTSB, which is still conducting its investigation. The vessel was operated by Ride the Ducks Branson, owned by Ripley Entertainment, which federal court records showed had settled 30 of 31 lawsuits filed on behalf of the accident's victims. The company said on Wednesday that it was reviewing the NTSB report. "Branson Ride the Ducks continues to cooperate with the NTSB and all investigative authorities as they determine the facts surrounding the unprecedented storm and resulting accident on Table Rock Lake," Suzanne Smagala-Potts, a Ripley Entertainment spokeswoman, said in an email. "As we have from the beginning, we are dedicated to working with the community of Branson, and continuing our support of the families and employees who were impacted by the accident," she said. A federal grand jury indicted the boat's captain, Kenneth Scott McKee, last November, charging him with 17 counts of misconduct, negligence or inattention to duty by a ship's officer resulting in death. The indictment accused Mr. McKee of failing to adequately assess the weather conditions before setting out on the tour, not immediately heading to shore when the storm approached and neglecting to tell passengers to put on their life vests. Mr. McKee pleaded not guilty. Two other duck tour employees, Curtis P. Lanham, the general manager, and Charles V. Baltzell, the operations supervisor, were indicted in June for their role in the accident. They also pleaded not guilty.

SINKING: CAPTAIN DECIDED NOT TO RETURN TO PORT DESPITE FORECAST

The Maritime Executive, December 3, 2019

The National Transportation Safety Board (NTSB) has released a Marine Accident Brief about the November, 2018 flooding and sinking of the fishing vessel Aaron & Melissa II approximately 70 miles southeast of Portland, Maine, while transiting to fishing grounds during a storm with gale-force winds.

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The Aaron & Melissa II sank about 0800 local time on November 14, 2018. All four crewmembers abandoned ship and entered an inflatable liferaft when attempts to dewater the vessel proved unsuccessful; they were later rescued by a U.S. Coast Guard helicopter. Petty Officer Michael Kelly, a rescue swimmer with the U.S. Coast Guard, received the 2019 IMO Award for Exceptional Bravery at Sea during this year's IMO Awards ceremony for his efforts. The NTSB determined that the probable cause of the flooding and sinking was the captain's decision not to return directly to port with forecasted gale-force conditions, combined with the clogged bilge system, which prevented the crew from dewatering the flooded lazarette.

Abandoning Ship

With the vessel listing to starboard and no ability to dewater the flooded lazarette, fish hold and lobster tanks, the three crewmembers donned their survival suits and went to the port bow where they awaited the order to abandon ship. While the crew was gathered on the bow, the vessel's liferaft broke free from its rack due to boarding seas and the severe list and fell into the water. After determining the vessel could not be saved, the captain joined the crew on the bow. The engineer then inflated the liferaft. All four crewmembers jumped into the water and boarded the raft, abandoning the vessel just as it began to sink beneath the waves, stern first. The liferaft painter became entangled on the sinking vessel's mast. Fearing they would be trapped inside the raft and pulled down with the vessel, the crew left the raft and entered the sea. The Aaron & Melissa II sank in about 480 feet of water, pulling the raft under water. When the raft surfaced, all crewmembers were able to re-enter it. The weather conditions at the time reportedly involved wind speeds of 30 knots with wave heights of 20 feet. The loss of the vessel was estimated at \$650,000.

SKIPPER RESCUED AFTER INTENTIONAL GROUNDING NEAR SITKA

The Maritime Executive, November 11, 2019

On Saturday, a U.S. Coast Guard aircrew out of Air Station Sitka, Alaska rescued a man after he intentionally grounded his wooden fishing vessel to avoid sinking. At about 1430 hours Saturday, USCG Sector Juneau received a VHF distress call from a man aboard a small wooden fishing trawler, the Onyx. He reported that his vessel was taking on water, and he said that he was preparing to beach the vessel on Strait Island, a small land feature off Port Protection in Southeast Alaska's Inside Passage. He activated his EPIRB and put on a survival suit before going onto the shore. Sector Juneau called for a helicopter launch from Air Station Sitka, and the cutters Anthony Petit and Anacapa diverted to the area. The helicopter crew arrived on scene and spotted the man's red meteor flare and strobe light. Winds at the time of the hoist were about 35 knots with rainy and misty conditions. The aircrew hoisted him safely and brought him back to Sitka. No injuries were reported. "Considering the cold water and air temperatures, the outcome could have been much worse," said Lt. Kyle Johnson, co-pilot for the case. "Fortunately, he reported his position and intentions on VHF Channel 16, signaled us with a flare, and wore a strobe light on his survival suit. Because of all this, he was able to keep his body temperature up and we were able to find him."

Two hoists in one day

It was the second rescue of the day for Air Station Sitka. At about 1100 hours Saturday, Sector Juneau received a cell phone call from a man whose 12-foot Zodiac had capsized near the north end of Shelter Island, just northwest of Juneau. He said that he'd managed to right the boat but could not restart the engine, and he intended to row to shore on Shelter Island. The man activated his satellite distress beacon (a non-EPIRB device communicating to a commercially-operated satellite fleet and rescue coordination center) at the time of the capsize, providing a location for rescuers. He was wearing a buoyant anti-exposure suit, which protected him from the elements—increasing his odds of survival in freezing conditions and winds gusting to 40 knots. Sector Juneau dispatched a small boat crew out of Station Juneau and called for a helicopter launch from Air Station Sitka. The helicopter crew located the man on the shore of Shelter Island and hoisted him safely aboard. "Fortunately the individual was wearing an anti-exposure suit, and was equipped with an inReach device and a cell phone to notify us of his location," said Petty Officer Brian Wells, Sector Juneau command center watchstander. "All of these factors contributed to his survival despite the adverse weather conditions."



JANUARY – MARCH 2020 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

\$1,100 MEMBERS / \$1,175 NON-MEMBERS
Jan. 6-10, Feb. 10-14, Mar. 9-13

STCW BASIC TRAINING REFRESHER

\$900 MEMBERS / \$925 NON-MEMBERS
Jan. 6/8/9, Feb. 10/12/13, Mar. 9/11/12

STCW BASIC TRAINING REVALIDATION

\$765 MEMBERS / \$795 NON-MEMBERS
Jan. 8&9, Feb. 12&13, Mar. 11&12

MEDICAL EMERGENCIES AT SEA

\$125 MEMBERS / \$135 NON-MEMBERS
Jan. 6, Feb. 10, Mar. 9

2-DAY BASIC FIRE FIGHTING

\$645 MEMBERS / \$665 NON-MEMBERS
Jan. 7-8, Feb. 11-12, Mar. 10-11

DRILL INSTRUCTOR WORKSHOP

\$175 MEMBERS / \$200 NON-MEMBERS
Jan 6, Feb. 5, Mar. 16

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS
Jan. 22-24, Feb. 19-21, Mar. 18-20

SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS
Jan. 24, Feb. 21, Mar. 20

24-HOUR HAZWOPER TECHNICIAN

\$425 MEMBERS / \$450 NON-MEMBERS
Jan. 27-29, Feb. 24-26, Mar. 23-25

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
Jan. 14, Feb. 6, Mar. 17

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

STCW MEDICAL CARE PROVIDER

\$1,300 MEMBERS / \$1,400 NON-MEMBERS
Date to be determined

SAFETY BITES & MEMBER NEWS

NEW MEMBERS

NPFOVA is pleased to welcome the following new members:

Associates: Technical Marine Institute, LLC

Individuals: Jayme Cozzetto

A SPECIAL THANKS TO:

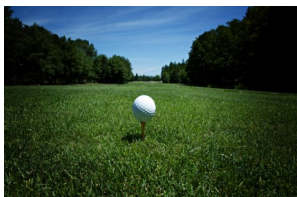
All of our members for supporting a
wonderful 2019!

Wishing you all a safe and prosperous
New Year



NPFOVA'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.

NPFOVA 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 (NPFOVA) Vessel Safety Program and is free to members. To receive a subscription, please consider joining NPFOVA by completing the membership form on the back page and mailing it to NPFOVA with the appropriate fee. Memberships are annual, and all contributions are tax deductible. NPFOVA is a 501(c)(3) non-profit association.

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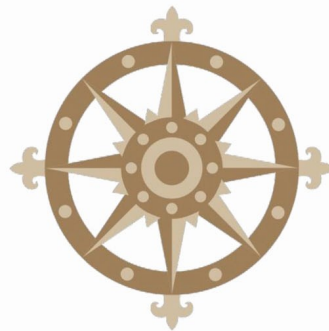
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COURSES INCLUDE:

- STCW BASIC TRAINING
- STCW BASIC TRAINING REFRESHER
- STCW 2-DAY BASIC FIREFIGHTING
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- STCW PERSONAL SURVIVAL TECHNIQUES
- STCW PERSONAL SAFETY & SOCIAL RESPONSIBILITY
- STCW MEDICAL CARE PROVIDER
- STCW BASIC TRAINING REVALIDATION
- DRILL INSTRUCTOR WORKSHOP
- 24-HOUR HAZWOPER TECHNICIAN
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- SPECIMEN COLLECTION CERTIFICATION
- SHIPYARD COMPETENT PERSON
- SHIPYARD COMPETENT PERSON REFRESHER
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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

- | | | |
|--|-------|--|
| <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.) |