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Issue No. 107 Spring 2020

'THIS IS NOT BUSINESS AS USUAL': UFA WRITES LETTER TO THE FLEET

Mail Buoy, National Fishermen, May 7, 2020

Our industry and communities are facing an unprecedented challenge in the COVID-19 pandemic. With the 2020 salmon season nearly here, we must all take extra precautions to ensure the health and safety of our crews, and the communities we work within. Fishing during the COVID-19 pandemic will not be "business as usual," and we must all commit to a high standard of caution and personal responsibility. Recently, the State of Alaska made major progress in that regard by announcing Health Mandate 17, which implements protective measures for independent commercial fishing vessels as well as requiring operators to sign an Agreement Form. This mandate is based on extensive input from medical professionals and commercial fishing trade associations. It is crucial that you take the time to read and understand the entire mandate. As a vessel operator, you are responsible for your crew's compliance with the mandate. To help you through that process, we have put together a summary of what is required. This is not a complete list, however, and should not substitute your own reading and understanding of the document. There are three elements of the mandate: planning, documentation/reporting, and compliance.

Planning

Above all, you need to go into the season with a plan. You must:

- Know what is required of you. Familiarize yourself with the mandate and have a plan to implement the protocols;
- Know what the local rules and mandates are in the community in which you are fishing;
- If you or your crew is traveling from out of state, know where are you going to quarantine in Alaska; what work you can do while you're in quarantine and what precautions you'll need to take; and how you will get food, supplies and tools while in quarantine without having contact with the community;
- Know what you will do if you or your crew gets sick;
- Have a plan for obtaining appropriate personal protective equipment and thermometers so that you can effectively screen crew during quarantine and illness; and
- You will also need to have enough sanitation and washing materials to keep your crew and others safe throughout the season by following sanitation guidelines in the mandate.

Documentation and Reporting

The new mandate requires some documentation and reporting. Make sure you keep a record of the following:

- Screening of crew upon arrival, self-quarantine period and illness;
- Signed acknowledgement form to show law enforcement or ADFG;
- Sufficient quantity of printed signed acknowledgement forms to provide to processors or tenders;
- Crew documentation indicating that they are a Critical Infrastructure worker as defined under State Health Mandates; and
- Vessel Travel days if counting towards 14-day self-quarantine.

You will also be required to report that your vessel is in self-quarantine if you have contact with other vessels, processors, or harbors, and must check-in with harbormasters prior to ports of call. continued next page

Crane Cornei Contributed by Arxcis, Inc.

COVID-19 CHALLENGES IN CERTIFYING CRANES AND CARGO GEAR

In these times of restrictions on travel, limitations on group sizes, facility visitor prohibitions, and shelter-inplace requirements, it may challenge your ability to keep your cranes and cargo gear certified. OSHA addressed that in the following memo to Regional Administrators on April 16th 2020 entitled, "Discretion in Enforcement when Considering an Employer's Good Faith Efforts During the Coronavirus Disease 2019 Pandemic": "In light of the coronavirus disease 2019 (COVID-19) pandemic, OSHA understands that some employers may face difficulties complying with OSHA standards due to the ongoing health emergency. Compliance Safety and Health Officers (CSHOs) should evaluate whether the employer made good faith efforts to comply with applicable OSHA standards and, in situations where compliance was not possible, to ensure that employees were not exposed to hazards from tasks, processes, or equipment..." Then they cited the following example for cranes and cargo gear: "An employer contacts an OSHA Accredited Cargo Gear Company to have the employer's cargo gear inspected and certified because its OSHA 71 certificate is about to expire. The inspection is scheduled to take place at the employer's facility, but due to travel restrictions, on-site visitor constraints, and social distancing protocols, the inspection cannot take place. OSHA will not cite the employer for not having current cargo gear accreditation certificates (OSHA 71s), provided the employer considered alternative options for compliance, implemented interim alternative protective measures, where possible, and shows a good faith effort to reschedule the cargo gear inspection as soon as possible."

This issue of the NPFVOA Vessel Safety Program Newsletter was made possible by a contribution from Golden Alaska Seafoods, LLC NPFVOA Member since 1991

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Compliance

Compliance is where the planning hits the water and is the most important element of ensuring good health and safety. The mandate is detailed and provides guidance on certain technical aspects of the protocol, like screenings and actions needed for ill crewmembers, but also contains some mandatory elements that are essential for the health and safety of the communities and our fellow fishermen. These include:

- Face coverings for travel to and from your destination;
- Training the crew on the requirements of the mandate;
- Twice daily screenings for yourself and crew while in self-quarantine;
- Flying a Lima flag if boat is in quarantine;
- Not leaving the vessel when in town for non-essential items (if you live in the community, then you must adhere to Health Mandate 11 related to social distancing);
- Procedures for cleaning, sanitizing and disinfecting the vessel; and
- Disinfecting any new supplies that arrive on board.

Our harvests this summer will provide vital food production for Alaska, the nation and the world, and it is essential that we maximize our ability to do so. However, we can only operate if it can be done safely and with the health of the communities and our fellow crew as the top priority. We at UFA are here to support you in your efforts and want to serve as a resource. We have all the top up-to-date COVID-19 information available on the UFA website, including the mandates and their related FAQs. Please reach out if you need further assistance in understanding these mandates.

PROCESSING OF MARINER APPEALS DURING COVID-19 PANDEMIC

Mayte Medina, United States Coast Guard, May 22, 2020

The Director, Commercial Regulations and Standards (CG-5PS), in conjunction with the Office of Merchant Mariner Credentialing (CG-MMC-2), continues to receive and process mariner appeals that are submitted in accordance with Title 46 Code of Federal Regulations (CFR), Part 1.03-40. However, due to ongoing COVID-19 safety and health concerns and technical constraints that operating in the COVID-19 environment present, the processing of appeals have been delayed. Appeals are being processed in the order that complete appeal submissions are received. Incomplete appeals will be held in abeyance until the mariner finishes supplying information for an appeal. All appeals will be thoroughly reviewed and evaluated based upon the information submitted, the information in the application and reconsideration files and any additional information necessary to complete the appeal. We will pursue this evaluation as quickly as possible while conducting the complete evaluation. Mariners are encouraged to submit appeals documents via e-mail to MMCPolicy@uscg.mil; documents should be in a readable format (avoid .gif, .zip, or camera images). Mailed or faxed appeals may be subject to further delays due to reduced manning within CG-MMC-2 office spaces. Lastly, but most importantly, the Office of Merchant Mariner Credentialing wants to assure our industry customers and stakeholders that their appeals are a high priority. We apologize for any potential inconvenience that a delay in processing an appeal may cause. Mariners and other interested parties should contact the Mariner Credentialing Program at (202) 372-2357 or MMCPolicy@uscg.mil with any questions or concerns.

NOAA CANCELS FIVE LARGE-SCALE FISHERY SURVEYS DUE TO COVID-19

The Maritime Executive, May 24, 2020

NOAA Fisheries will cancel five out of its six large-scale research surveys in Alaskan waters this year due to COVID-19. The canceled surveys include the Aleutian Islands bottom trawl survey, the eastern Bering Sea bottom trawl survey, the northern Bering Sea bottom trawl survey, the Bering Sea pollock acoustics survey, and the Fall Ecosystem Survey. "We determined that there is no way to move forward with a survey plan that effectively minimizes risks to staff, crew, and the communities." NOAA will use unmanned surface vehicles to support the assessment for the key pollock fishery. It will also rely more upon the data collected by other agencies and industry partners, and it will make use of the records kept by fisheries observers. Prior-year data and computer modeling techniques will help make up the difference, and the agency hopes that the loss of the 2020 dataset will have "limited conservation impact." It will be up to the NPFMC to determine what to do with the data available and how to set quota allocations.

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

Michael Crowley, National Fisherman, February 14, 2020

On 6 December, 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 USD 15 million. There was no loss of life. The Jeanette, which was built in 1975 and owned by C & F Fishing LTD in San Diego, California, but home ported in America Samoa, caught fire and sank as a result of inadequate crew training and oversight, according to the National Transportation Safety Board's marine accident brief. 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 22 November to offload 1,330 metric tons of tuna valued at USD 1.75 million. 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 5 December. 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, the crew 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 re-ignited 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, and 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," it said.

THREE RESCUED IN OREGON FROM OVERTURNED CRAB BOAT

Kirk Moore, nationalfisherman.com, January 16, 2020

Firefighters cut through the hull of an overturned crab boat to rescue three crew members at the entrance to Coos Bay, OR. A Coast Guard MH-65 Dolphin helicopter crew on a routine training flight spotted the 38-foot Pacific Miner struggling in heavy seas, before its halogen deck lights suddenly disappeared. Shortly after getting a radio message from the air crew, the Sector North Bend command center got notification that the Pacific Miner's EPIRB was activated and transmitting from the submerged boat. Two 47-foot motor lifeboats were launched to search for the crew, and the Hauser Fire Department mounted a search along with the North Bend Fire Department, Coos County Sheriff's Office and state police. More than three hours later the boat was located upside down near the tip of the north jetty at the bay entrance. Searchers heard the crew yelling from inside the wave-battered boat. Firefighters used safety lifelines to descend the rocks and listen to the men banging inside the hull. A battery-powered reciprocating saw was used to hack through the hull, and the crew were helped out and up the jetty rocks by first responders. All three men emerged in stable condition.



SAFETY

ALARMING TRENDS FOUND ON FIXED GAS **DETECTION SYSTEMS**

United States Coast Guard, February 3, 2020

One critical safety measure on liquefied gas carriers is the fixed gas detection system. If gas vapors are detected in a monitored space, an alarm will activate and alert the crew of the dangerous condition. The International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk (IGC Code) requires the activation of alarms at specified vapor concentrations. However, during exams on three separate Liquefied Natural Gas (LNG) carriers in Boston, Port State Control Officers (PSCOs) discovered issues with the fixed flammable gas detection system that result in the issuance of deficiencies and delay of cargo operations. While witnessing tests, multiple sensors measured outside the tolerances established by the manufacturer and subsequent calibration checks failed. In each case, crewmembers were not following established procedures as specified in their Safety Management System (SMS). Testing procedures and allowable tolerances should be understood by the crewmembers responsible for maintaining and testing the fixed gas detection system. Although the examined gas carriers' SMSs and manufacturers' instructions specified procedures for testing the fixed gas detection systems and stated the acceptable parameters for the sensors, many of the tests observed by the PSCOs had readings outside of the established tolerances. In these types of situations, a "drifting sensor" often causes detectors to exceed tolerances specified by the manufacturer. Sensors operating outside of established tolerances pose a significant safety threat and could be grounds for vessel control actions, such as delayed departure from port, delayed cargo operations, or detention. Another common discrepancy observed was the use of improper span gas on catalytic sensors. To prove proper operation of the fixed gas detection system, the span gas used to test the sensors or complete calibration checks must be appropriate for the type of sensor. There are three main types of sensors: catalytic, infrared, and electrochemical. Catalytic sensors rely on the presence of oxygen to function correctly. Absent the means to introduce oxygen into the sample, if the composition of the span gas used on a catalytic sensor does not include oxygen and is balanced with an inert gas, the sensor will not operate correctly. Tests or calibrations conducted with the incorrect span gas can cause that sensor to operate outside established tolerances.

The Coast Guard strongly recommends that liquified gas carrier owners and operators ensure the following:

- Testing and calibration of fixed gas detection systems are completed per the vessel's SMS and manufacturer's instructions.
- Sensors are operating within established parameters as required by the vessel's procedures and manufacturer's instructions.
- The appropriate span gas for the type of sensor is correctly applied to the sensor, as established by the manufacturer and vessel's SMS.
- The crewmember responsible for maintaining the gas detection system has adequate training, is fully knowledgeable on the system and is proficient in conducting system tests.

Investigating officers, inspection personnel, servicing technicians, and shipboard personnel are encouraged to maintain an acute awareness of these issues and initiate corrective actions as needed.

TRAWL FISHING IN THE AGE OF THE CORONAVIRUS: FIRST, YOU MAKE IT THROUGH QUARANTINE Hal Bernton, Seattle Times, May 16, 2020

The spring trawl harvest for whiting is underway off the Northwest coast in an unusual year when a crucial marker of success won't just be nets stuffed with fish but crews that stay healthy and free from the COVID-19 disease. To try to assure that outcome, hundreds of crew members went through two weeks of shore-side quarantine coupled with testing for the novel coronavirus that did identify a few who, if they had gone out to sea, risked sickness and spreading the virus. "There's no silver bullet. But this is a huge deal," said Karl Bratvold, a managing partner of Aleutian Spray Fisheries, which operates the catcher-processor vessel Starbound now continued next column

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harvesting whiting in open waters off the Olympic Peninsula. "We have a steady crew. And I'm glad they came back. They work in tight quarters and it's scary out there. We had to do what we had to do to keep these people safe." The testing unfolds as the food industry - considered essential since the pandemic spread widely earlier this spring - has struggled with operations that often involve long hours of labor for crews who work in proximity to one another. For the seafood industry, screenings are most effective when crews who complete quarantine then work in isolation either on ships or in remote Alaska processing facilities with lodging. In Pacific Northwest coastal communities, shore-side plants typically have workers who live in the community, and some are grappling with outbreaks, including Bornstein Seafoods in Astoria, Oregon, which has had more than two dozen workers test positive for COVID-19, according to The Astorian.

USCG – AFFIDAVIT RE DUPLICATE MMC REQUEST Bryant's Maritime Blog, May 12, 2020

The US Coast Guard issued a policy letter to provide guidance on the affidavit submitted to the Coast Guard when requesting a duplicate Merchant Mariner Credential (MMC) or Mariner Medical Certificate. https:// www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/5ps/MMC/CG-MMC-2%20Policies/AFFIDAVITPOLICY01-20.pdf?ver=2020-05-12-135843-813.

The Pacific Marine Expo will be taking place December 1-3 of 2020 at CenturyLink Field Event Center

FUEL SAFE

AEROSOL FIRE SUPPRESSION GENERATOR OR "FIRE GRENADE"

Lori Crews, Washington State Department of Ecology Spills Program, May 14, 2020

A fire starts in the engine room. Although you're well trained and equipped with the required firefighting equipment, the heat and smoke make it impossible to get close enough to extinguish the fire. This may be every boat owner's worst nightmare. Now there is a fire suppression device which can be "armed" and thrown into the burning space. Aerosol Fire Suppression Generators, or 'Fire Grenades' as firefighters like to call them, have the ability to provide quick fire suppression and reduced temperatures, without decreasing oxygen levels. The technology uses a stable combustible solid which, when ignited in the canister, produces a fire suppressing aerosol mist. The ultra-fine particles in the mist interfere with the flame's free radicals to suppress the fire. Some of these devices are reported to have an extinguishing capability three times that of Halon 1301, and do not deplete ozone. For some applications self-contained fire grenades may become a cost-effective alternative to fire extinguishers as they require no maintenance and little training. Here are some things to consider when deciding if aerosol fire suppression generators are right for your boat-they work best in enclosed spaces, the fine particles should not be inhaled, the particles can be corrosive, and the space should be wiped down after use. Before choosing a fire grenade, do your homework and ensure it complies with NFPA 2010, ISO 15779:2011. New technologies, like fire grenades, bring new opportunities to improve safety on your boat. When used appropriately, fire grenades can help to extinguish fires, keep your boat protected, and your crew safe.



NPFVOA Vessel Safety Program

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COAST GUARD OFFERS NEW i911 SYSTEM FOR PNW MARINERS

United States Coast Guard, May 12, 2020

The 13th Coast Guard District has implemented a groundbreaking technology to assist mariners in distress on the waters of the Pacific Northwest. Across Washington and Oregon, mariners can provide vital location information to Coast Guard rescue crews from their smartphones without having to download an application. In addition to common life-saving devices known to mariners, such as Electronic Position Indicating Radio Beacons (EPIRBs) and VHF radios, the Coast Guard now has the i911 application as an additional tool to provide lifesaving information from a mariner's cell phone. The i911 system is a free service developed by Callyo Incorporated. It provides fast and accurate location data to the Coast Guard in a simple web-based interface. If a mariner has recently been or is actively connected to a cell-tower, the user's smartphone could provide Global Positioning System information, potentially up to 20 nautical miles offshore. The Coast Guard has the ability to send a text message to the mariner's cell phone requesting permission to access the GPS location information; all the mariner needs to do is enable location information in their smartphone settings and click the link provided in the text message. The Coast Guard can then utilize the provided positions to direct search assets to the mariner's location. The 13th District continues to adapt with modern times to assist mariners in distress. In an age where smartphones are an essential part of everyday life, the i911 system is another tool that can be used by Coast Guard search and rescue teams to provide rapid assistance in the maritime domain. While this new technology is highly effective, mariners are advised that i911 should not replace standard VHF radios. VHF channel-16 remains the most reliable means of communication for mariners in distress. "While VHF radio remains the most reliable form of distress communication, this tool gives the Coast Guard another avenue to rapidly locate mariners in distress utilizing smart phone technology," said Lt. Cmdr. Colin Boyle, the 13th District's command center chief. "In addition, the location sharing feature is only utilized during an active search and rescue case and can be turned off by the mariner at any time." This tool is readily available to first responder agencies across the country, including the Coast Guard. The Coast Guard ran a pilot program from May to November 2019, in which the new application was instrumental to resolving several search and rescue cases in the New England region. It has been authorized for Coast Guard command centers across the entire country as of March 20, 2020. For any questions regarding i911 please visit their website at http://i911.zendesk.com/

COVID-19 IMPACTING WEATHER FORECASTS

The Maritime Executive, May 11, 2020

Normally, there are over 10,000 manned and automatic surface weather stations, 1,000 upper-air stations, 7,000 ships, 100 moored and 1,000 drifting buoys, hundreds of weather radars and 3,000 specially equipped commercial aircraft measuring key parameters of the atmosphere, land and ocean surface every day. However, the World Meteorological Organization (WMO) has voiced concern about the increasing impact of the COVID-19 pandemic on the quantity and quality of weather observations and forecasts, as well as atmospheric and climate monitoring. Meteorological measurements taken from aircraft have plummeted by an average 75-80 percent compared to normal, but with very large regional variations; in the southern hemisphere, the loss is closer to 90 percent. Surface-based weather observations are in decline, especially in Africa and parts of Central and South America where many stations are manual rather than automatic. WMO's Global Observing System serves as a backbone for all weather and climate services and products provided by the 193 WMO Member states and territories to their citizens. It provides observations on the state of the atmosphere and ocean surface from land-, marine- and space-based instruments. This data is used for the preparation of weather analyses, forecasts, advisories and warnings. WMO Secretary-General Petteri Taalas said: "The impacts of climate change and growing amount of weatherrelated disasters continue, as we have seen with Tropical Cyclone Harold in the Pacific, and the floods in East Africa. As we approach the Atlantic hurricane season, the COVID-19 pandemic poses an additional challenge, continued next column

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and may exacerbate multi-hazard risks at a single country level. Therefore it is essential that governments pay attention to their national early warning and weather observing capacities." Large parts of the observing system, for instance its satellite components and many ground-based observing networks, are either partly or fully automated. They are therefore expected to continue functioning without significant degradation for several weeks, in some cases even longer. But if the pandemic is prolonged, then missing repair, maintenance and supply work, and missing redeployments will become of increasing concern.

Meteorological data from aircraft

Commercial airliners contribute to the WMO Aircraft Meteorological Data Relay program (AMDAR), which uses onboard sensors, computers and communications systems to automatically collect, process, format and transmit meteorological observations to ground stations via satellite or radio links. The AMDAR observing system produces over 800,000 highquality observations per day of air temperature and wind speed and direction, together with the required positional and temporal information, and with an increasing number of humidity and turbulence measurements being made. Currently 43 airlines and several thousand aircraft contribute to the AMDAR program. The decrease in the number of commercial flights has resulted in a reduction of around 75-80 percent in observations of meteorological measurements from aircraft platforms. The loss is closer to 90 percent in some of the most vulnerable areas where other surface-based observations are scarce, for example in the tropics and in the Southern Hemisphere. Some countries are launching extra radiosondes to partly mitigate the loss of aircraft data. This is taking place especially in Europe under coordination by the European Meteorological Services Network (EUMETNET). Radiosondes are flown on weather balloons and transmit measurements of critical meteorological variables back to the ground during their flight from the surface up to altitudes of 20 to 30 kilometers. **Marine Observations**

WMO is also monitoring the exchange of observations from the marine observing systems, which provide critical information from the two thirds of the earth's surface that are covered by the oceans. These systems rely on a high degree of automation, and most parts are expected to continue to be working well for a period of up to several months. However, drifters and floats will need to be redeployed, moorings will need to be serviced and ship observing systems will need to be maintained, calibrated and resupplied. Over time a gradual decline in observation numbers may therefore be expected, and this will continue until the necessary supply and maintenance activities can resume. At this point, the most significant impact is on the Voluntary Observing Ships (VOS) program, where a reduction in data availability of about 20 percent compared to normal levels is seen. **Space-based observations**

The WMO says the situation demonstrates the importance and stability of the space-based observing system. Currently, there are 30 meteorological and 200 research satellites, providing continuous, highly automated observations. The satellites are operated by members of the Coordination Group for Meteorological Satellites (CGMS) and of the Committee on Earth Observation Satellites (CEOS). While in the short run the space-based observing system component is expected to remain unaffected and fully operational, WMO is in contact with meteorological satellite operators to assess the possible long-term impact of COVID-19.

USCG – MERCHANT MARINER EXAMINATION CHANGES

Bryant's Maritime Blog, January 15, 2020

The USCG National Maritime Center (NMC) issued a bulletin announcing changes at all Regional Examination Centers (RECs) effective 6 April. Among other things, walk-in services for merchant mariner examinations will no longer be offered. All examinations must be scheduled at least 2 business days in advance. After receiving a letter from the NMC indicating you are approved to test, schedule an examination appointment.



PROTECTING COMMERCIAL FISHERMEN FROM PREVENTABLE DISEASES

Michael John Tario, Maritime Personal Injury, March 13, 2020

Seamen take on a very high risk of injury compared to workers in many other industries. Hazards specific to the job create certain common types of accidents among maritime workers. One of the potential hazards in a fishing vessel is the spread of communicable diseases because of poor hygiene or an unsanitary environment. These medical emergencies can be avoided with "medical survival skills."

How to reduce the risk of preventable diseases on fishing vessels.

There are many common-sense actions and precautions that can be taken to ensure the health of the crewmen onboard a ship starting with an understanding of the most common types of medical emergencies and learning how to stop them in their tracks so that they don't blow up into emergencies.

Here is a list of things that should be done onboard to prevent the spread of disease:

- Potable and freshwater storage tanks and distribution systems that are used for drinking, cooking, washing, bathing and cleaning should be disinfected as needed with a super-chlorination product or process. Water should be clear.
- Providing plenty of fruits and vegetables to keep the crew healthy.
- Food preparation guidelines must be followed:
 - ° Washing hands with soap before cooking.
 - Separating raw meat, fish and poultry from vegetables and washing hands after handling these foods to avoid cross contamination.
 - ^o Disinfecting work surfaces and using different cutting boards for meat, poultry, fish and vegetables.
 - ° Cooking to proper temperatures with a meat thermometer.
 - ° Storing food in the freezer or refrigerator until use.
 - Following thawing guidelines.
- Signs of intestinal diseases such as dysentery, typhoid and intestinal parasites like roundworm should be taken seriously. Any person showing symptoms such as diarrhea, fever or vomiting should be removed from duty until the symptoms have run their course.
- Skin infections such as ringworm, scabies, lice and athlete's foot are highly contagious and must be treated immediately to stop their spread.
- Bedbugs should be treated immediately.
- Antibacterial soap should be provided at all hand-washing stations and crew should be reminded to wash hands regularly as good hygiene is the best way to avoid spreading illness.
- Crew should be instructed to use shampoo and soap while showering regularly.
- Toilets and garbage cans should be cleaned regularly.

AUTOMATIC IDENTIFICATION SYSTEM (AIS) – ACCURATE BROADCASTS DON'T HAPPEN AUTOMATICALLY

United States Coast Guard, May 13, 2020

A recent collision on the Mississippi River serves as an important reminder that accurate AIS data entry and display is essential to safe navigation as one of the many important tools used in providing vessel operators with a clear picture of potential upcoming vessel passing situations, especially on waterways with bends, bridges or other visual obstructions. Although the investigation into the casualty is not yet complete, the following information is provided to alert owners and operators of the hazards created by inaccurate AIS data, and prompt them to review and update their procedures to prevent similar casualties from occurring. Before sunrise, two towing vessels were approaching a bend on the Mississippi River. Neither vessel was broadcasting the total length overall of their tow to other AIS users. The first vessel's AIS broadcast showed its length at 72 feet, but the overall length of the vessel and its two-barge tow was 672 feet. The second vessel's AIS broadcast showed the length at 200 feet, but the overall length of the vessel and its 40barge tow was 1,600 feet. Without the information regarding the total length of the other vessel and its tow, the operators did not have a full understanding of the pending passing situation. As the vessels rounded the bend and completed their turns, they collided, causing the down bound towing vessel to capsize and sink with several fatalities. The AIS is a valuable tool which broadcasts critical vessel information to other vessels on the waterways. However, proper function of the AIS is dependent on accurate vessel data entry, including entering the proper ship type code and the full length of a vessel and its tow. continued next column

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The accurate display of a vessel's full length becomes particularly important in situations that prevent vessels from seeing each other until they are in very close proximity. The AIS carriage and operating requirements are found in Title 33 Code of Federal Regulations 164.46, which includes a requirement for the accurate input and upkeep of all AIS data fields. The Coast Guard Navigation Center has produced the AIS Encoding Guide, which provides instructions on how to populate all data fields in AIS, including steps to report the total length of the vessel and the vessel's tow. Given the wide variety of sizes and lengths of tows, and the heavy density of these types of vessels traveling on the country's marine transportation system, accurate AIS input is vital to an operator's ability to make informed navigational decisions. The Coast Guard strongly recommends that vessel Owners and Operators:

- Use the AIS Encoding Guide to ensure that accurate and up to date information is entered into the AIS, including but not limited to, the overall dimensions of the vessel and its tow.
- For vessels towing ahead or alongside, use Ship Type 57 (not Ship Type 31) within the static data fields in order to broadcast the overall dimensions of the vessel and its tow.
- Ensure towing vessel personnel responsible for navigational duties have the appropriate training and resources in order to update AIS data when tow sizes change.

Investigations and inspection personnel are encouraged to maintain an acute awareness of AIS data issues while investigating marine casualties and initiate corrective actions as needed.

POTENTIAL FOR POSITIVE DRUG TEST RESULT FROM USE OF HEMP-PLANT PRODUCTS

United States Coast Guard, February 10, 2020

This Marine Safety Advisory is to ensure that mariners, marine employers, and sponsoring organizations are aware that some products marketed as hemp or cannabidiol (CBD) may contain enough tetrahydrocannabinol (THC) to cause a positive drug test. In accordance with 46 CFR 16.201, an individual who fails a chemical test for dangerous drugs must be removed from duties directly affecting the safe operation of the vessel, and is subject to suspension and revocation proceedings against his or her credential under 46 CFR part 5. Use of hemp or CBD products is not accepted as an affirmative defense (acceptable excuse) against a THC-positive drug test result. For these reasons, mariners wishing to avoid a positive THC drug test result should exercise extreme caution when considering the use of any hemp or CBD product because such use could result in the loss of their merchant mariner credential and immediate removal from safety sensitive duties aboard a vessel. This warning applies to hemp and CBD products in any form, including those that are taken by mouth and those that are applied to the skin. THC is the primary psychoactive component of the Cannabis sativa plant. Hemp and marijuana are different strains of the Cannabis sativa plant and both contain varying concentrations of THC and CBD. THC is considered a dangerous drug because it produces an intoxicating effect on the user and poses safety risks to vessel operations. The U.S. Coast Guard prohibits THC use by mariners because of its known debilitating effects, and all U.S. Coast Guard-required drug tests screen mariners for use of THC. Recent changes to Federal and State laws have resulted in a surge in the availability of over-the-counter hemp products and CBD products throughout the United States. Hemp products and CBD products are marketed to the general public in several forms such as food and medicinal products, dietary supplements, oils, cosmetics, and hair products. In some cases, product manufacturers market these products as low in THC, or THC-free. Mariners should be aware that over-thecounter hemp products and CBD products have not been approved as medications by the U.S. Food and Drug Administration (FDA) and are not regulated by the FDA. Therefore, users lack federal assurances of their ingredients, THC content, quality, effectiveness, or safe use. As a result, mariners using these products put themselves at risk of having a THCpositive drug test result. It remains unacceptable for any U.S. Coast Guard credentialed mariner or other safety-sensitive worker working aboard a vessel that is subject to U.S. Coast Guard drug testing regulations to use THC. Claimed use of hemp products or CBD products is not an acceptable defense for the THC-positive drug test result.







JUNE – DECEMBER 2020 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

\$1,100 MEMBERS / \$1,175 NON-MEMBERS Jun. 8-12, Jul. 6-10, Aug. 10-14, Sept. 14-18, Oct. 12-16, Nov. 2-6, Dec. 6-10

STCW BASIC TRAINING REFRESHER \$900 MEMBERS / \$925 NON-MEMBERS Jun. 9/11/12, Jul. 7/9/10, Aug. 11/12/13, Sept. 14/16/17, Oct. 12/14/15, Nov. 2/4/5, Dec. 7/8/9

STCW BASIC TRAINING REVALIDATION

\$765 MEMBERS / \$795 NON-MEMBERS Jun. 9&11, Jul. 7&9, Aug. 11&13, Sept. 16&17, Oct. 14&15, Nov. 4&5, Dec. 7&9

MEDICAL EMERGENCIES AT SEA \$125 MEMBERS / \$135 NON-MEMBERS Jun. 12, Jul. 10, Aug. 12, Sept. 14, Oct. 12, Nov. 2, Dec. 8

2-DAY BASIC FIRE FIGHTING

\$645 Members / \$665 Non-members Jun. 10-11, Jul. 8-9, Aug. 10-11, Sept. 15-16, Oct. 13-14, Nov. 3-4, Dec. 6-7

DRILL INSTRUCTOR WORKSHOP \$175 MEMBERS / \$200 NON-MEMBERS Jun. 4, Jul. 16, Aug. 6, Sept. 8, Oct. 7, Nov. 11, Dec. 17

<u>SHIPYARD COMPETENT PERSON</u> \$575 MEMBERS / \$595 NON-MEMBERS Jun. 17-19, Sept. 9-11, Oct. 21-23, Nov. 18-20, Dec. 9-11

SHIPYARD COMPETENT PERSON REFRESHER \$200 MEMBERS / \$225 NON-MEMBERS Jun. 19, Sept. 11, Oct. 23, Nov. 20, Dec. 11

24-HOUR HAZWOPER TECHNICIAN

\$425 Members / \$450 Non-мемbers Jun. 22-24, Jul. 27-29, Aug. 24-26, Sept. 21-23, Oct. 26-28, Nov. 23-25, Dec. 28-30

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 Jun. 16, Jul. 14, Aug. 18, Sept. 24, Oct. 20, Nov. 17, Dec. 15

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

We hope everyone is staying safe and healthy!

We have missed you all and are happy to be back!

NPFVOA'S FALL GOLF TOURNAMENT FUNDRAISER

Tuesday, September 15, 2020 The Golf Club at Redmond Ridge Ipm Start Time



Day of fun! 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 STOW BASIC TRAINING REVAUDATION 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 96119 (206) 265-3383 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. Fmail:				
Entail.	Would you like to receive information & updates via email?	Yes	No	
Web Site:				
	Would you like us to link to you from our web site? Yes	No		

Please describe the services your company provides:

Vessel Information		Vessel/Gear Type(s)	Target Fisheries		
Tonnage (GRT):					
Crew Size:					
□ Vessel (over 79 ft.)	\$600	Benefits apply to all current crew r	nembers 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.)			