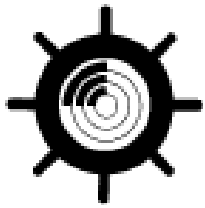


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NPFVOA

Issue No. 108
Fall 2020

VESSEL SAFETY PROGRAM

MARINE SAFETY INFORMATION BULLETIN COVID-19 – MARINER CREDENTIALS

United States Coast Guard, August 20, 2020

This update to MSIB 08-20 provides guidance concerning mariner credentials, medical certificates and course approvals, and the action being taken by the Coast Guard due to the novel coronavirus and the disease it causes (COVID-19). We are doing this in keeping with national guidance to meet the challenge of this disease and in response to a number of questions and concerns raised by the maritime industry and mariners. The provisions in this MSIB are consistent with the Executive Order on Regulatory Relief to Support Economic Recovery issued on May 19, 2020. The Coast Guard has also been consulting with the International Maritime Organization (IMO) and other administrations to ensure alignment with respect to the extension of endorsements issued in accordance with the Convention on Standards of Training, Certification and Watch-keeping for Seafarers, 1978, as amended (STCW). We are taking a pragmatic approach consistent with the IMO Secretary General's circular Letter No.4204/Add.5 dated March 17, 2020. Please be aware the following measures may cause a backlog in the processing of credentials and course approvals, especially near the end of the extension dates. Mariners and training providers are strongly encouraged to fulfill the requirements and submit applications as early as possible in order to avoid a lapse in their credential or training approval. Similarly, training providers need to make every effort to submit their application early to avoid expiration of their current approval. To mitigate the impact to the seafarers and the industry caused by the novel coronavirus disease COVID-19, the Coast Guard is taking the following actions:

Regional Exam Centers and Monitoring Units. The Coast Guard is resuming testing at REC Juneau and MU Ketchikan on August 17, 2020. Additional plans to augment testing capabilities are in process and future REC/MU openings will be announced via National Maritime Center bulletins.

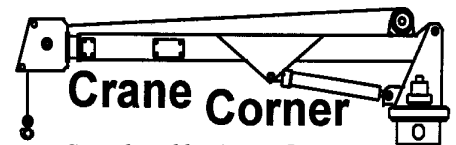
National Endorsements:

- Merchant Mariner Credentials (MMC) (National Endorsements only) that expire between March 1, 2020 and September 30, 2020 are extended until March 31, 2021. Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice.
- Medical Certificates (National Endorsements only) that expire between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on expired medical certificates that meet the extension criteria must carry the expired credential with a copy of this notice. This measure relaxes the requirement to carry an unexpired medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.

STCW Endorsements: MMCs with STCW endorsements that expire between March 1, 2020 and September 30, 2020 are extended until March 31, 2021. Mariners who are actively working on expired credentials that meet the extension criteria must carry the expired credential with a copy of this notice.

- Until July 1, 2021, for mariners who have met the requirements for initial competency in survival craft and rescue boats other than fast rescue boats (PSC), PSC-limited, fast rescue boats (FRB), basic training (BT), and advanced firefighting (AFF) and who are renewing MMCs that expire between March 1, 2020 to June 30, 2021, the Coast Guard will accept shipboard experience in fire, emergency, and/or abandon ship drills for demonstrating continued competence in PSC, PSC-Ltd, FRB, BT, and/or AFF provided they have obtained at least 360 days of relevant service within the past five

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Contributed by Arxcis, Inc.

INSPECTION AND USE OF LIFTING SLINGS

The most common lifting slings are: synthetic flat slings; synthetic round slings; fiber rope slings; chain slings; and wire rope slings. Each one has its advantages and disadvantages, so, before purchasing or using any sling, evaluate the conditions in which they will be used and consult the manufacturer in making a selection if you are uncertain. Each sling is required to be inspected prior to use, and just as important, after use. When a sling fails it is usually due to one of four things: damage during the lift; previous damage; overloading; or improper use. The first thing to look for during the inspection of any sling, is there a legible manufacturer tag attached. If not, do not use it. This tag has important information that is critical to its proper use, the least of which is, how much can it safely lift? Other information would be who the manufacturer is, what material is it made from, identification numbers and a brief description such as its length and diameter. Secondly, is there any damage to the sling that would give question as to its safe use? For synthetic slings it could be punctures or cuts, and damage from using around high heat or UV light. Check wire rope slings for corrosion, kinks or broken wires. Check chain for bent or twisted links, and damage from heat or corrosion. If you are uncertain as to the sling's condition, do not use it.

This issue of the *NPFVOA Vessel Safety Program Newsletter*
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years. Relevant seagoing service will be determined as described in NVICs 4-14, 05-14, 08-14 and 09-14.

- Mariners who do not have at least one year of relevant service in the past five years can only renew their STCW endorsements by demonstrating continued competence for PSC, PSC-Ltd, FRB, BT, and/or AFF as specified in 46 CFR 12.613(b)(4) or 46 CFR 12.615(b)(4) and NVIC 04-14 (for PSC and PSC-Ltd); 46 CFR 12.617(b)(4) and NVIC 05-15 (for FRB); 46 CFR 11.302(e), 12.602(e), and NVIC 08-14 (for BT); and/or 46 CFR 11.303(e) and NVIC 09-14 (for AFF). These mariners will need to complete original or “refresher” training for PSC, PSC-Ltd, FRB, BT, and/or AFF, as appropriate. Shorter and less comprehensive “revalidation” courses are not acceptable.

STCW Medical Certificates: STCW Medical Certificates that expire between March 1, 2020 and September 30, 2020 are extended until December 31, 2020. Mariners who are actively working on an expired medical certificate that meet the extension criteria must carry the expired certificate with a copy of this notice. This measure ONLY relaxes the requirement to carry an unexpired STCW medical certificate and not the actual medical standards. It is important that mariners with disqualifying medical conditions do not sail.

Additional administrative measures: The following items that expire in between March 1, 2020 and September 30, 2020 are extended until December 31, 2020: Additional Information letters, Qualified Assessor letters, Designated Examiner letters, Approval to Test letters, and mariner training course completion certificates.

Pilot Annual Physical examinations. 46 USC 7101(e)(3) requires that pilots undergo an annual physical examination each year while holding a credential. The Coast Guard does not intend to enforce this requirement given the current pandemic and its impacts on health care providers. This measure ONLY relaxes the requirement for an annual physical and not the actual medical standards. This posture applies until December 31, 2020 irrespective of when the medical certificate expires. It is important that pilots with disqualifying medical conditions do not sail.

Course and Program Approvals.

- Course and program approvals that expire between January 1, 2020 and December 31, 2020 are extended for six months from their current expiration date. This MSIB serves as formal notification of the extension. The NMC will not issue new course approval letters or certificates. NMC will update internal records to ensure the acceptance of course completion certificates issued during the extension and that the website reflects appropriate information.
- The NMC will continue to work with training providers on a case-by-case basis to approve alternate training delivery methods, including distance or blended learning. Approved requests and new requests for alternate training delivery methods will become part of the existing course approval and will be valid until the expiration date of the course; and where applicable, will be subject to the extension provided in the previous paragraph. At the time of renewal of the course, the Coast Guard will closely review the training delivery methods including those previously approved as a temporary measure. All testing, practical assessments, and labs associated with these courses must be completed no later than 6 months from the completion of the knowledge-based portion of the training.
- The NMC will consider, on a case-by-case basis, the use of alternative testing methods for some courses for some end of course examinations provided the training provider can show that the alternative method includes confirmation of the identity of the person taking the test, and maintains the integrity of the examination. The Coast Guard will consider the tools and business processes submitted for approval along with the course content in determining whether to approve the request. Requests should be submitted to NMCCourses@uscg.mil and include a list of courses, a complete description of the alternative requested, the tools involved, and the business process to be employed.
- The NMC will also consider and approve, on a case-by-case basis, alternative assessment methods for some courses provided it allows the instructor or a qualified assessor to properly witness the assessment.

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Requests should be submitted to NMCCourses@uscg.mil and include a list of courses, a complete description of the alternative requested, the tools involved and the business process to be employed.

- This MSIB serves as the extension for previously approved courses using alternate delivery methods.

The NMC may issue additional guidance on these extensions and other administrative measures consistent with this MSIB. This guidance will be posted at <https://www.uscg.mil/nmc/>. If you have questions, visit the NMC website, or contact the NMC Customer Service Center by using the NMC online chat system, by emailing IASKNMC@uscg.mil, or by calling 1-888-IASKNMC (427-5662).

CRABBING BOAT MISHAP: COAST GUARD REPORTS ONE FATALITY

thechiefnews.com, July 16, 2020

The Coast Guard reports one man has died in a crabbing boat mishap along the North Oregon Coast. A Coast Guard helicopter crew hoisted one person from the water and one person from a sandbar Wednesday, July 15, after their boat capsized in the surf near the entrance to Nestucca Bay, according to a Coast Guard release. A Tillamook County dispatcher contacted watchstanders at Coast Guard Sector Columbia River at 10:53 a.m. to relay that two people were in distress approximately two miles south of Little Haystack Rock. The dispatcher said a man used a cell phone to call 911 after the small recreational boat he and his uncle were crabbing in overturned in the surf. The nephew was able to swim to a nearby sandbar but reported his uncle was still in the water and in need of help. Both men were wearing life jackets when the boat capsized. A Sector Columbia River MH-60 Jayhawk aircrew, which was already in flight for training, diverted to help. Coast Guard Stations Tillamook Bay and Depoe Bay also deployed 47-foot Motor Lifeboat crews to assist the men. Once on scene, the aircrew located and hoisted the man from the water and transported him to Pacific City State Airport where his care was transferred to emergency medical services personnel. The aircrew then returned to the sandbar and hoisted the man who called in the distress. It was later relayed to the Coast Guard that the man hoisted from the water was pronounced dead by a medical examiner. Local officials have recovered the vessel, secured it to a pier and coordinated with the surviving member's family to retrieve it. The names of the two men involved and where they are from had not been released by the Coast Guard at the time of the release.

COAST GUARD WELCOMES NEW COMMANDER TO SECTOR PUGET SOUND

United States Coast Guard, August 7, 2020

Coast Guard Sector Puget Sound held a change of command ceremony Thursday morning at Coast Guard Base Seattle. Capt. Patrick Hilbert relieved Capt. Linda Sturgis as commander of the sector during the ceremony. Rear Adm. Jack Vogt, commander, 13th Coast Guard District, presided over the change of command. Sector Puget Sound's area of responsibility extends from the Pacific Coast of Washington State to the eastern boundary of Montana. It includes a 125-mile international maritime boundary with Canada, as well as a multitude of Tribal Nations. Hilbert will now oversee the operations of eight Coast Guard cutters, five small boat stations, one aids to navigation team, Air Station/Sector Field Office – Port Angeles, and the largest Vessel Traffic Service in the United States. Hilbert's most recent tour was in the 7th Coast Guard District as the Chief of Prevention, helping prevent marine disasters in the seas off Alaska. Sturgis, who served as the Sector Puget Sound commander for over three years, will retire from the Coast Guard after 27 years of service. Sturgis enlisted in the Army Reserve in 1988, eventually attending Officer Candidate School and becoming an officer in the Coast Guard in 1993. The change of command ceremony is a time-honored military tradition that marks a transfer of total responsibility and authority from one individual to another. The ceremony is conducted in order to formally demonstrate the continuity of authority within a U.S. military command.

NPFVOA'S SPRING GOLF TOURNAMENT FUNDRAISER

Thursday, May 20, 2021

Harbour Pointe Golf Club

1pm 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.

SAFETY

NEW PORTABLE MOB ALARM SYSTEM HAS DIY INSTALLATION

emeraldmarineproducts.com, June 30, 2020

The COVID-19 pandemic has affected how professional mariners need to work, and not for the safer. In response, Emerald Marine Products created the ALERT Portable, DIY MOB Alarm System as a packaged product. Featuring easy do-it-yourself installation—electricians, drilling, and extensive wire runs aren't needed—it delivers the peace of mind that if an employee does fall overboard, the wheelhouse is instantly alerted, providing crucial time to execute a rescue. Between physical distancing, protective masks that muffle the voice, and long shifts, the potential for an overboard scenario is greater than ever. Crews are lower staffed. Coworkers aren't within arm's reach, they can't hear each other and they're fatigued from long and stressful hours. That's why Emerald Marine Products created the ALERT Portable, DIY MOB Alarm System as the ideal solution to increase safety during COVID-19 and beyond. Prior to COVID-19, an ALERT system would typically be installed by a boatyard or marine electrician. Now, with legitimate concern for third parties coming on board, the new ALERT Portable, DIY MOB Alarm System is a package system that can be simply "walked-on" by the crew. "I knew a month into COVID-19 that work conditions would change drastically," said Robert Linder, Emerald Marine Products president. "I was already concerned about the lack of fall-overboard alarms. A reliable solution was needed that would make it incredibly fast and easy for companies to protect their employees. People are filled with uncertainty and worry; a fall overboard doesn't have to be one of those concerns." Ideal for inland and coastal waters, the self-contained system capable of protecting two employees is comprised of an ALERT2 Man-Overboard Receiver and two ALERT418 compact, water-activated transmitters worn on a work vest. Additional transmitters may be added to protect more employees. If the deckhand falls into the water, it triggers the ALERT receiver, which sounds a piercing alarm. It can also be wired to stop engines, set a chartplotter waypoint and/or into a ship-wide notification system. A video of the system at work on a tugboat can be viewed at bit.ly/AlertPortable. Unlike MOB systems that rely on satellite or Bluetooth signals, the ALERT solution is instantaneous. The extra seconds it provides can mean the difference between a successful rescue and a fatality. Steaming at 3 kts, a fall victim will be 50' astern in 10 seconds. And it's no different with shoreside workers where currents and wakes can easily wash the MOB under pier pilings. Because of the design of the ALERT Portable, DIY MOB Alarm System, it can be easily moved between vessels. Unlike permanently installed solutions, this portability allows companies to provide protection where it's needed most while saving money. The ALERT Portable, DIY MOB Alarm System starts at \$1,250 and can be configured to best suit a company's safety requirements. Emerald Marine believes this complete man-overboard alarm solution package is so important, especially in light of COVID-19 safety regulations, that it's currently offering a 30-day trial of the system at no risk. Information is at www.emeraldmarineproducts.com/product/portable-diy-man-overboard-alarm. For close to 25 years, the Emerald Marine Products has protected military, government and commercial mariners, and shore-side workers. Its professional-grade products are approved by the FCC and Industry Canada, and no license is required. Contact Emerald Marine Products, 811 Alder St., Edmonds, WA 98020. 800-426-4201. info@emeraldmarineproducts.com; www.emeraldmarineproducts.com

UPDATE – U.S. COAST GUARD CONVENES MARINE BOARD OF INVESTIGATION INTO LOSS OF F/V SCANDIES ROSE

United States Coast Guard, July 30, 2020

The U.S. Coast Guard has postponed the public hearing, part of the larger investigation into circumstances surrounding the sinking of the commercial fishing vessel (F/V) Scandies Rose and the loss of five of its seven crewmembers. The hearing was scheduled to take place in Seattle September 8-18, 2020. The decision to delay the public hearing was made to protect the health of the investigative team, the witnesses, and families, and to comply with federal and state travel restrictions to reduce the spread of COVID-19. "The public hearing is a critical part of the Marine Board of Investigation (MBI) process, one that requires transparency. Those affected by this tragedy have the right to attend in person and, if we can't afford them that,

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we owe them an alternative means," said Cmdr. Greg Callaghan, MBI Chair. "The board will use this delay to evaluate alternatives, gather additional information, and continue the work of drafting a thorough and accurate report." An MBI is the highest level of investigation in the Coast Guard and the goal is to identify probable causes of the marine accident and recommendations to prevent future accidents. Upon completion of the investigation, the Board will issue a report to the Commandant with a timeline of events, the facts established, an analysis of probable causal factors, the Board's conclusions, and safety recommendations. The National Transportation Safety Board (NTSB) is participating alongside the Coast Guard in its investigation, but will produce an independent report with its own findings. The board has notified next of kin, interested parties, and the NTSB of the decision to delay the hearing until a later date. The board continues to work with the NTSB and other parties to identify and evaluate evidence. Some of the current areas of focus are weather conditions, vessel stability, survival equipment, crew experience and training, and the material condition of the vessel. Investigators are asking for the public's assistance in gathering any information regarding the vessel and the crew. All information is considered significant and beneficial. Information such as pictures, emails, texts, or other communications with any members of the Scandies Rose crew can be sent to ScandiesRoseMBI@uscg.mil. Coast Guard Communication Detachment Kodiak overheard a mayday call from the F/V Scandies Rose on December 31, 2019 and launched aircraft crews in response to the mayday call. The aircrews located two life rafts with one raft containing two survivors. The search for F/V Scandies Rose and five missing crewmembers was suspended on January 2, 2020. Information related to this MBI will posted to the following website as it becomes available. <https://www.news.uscg.mil/news-by-region/headquarters/scandies-rose/>

FUEL SAFE

ECOLOGY'S ACCEPTED INDUSTRY STANDARD (AIS) FOR FISHING VESSELS

Lori Crews, Washington State Department of Ecology Vessel Inspector, August 27, 2020

Fishermen, vessel owners, and vessel operators all have a common goal of safe vessel operation. The Department of Ecology's Accepted Industry Standards (AIS) for Fishing Vessels are a useful and practical tool to enhance a vessel's safety system and help prevent accidents and oil spills. These standards were created in collaboration with Washington State's fishing industry and include Operating Procedures, Personnel Policies, and Management Practices. When representatives from the fishing industry and Ecology wrote these standards they were considered to be the baseline for a well-managed, safely operated vessel. To be effective, these standards must be part of a vessel's Safety Management System and integrated into the crew's everyday practices. Examples of topics included in these standards are: Navigational watch composition, procedures, and readiness; anchor watch and safety rounds; engineering composition, procedures, and readiness; emergency procedures and drills; fatigue prevention and drug policies; training and vessel stability; management systems and maintenance programs; pollution prevention; and watertight integrity and fire protection. Ecology invites all fishermen, vessel owners, and vessel operators to visit the Ecology website and download a copy of the Fishing Vessel Accepted Industry Standards. Compare them to what your vessel is currently doing and, if necessary, improve your practices to meet or exceed these standards.

Ecology's Fishing Vessel Accepted Industry Standards (AIS) are available at: <https://fortress.wa.gov/ecy/publications/summarypages/0608008.html>.



OTHER NEWS

ELECTRICAL ISSUES SPARK MAJOR CONCERN – ADDRESSING HAZARDOUS AREA ELECTRICAL INSTALLATIONS KNOWLEDGE GAPS

United States Coast Guard, July 6, 2020

The purpose of this Safety Alert is to emphasize the importance of properly installed and maintained listed or certified safe electrical equipment in hazardous areas in order to reduce the risk of fire or explosion onboard vessels. The Coast Guard has seen a number of instances where there was a lack of knowledge in the marine industry as it relates to the installation, training, maintenance and inspection of these certified systems. Since 2012, the Liquefied Gas Carrier National Center of Expertise (LGC NCOE) annually publishes the Top 5 deficiencies found on liquefied gas carriers during Certificate of Compliance (COC) exams. Since initially publishing this document, electrical equipment in hazardous areas continues to be a common deficiency. This past year 12% of all deficiencies written to gas carriers involved hazardous area electrical equipment. Port State Control Officers (PSCOs) have found certified safe equipment improperly installed or identified missing components, which compromises the certification of the system and nullifies this critical protection in a flammable environment. In other cases, PSCOs found degraded components and evidence of equipment not being maintained or inspected. Additionally, USCG personnel nationwide have discovered instances where individuals responsible for the installation, maintenance, and oversight of this equipment onboard foreign and domestic vessels were unfamiliar with the appropriate standards to follow. The attribution of fires caused by electrical faults cannot be overstated. The National Fire Protection Agency published *Fires in Industrial and Manufacturing Properties* in March 2018 and reported that “electrical distribution and lighting equipment (24%) was the leading cause of structural fires in industrial properties from 2011-2015.” The International Union of Marine Insurance issued a press release *IUMI Voices Concerns over Growing Number of Roro Fires* reporting that, “marine accident reports in recent years have identified several sources of fires...a significant (leading) number of these incidents have occurred because of electrical fires.” Fire and explosion protection standards for electrical equipment in the oil and gas industry worldwide is a substantial part of the industry’s safety barrier. Regulatory and certification authorities routinely use their own standards. The United States, for example, may use the National Electrical Code (NEC) or American Petroleum Institute (API) standards while other countries have separate requirements. However, for vessels subject to the *International Convention for the Safety of Life at Sea* (SOLAS), electrical equipment installations in hazardous areas are required to meet a standard not inferior to those of the International Electrotechnical Commission (IEC), in particular IEC 60092-502:1999. This requirement is reiterated and further applies to **tank vessels (SOLAS II-1)**, **gas carriers (International Code for the Construction and Equipment of Ships Carrying Liquefied Gases in Bulk, IGC Code)**, **chemical tankers (International Code for the Construction and Equipment of Ships Carrying Dangerous Chemicals in Bulk, IBC Code)** and **vessels using gases or other low flashpoint fuel (International Code of Safety for Ships Using Gases or other Low-Flashpoint Fuels, IGF Code)**. For US vessels, hazardous area standards are laid out in *46 CFR Subchapter J*, specifically *46 CFR Subpart 111.105 - Hazardous Locations*. The Coast Guard’s interpretation is that §111.105 does provide a set of design standards that are not inferior to the IEC 60092-502:1999 standard specified in SOLAS. While hazardous area design standards are included in *46 CFR Subchapter J*, the requirements for proper training, inspection and maintenance are not explicitly provided. Furthermore, requirements for these operational aspects of ensuring hazardous area electrical safety and system integrity are more robustly covered in the IEC standards than they are in some of the corresponding national standards. The Coast Guard **strongly recommends** that owners, operators, shipboard personnel and service providers:

- Familiarize themselves with additional IEC standards that are called out by IEC 60092-502:1999 and in particular IEC 60079-14, 60079-17, and IEC 60079-19 as it relates to the proper training, inspection, maintenance, and documentation of electrical equipment installed in hazardous areas to ensure that no potential ignition source is present in hazardous areas aboard tank vessels, gas carriers and vessels using gases or other low flashpoint fuels.

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- Ensure proper training for operators and persons with executive functions conducted to a standard not inferior to the IEC at all appropriate levels.
- Implement an appropriate periodic inspection and maintenance program by competent personnel.
- Any repairs should be made by a competent technician or repair facility. When in doubt, a representative of the equipment manufacturer should be consulted. Any modifications to existing systems **must** be discussed with and approved by the appropriate regulatory authority (i.e., USCG, flag administration, or vessel classification society).

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational or material requirement. Developed by the Liquefied Gas Carrier National Center of Expertise (LGC NCOE), Port Arthur, Texas. Address questions to lgcncoe@uscg.mil.

QMED SURVEYS

United States Coast Guard, Kristen R. Martin, August 6, 2020

The Coast Guard is seeking input from mariners who hold Qualified Member of the Engine Department (QMED) endorsements to validate information gathered as part of a Job Task Analysis (JTA). Since 2016, the Coast Guard has been working on several initiatives to improve the quality of the content of credentialing examinations. One initiative is to validate the real-world occupational tasks carried out by mariners in today’s merchant fleet by conducting JTAs. The Coast Guard is currently working on a JTA of QMED ratings. We worked with members of industry who have QMED experience to identify the tasks that QMEDs are responsible for while signed on a vessel. The Coast Guard is inviting you to be a part of this exciting and worthwhile effort by:

- Validating the QMED tasks.
- Telling us how frequently you complete the tasks.

This is a unique opportunity for you to provide insight into your job as a QMED or as a supervisor of QMEDs and contribute to Coast Guard examination improvements. The Coast Guard will use the results of the JTA in consultation with industry to evaluate and update examination content for QMED endorsements. Mariners who hold QMED endorsements will receive an e-mail from JobTaskAnalysis@uscg.mil containing a link to the survey and the dates the survey is open. Your link to the survey will have a unique identifier to record your responses. It is not linked to you personally and the information you provide will remain anonymous. Your participation is encouraged for the benefit of the maritime community and safety of the Marine Transportation System. If you have questions regarding the survey, please contact us at JobTaskAnalysis@uscg.mil. Your participation in the survey is greatly appreciated. We look forward to your input.

USCG – DGPS DISCONTINUED

Bryant’s Maritime Blog, June 29, 2020

The US Coast Guard issued a bulletin stating that it is discontinuing its broadcast of differential GPS (DGPS) signals after 25 years. With the improved accuracy and integrity of un-augmented GPS over the last several years, and with the introduction of the US-operated satellite-based augmentation system known as Wide Area Augmentation System (WAAS), the maritime community no longer has a mission requirement for DGPS. GPS now provides sufficient positional accuracy to meet international navigation requirements for harbor approaches and to position Federal Aids to Navigation (ATON).

USCG – RISK-BASED FISHING VESSEL EXAM PROGRAM

Bryant’s Maritime Blog, August 21, 2020

The US Coast Guard issued a work instruction outlining the Coast Guard’s risk based commercial fishing vessel (FV) exam program. Targeting FVs that are viewed as higher risk allows the Coast Guard to appropriately leverage assets and focus initiatives to promote increased safety within the commercial fishing industry. The Coast Guard’s goal is to increase safety of high risk FVs by encouraging these vessels to maintain a 2-year Commercial Fishing Vessel Safety (CFVS) Decal, and thus, greatly reducing the likelihood of a marine casualty, loss of life, or voyage termination due to unsafe conditions.

USCG RESCUES FISHERMAN FROM SINKING VESSEL OFF COLUMBIA RIVER BAR

The Maritime Executive, July 29, 2020

The Coast Guard rescued a fisherman from the water Tuesday morning after his vessel began taking on water and sank near Cape Disappointment, the entrance to the Columbia River bar. At 0130 hours on Tuesday, Coast Guard Sector Columbia River received a VHF mayday call from a man aboard a commercial fishing vessel, who reported that he was taking on water near Cape Disappointment. A motor lifeboat crew and an MH-60 Jayhawk helicopter crew responded to the scene. Coast Guard watchstanders issued an urgent marine information broadcast, and they asked the fisherman to activate his EPIRB and set off flares to guide in the first responders. The crew of Columbia River Bar Pilot boat Astoria heard the emergency broadcast and diverted to assist in the rescue. At about 0200, the Coast Guard boatcrew arrived on scene and began passing over a dewatering pump in an attempt to control the flooding. However, the vessel began taking on water at an increasing rate, and the man abandoned the boat into the water. The Coast Guard boatcrew rescued him quickly and brought him to shore. "The mariner was prepared for an emergency," said PO3 Caitlin Maronde, a crew member aboard the Station Cape Disappointment MLB. "Having the proper emergency equipment may have saved his life." The Coast Guard recommended that mariners should use caution while transiting near the mouth of the Columbia River due to the possible presence of floating debris from the sunken boat.

HOUSE APPROPRIATIONS BILL GIVES \$711 MILLION MORE TO COAST GUARD THAN REQUESTED

Bridget Johnson, hstoday.us, July 17, 2020

The House Appropriations Committee passed an appropriations bill that would grant the Coast Guard hundreds of millions in funding both beyond last year's levels and this year's administration budget request. The fiscal year 2021 homeland security funding bill was approved Wednesday on a party-line vote of 30-22, with Republicans dissenting as the legislation does not include funding for building a border wall. That could also set the bill up for a presidential veto; the Defense Department and military construction/Veterans Affairs appropriations bills similarly block border wall funding, and President Trump has threatened to veto the DoD bill over a provision that would fund renaming of bases that currently have monikers of Confederate generals. "Strong investments in modern, effective technologies will improve homeland security missions, from cybersecurity and disaster preparedness to border and maritime security," Appropriations Chairwoman Nita Lowey (D-N.Y.) said at the homeland security bill markup. The House committee included \$12,812,825,000 for the Coast Guard, exceeding the fiscal year 2020 total of \$11,966,124,000 and the 2021 budget request of \$12,101,598,000. The Coast Guard operations and support appropriation for fiscal year 2020 was \$8,181,253,000. The 2021 budget request was \$8,377,740,000. House appropriators put \$8,560,267,000 in the bill. Increases in that area above the administration's budget request include:

- \$6 million for recruitment and retention, \$6,359,000 for training and critical course development
- \$14 million for infrastructure modernization—Rescue 21 Alaska
- \$6 million to implement a big data platform
- \$6.5 million for phone systems modernization
- \$15 million for next generation cutter underway connectivity
- \$3 million to support MH-65 Link 16
- \$16 million for cyber readiness
- \$17.5 million for cutter navigation and domain awareness systems
- \$5 million for critical depot level maintenance for cutters, boats, and aircraft
- \$26,866,000 to begin to address the backlog for command, control, communications, computers, cyber, and intelligence systems
- \$20 million for depot maintenance for shore assets
- \$5 million for per- and polyfluoroalkyl substances evaluations and response
- \$2.5 million for the Safe Homes Initiative
- \$19.5 million to maintain current services
- \$4.9 million for mental health support and services
- \$5 million to continue fiscal year 2020 support activities authorized under section 303 of Public Law 115-282

The House funding bill leaves out \$11,662,000 requested for civilian awards spending increases. The bill also includes \$215 million in Overseas Contingency Operations funding, which the administration sought to fund

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in the Coast Guard's discretionary base. The Coast Guard Museum would get \$5 million under the House bill, with USCG directed to brief the committee before the money is obligated. Also in the bill is \$9 million requested "to expand the Coast Guard's capacity to execute a multi-layered approach in the Western Hemisphere maritime transit zone and dismantle Transnational Criminal Organizations in the region." The committee's blueprint provides \$260 million for four Fast Response Cutters, \$240 million above the request to finish the program. On the National Security Cutter, "the Committee rejects the proposed rescission of \$70,000,000 appropriated in Public Law 116-93." "The Committee understands that Coast Guard's current NSC program is underfunded in fiscal year 2021 by \$68,400,000 for follow on acquisition needs, including Post Delivery Activities, due in part to the Administration's redirection of funds appropriated for this purpose through transfers to other DHS components," continues the bill reported out of committee. "The Committee directs the Coast Guard to utilize those funds to ensure operationalization of the NSC fleet." The bill provides the requested \$546 million for the Offshore Patrol Cutter and the requested \$555 million to procure a second Polar Security Cutter. "The Committee is committed to the importance of a U.S. presence in the polar regions, especially the Arctic, and is pleased to be able to continue to advance the procurement of these assets," the bill adds. Appropriators also included \$120 million, or \$110 million above the administration's request, for the 18th HC-130J long-range surveillance aircraft as the acquisition program works toward a goal of 22. The bill also addresses USCG's Long Range Command and Control Aircraft from 2001 and a newer leased one: "The Committee understands that the Coast Guard currently plans to use funding provided in its fiscal year 2020 appropriation to replace the newer leased asset. Before committing to that approach, the Commandant is directed to reassess whether replacement of the older aircraft could be more cost effective and provide added operational capability." The bill includes \$166,200,000 above the administration's request to fund the top two projects from the Housing, Family Support, Safety, and Training Facilities category of the Coast Guard's Unfunded Priority List (UPL) and the top four projects from the Shore Construction Supporting Operational Assets and Maritime Commerce category of the UPL. Appropriators are assuming \$4 million from the Coast Guard Housing Fund will be used for these projects. Coast Guard research and development received \$4,949,000 in fiscal year 2020, and the administration requested \$5,276,000 for 2021. House appropriators hiked that up to \$8,276,000, with the extra funds going toward drone R&D. "The Committee supports the integration of unmanned aerial systems into Coast Guard operations to provide greater situational awareness and take advantage of developments in rapidly improving reconnaissance technology," the bill notes.

FISHING VESSEL CODE GOES OUT TO CONSULTATION

maritimecoastguard.blogspot.com, August 11, 2020

Proposals designed to make the UK fishing industry safer are going out to the industry for consultation. The proposed Maritime & Coastguard Agency (MCA) Code of Practice for Small Fishing Vessels (less than 15 meters length overall) includes a requirement for fishing boats to be inspected both in and out of the water every five years. A fishing boat is only currently required to be inspected in the water when it first joins the Register, and after that inspected either in or out of the water once every five years. This is part of ongoing work by the MCA and its partners in the Fishing Industry Safety Group to help reduce the number of deaths in the industry. Between 2012-2019 there were 45 fishing fatalities which translates to a figure of 54 fishermen in every 100,000 losing their lives at work. To put it in perspective, the national average across all sectors is 0.5 fatalities per 100,000. There are about 12,000 fishermen and 5,700 fishing vessels in the UK fleet. David Fenner, who heads up the fishing safety section at the MCA, said: "Fishing is one of the most dangerous industries with the rate of fatalities being approximately 100 times higher than that of the UK general workforce. These requirements are about making and bringing about changes that improve safety for those working at sea." The new code will address crew protection and man overboard recovery, construction, watertight and weathertight integrity, stability, machinery, electrical installations and in and out of water inspections. A series of roadshows held across the country have already given the industry the opportunity to feedback its views about the proposals but now, the formal consultation begins and is due to last twelve weeks. David Fenner added: "These proposed requirements will bring big changes and safety improvements. We know that the fishing industry faces a number of challenges to comply with this code but it's been written so that responsible owners will already be complying with many aspects of it. Ultimately though, there have been too many deaths and we want to make sure we've done all we can to reduce that risk with an enforceable code. The sea is dangerous and we want to make sure we do all we can to protect those who work in it."

SEPTEMBER – DECEMBER 2020 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

\$1,100 MEMBERS / \$1,175 NON-MEMBERS

Oct. 12-16, Nov. 2-6, Dec. 6-10

STCW BASIC TRAINING REFRESHER

\$900 MEMBERS / \$925 NON-MEMBERS

Oct. 12/14/15, Nov. 2/4/5, Dec. 7/8/9

STCW BASIC TRAINING REVALIDATION

\$765 MEMBERS / \$795 NON-MEMBERS

Oct. 14&15, Nov. 4&5, Dec. 7&9

MEDICAL EMERGENCIES AT SEA

\$125 MEMBERS / \$135 NON-MEMBERS

Oct. 12, Nov. 2, Dec. 8

2-DAY BASIC FIRE FIGHTING

\$645 MEMBERS / \$665 NON-MEMBERS

Oct. 13-14, Nov. 3-4, Dec. 6-7

DRILL INSTRUCTOR WORKSHOP

\$175 MEMBERS / \$200 NON-MEMBERS

Oct. 7, Nov. 10, Dec. 17

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS

Oct. 21-23, Nov. 11-13, Dec. 2-4

SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

Oct. 29, Nov. 18, Dec. 11

24-HOUR HAZWOPER TECHNICIAN

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

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

OCT 30

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!

Please call us with any of your training needs!
(206)285-3383

PACIFIC MARINE EXPO ANNOUNCEMENT

As of August 31, the organizers of the Pacific Marine Expo have announced that this year's event will be canceled due to ongoing health and safety concerns surrounding the COVID-19 pandemic. Despite some local re-openings, there are still too many uncertainties about the impact that COVID-19 will have on travel and mass gatherings this December. The Pacific Marine Expo team will continue to reach out to customers regarding opportunities to build business and reconnect with the community for the 2021 edition. Additionally, organizers have announced the launch of "Expo Online" Presented by National Fisherman—a digital experience that will allow commercial mariners to come together virtually during these unprecedented times. Hosted on NationalFisherman.com, Expo Online will feature three days of free, streaming educational content and special events, discussions in the National Fisherman Forum, and a comprehensive supplier guide in lieu of an exhibit floor. If you have and questions or inquiries regarding Pacific Marine Expo they can be directed to info@pacificmarineexpo.com.

NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD—EXECUTIVE DIRECTOR

REBECCA HANRATTY—PROGRAM COORDINATOR

KRYSTLE REITER—PROGRAM ASSISTANT

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

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

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NPFVOA VESSEL SAFETY PROGRAM

COURSES INCLUDE:

- STCW BASIC TRAINING
- STCW BASIC TRAINING REFRESHER
- STCW 2-DAY BASIC FIREFIGHTING
- STCW MEDICAL EMERGENCIES AT SEA
- STCW PERSONAL SURVIVAL TECHNIQUES
- STCW PERSONAL SAFETY & SOCIAL RESPONSIBILITY
- STCW MEDICAL CARE PROVIDER
- STCW BASIC TRAINING REVALIDATION
- DRILL INSTRUCTOR WORKSHOP
- 24-HOUR HAZWOPER TECHNICIAN
- 8-HOUR HAZWOPER REFRESHER
- SPECIMEN COLLECTION CERTIFICATION
- SHIPYARD COMPETENT PERSON
- SHIPYARD COMPETENT PERSON REFRESHER
- 8-HOUR SHIPBOARD DAMAGE CONTROL
- OSHA MARINE 10-HOUR
- OSHA COMPLIANCE AT THE DOCK OR SHIPYARD
- ONBOARD DRILL INSTRUCTOR WORKSHOP
- IN-THE-WATER SURVIVAL TRAINING
- PEDESTAL CRANE OPERATOR SAFETY TRAINING
- NAVIGATION: COLLISION AVOIDANCE
- STABILITY
- O/B FIRE TEAM TRAINING

ADDITIONAL CUSTOM COURSES TO FIT ALL YOUR SAFETY TRAINING NEEDS!



AMERICAN SEAFOODS
IS PROUD TO SUPPORT NPFVOA





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(206) 286-3383 Fax: (206) 286-9332
Email: info@npfvoa.org Web: www.npfvoa.org

NPFVOA VESSEL SAFETY PROGRAM MEMBERSHIP APPLICATION

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

Company Name: _____
Vessel Name: _____
Primary Contact Name & Title: _____
Address: _____
City, State, Zip: _____
Phone: _____
Fax: _____
Email: _____
Web Site: _____

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

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

Please describe the services your company provides: _____

Vessel Information

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.) |