RADIO OUTAGES IMPACTING COAST GUARD RESPONSE

NTSB: CG IGNORED WARNINGS ON DUCK BOATS
IMPROVEMENTS IN OBSERVER SAFETY PRACTICES
RIVER SAFETY PRACTICES

COAST GUARD SUSPENDS SEARCH FOR 5 FISHERMEN MISSING IN GULF OF ALASKA
Joe Vigil, ktva.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 Tutuila 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.

continued next page
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 out 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 effective-ness 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 shrimpner 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 Tosfovekn 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?”

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 we are for the effort that the Coast Guard has put through for us and thank you. We are for the effort that the Coast Guard has put through for us and thank you.”

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, 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 trick- le 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 ves-sels 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 is now going to China, 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 proposi-tion of new builds. Automatic 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 fleet construction boom under a government plan adds another 50 to 100 fishing vessels a year 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, managed, and operated by U.S. citizens or U.S. 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 continued next page
SAFETY

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 PIC’s 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

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’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

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/vessel-fuel-safety-programs/
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 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
- 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 trainers 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 Baltimor, said Thomas Allegretti, 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, Allegretti 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 not complied. 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., traveled 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 Allegretti 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.”
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 Duck Tours 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 transitioning to fishing grounds during a storm with gale-force winds.
## 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

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### SAFETY BITES & MEMBER NEWS

#### NEW MEMBERS

*NPVOA 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

#### 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.

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### 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.

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

Courses Include:

- STCW Basic Training
- STCW Basic Training Refresher
- STCW 2-Day Basic Firefighting
- STCW Medical Emergencies at Sea
- STCW Personal Survival Techniques
- STCW Personal Safety & Social Responsibility
- STCW Medical Care Provider
- STCW Basic Training Revalidation
- Drill Instructor Workshop
- 24-Hour HAZWOPER Technician
- 8-Hour HAZWOPER Refresher
- Specimen Collection Certification
- Shipyard Competent Person
- Shipyard Competent Person Refresher
- 8-Hour Shipboard Damage Control
- OSHA Marine 10-Hour
- OSHA Compliance at the Dock or Shipyard
- Onboard Drill Instructor Workshop
- In-the-Water Survival Training
- Pedestal Crane Operator Safety Training
- Navigation: Collision Avoidance
- Stability
- O/B Fire Team Training

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

**Company Name:**

**Vessel Name:**

**Primary Contact Name & Title:**

**Address:**

**City, State, Zip:**

**Phone:**

**Fax:**

**Email:**

Would you like to receive information & updates via email?  Yes  No

Would you like us to link to you from our web site?  Yes  No

Please describe the services your company provides:

<table>
<thead>
<tr>
<th>Vessel Information</th>
<th>Vessel/Gear Type(s)</th>
<th>Target Fisheries</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Length (feet):</strong></td>
<td>$600</td>
<td>Benefits apply to all current crew members and management company.</td>
</tr>
<tr>
<td><strong>Tonnage (GRT):</strong></td>
<td>$300</td>
<td>Benefits apply to all current crew members and management company.</td>
</tr>
<tr>
<td><strong>Crew Size:</strong></td>
<td>$125</td>
<td>Benefits apply to all current crew members and management company.</td>
</tr>
<tr>
<td><strong>Associate</strong></td>
<td>$400</td>
<td>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.)</td>
</tr>
<tr>
<td><strong>Individual</strong></td>
<td>$75</td>
<td>Benefits are limited to named individual and are non-transferable (Appropriate for crewmen and single-person business entities.)</td>
</tr>
</tbody>
</table>