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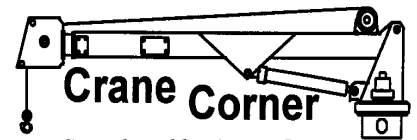
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VESSEL SAFETY PROGRAM

COAST GUARD URGES SAFETY, PREPAREDNESS FOR DUNGENESS CRAB SEASON

United States Coast Guard, December 14, 2020

The Coast Guard urges commercial fishermen to ensure vessel safety to prevent maritime emergencies before the opening of the Dungeness crab season scheduled to begin Dec. 16. Marine Investigators from Marine Safety Unit Portland have responded to over 95 marine casualties involving commercial fishing vessels so far this year. The term "marine casualty" is often misunderstood by mariners and is essentially any non-standard event that disrupts normal operations; like an emergency, accident, collision or damage involving a vessel that occurs upon the navigable waters of the United States. Certain marine casualties are required to be reported to the Coast Guard and are identified in 46 CFR 4.05-1. Immediately after addressing the resultant safety concerns, the owner, agent, master, operator, or persons-in-charge of a vessel engaged in commercial service, shall notify the nearest Coast Guard Sector Office whenever a vessel is involved in a marine casualty, involving a loss of life, injuries requiring professional medical treatment (treatment beyond first aid), grounding, bridge collision, loss of main propulsion, reduction in the maneuverability of the vessel, an occurrence causing property damage in excess of \$75,000, or an occurrence involving significant harm to the environment. In addition to the immediate notice requirement, a written report is also required. The owner, agent, master, operator or person-in-charge, shall, within five days, file a written report on Form CG-2692 (Report of Marine Accident Injury, or Death). Failure to make an immediate notification or subsequently file the written report within five days could result in imposed fines not to exceed \$40,640. The Coast Guard reminds all commercial fishermen that prior to crossing a restricted bar between sunset and sunrise, they must notify the Coast Guard on VHF-FM channel 16 or 22A to provide their vessel name, position, number of people aboard, destination and any vessel limitations. After crossing, they are required to report back a safe transit or otherwise. Life jackets or immersion suits must be worn by all persons on deck, or located in any open areas of the vessel while crossing a restricted bar. Life jackets or immersion suits are required to be readily accessible for all persons located in any enclosed spaces of vessels when crossing a bar with restrictions in place. Life jackets are also required whenever a vessel is under tow or while being escorted across the bar by the Coast Guard. Failure to comply with these requirements may result in a maximum civil penalty of \$25,000. "Without a doubt, Dungeness crab fishermen are anxious to start the 2020-21 commercial crab fishing season," said Lt. Carl Eschler, the assistant chief of the investigations division at Coast Guard Marine Safety Unit Portland. "Be it their first time or 101st time navigating over a bar, fishermen are encouraged to contact their local Coast Guard station to familiarize themselves with bar conditions and reporting methods. Contacting the Coast Guard prior to crossing a restricted bar between sunset and sunrise is more than just a good idea for commercial fishermen, it is a requirement."



Contributed by Arxcis, Inc.

STANDARD CRANE CONTROLS

Is there any such thing as standard crane controls on a vessel? Often the position of the boom, swing, wire and telescoping controls are left up to the person who plumbed in the operator station. This can be frustrating for operators when the controls are in different positions for each crane that they operate on the vessel, and dangerous as well. It is vital that operators be able to have their full attention on the load and not have to continually look down to see which lever controls what. Another observation is what the controls do when you pull back on them. Traditionally, like a forklift, when you pull back on the hoist or boom lever, the load should raise. When you pull back on the telescope lever, the boom should retract. Additionally, on some cranes, the levers are not vertical, but come out horizontally toward the operator. In this case, pushing down on the controls should accomplish the same movement of the crane as pulling back on vertically mounted controls. Although there are no federal regulations for pedestal crane control positions, they do require that each lever be clearly labeled as to its function as well as the direction of motion. And don't forget, part of your pre-shift inspection of the crane should be making sure that the controls are not sticking and that they are labeled correctly.

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OTHER NEWS

WHEN IS A COLLISION NOT A COLLISION?

Workboat.com, Chris Richmond, December 15, 2020

A client's vessel was tied to the dock, unloading its catch. Another fishing vessel struck his boat while backing out. The offending captain said not to worry, that he had excellent coverage, and passed along his insurance agent's contact information. After a couple of weeks of dealing with the other company's adjuster, my client was informed that there was no coverage for this claim. The owner who had struck him had hull coverage, but no liability. If you have a lender involved with your vessel, most likely they will require proof of hull coverage to protect their interests. What they do not ask for is proof of protection and indemnity (P&I) coverage. These are two separate policies that provide different coverages for your commercial vessel. P&I provides coverage for any crew and passengers, as well as any damage to something you hit, whether it be another vessel or a pier. Your hull insurance provides coverage for damage to your vessel, wreck removal and collision liability up to the limits of your hull coverage. But when is a collision not a collision? You might think in the case mentioned above that a collision occurred — one vessel ran into another. But because one boat was secured to a dock and not moving, the event became an allision. In the insurance world, when one vessel strikes another moving vessel, this is a collision. When a vessel strikes a fixed or non-moving object, this is an allision. In our client's claim, he was secured to the dock. It was an allision, which would normally be covered under the P&I policy. As the other vessel did not have P&I, the claim was denied. Fortunately, in this case our client's insurance company stepped in and covered the claim. The insurance company then has the option to go after the vessel owner to recover payments for the loss. By opting to not carry P&I, a vessel owner opens himself up to a wide range of potential claims that would not be paid. Each part of a commercial vessel's policy is specifically worded to cover certain parts of a vessel, as well as its operation. Don't make the mistake of thinking some coverage is better than none.

U.S. DOL REMINDS EMPLOYERS TO SUBMIT REQUIRED 2020 INJURY AND ILLNESS DATA BY MARCH 2, 2021

United States Department of Labor, January 4, 2021

The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) reminds employers that the agency will begin collecting calendar year 2020 Form 300A data on Jan. 2, 2021. Employers must submit the form electronically by March 2, 2021. Electronic submissions are required by establishments with 250 or more employees currently required to keep OSHA injury and illness records, and establishments with 20-249 employees classified in specific industries with historically high rates of occupational injuries and illnesses. Visit the Injury Tracking Application Electronic Submission of Injury and Illness Records to OSHA for more information and a link to the Injury Tracking Application. Under the Occupational Safety and Health Act of 1970, employers are responsible for providing safe and healthful workplaces for their employees. OSHA's role is to help ensure these conditions for America's working men and women by setting and enforcing standards, and providing training, education and assistance. For more information, visit www.osha.gov. The mission of the Department of Labor is to foster, promote and develop the welfare of the wage earners, job seekers and retirees of the United States; improve working conditions; advance opportunities for profitable employment; and assure work-related benefits and rights.

COAST GUARD HEARING FOR THE SCANDIES ROSE SINKING

New Year's Eve of 2020 found the fishing industry mourning for the sinking of the Scandies Rose. Sadly five crewmen died while two crewmembers were rescued. The United States Coast Guard hearings were postponed in September 2020, due to COVID-19. The hearings are now rescheduled for February 22, 2021 through March 5, 2021. We will continue to monitor the arrangements and keep you up to date on the place and time.



CONSEQUENCES: LET'S NOT GO OVERBOARD

Nationalfisherman.com, Chris Woodley, November 10, 2020

Every month, more than one fisherman dies from the most preventable accident in the industry. Accounting for 30 percent of industry fatalities, falls overboard occupy the strange position of being both the easiest risk to solve while simultaneously being one of the most persistently stubborn causes of death. According to the National Institute for Occupational Safety and Health, 220 commercial fishermen died after falling overboard from 2000 to 2016. That may not seem like a huge number — just under 13 fatalities a year. But most of those fishermen lost at sea could have come home safely had their captains implemented an inexpensive and simple change in behavior. If all of us in the industry make this small shift in our responsibilities when we step onboard, we can ensure that more of our crew comes home safe. So let's start a conversation about falls overboard. Not surprisingly, FOB fatalities are highest in cold-water fisheries occurring off Alaska and the Northeast. However, even in the warm Gulf of Mexico waters, they account for 27 percent of industry fatalities. The issue isn't a lack of gear — manufacturers have done a remarkable job developing a huge variety of PFDs that are lightweight, comfortable, and are designed with the rigors of commercial fishing in mind. Similarly, there is a wide range of commercially available gadgets to recover people from the water — including deployable devices, such as life slings and life rings; and fixed devices, like recovery ladders that attach to the rail or hull of a vessel. For the high-tech crowd, there is even an assortment of alerting systems and alarms that will immediately notify the wheelhouse and crew if someone goes overboard. For the lower tech, do-it-yourself crowd, there is a huge number of locally developed devices to get people out of the water quickly. While safety training infrastructure may be more limited in some ports and regions, robust training programs from the Alaska Marine Safety Education Association and North Pacific Fishing Vessel Owners' Association can export their training and expertise across the country. There are also outstanding online resources, such as NIOSH's falls-overboard page, which provides a deep dive into the topic, including training videos, compelling survival stories, and PFD comparison guides. So with all these resources, equipment and training options out there, why are falls overboard still such a pervasive problem? Well Captain, to put it bluntly that answer lies with you. This is your show, and the crew is your responsibility. If you don't think the threat is real, then I hope we can get your attention. We're interested in learning about you, so we can help get the right resources into the right hands. What will it take to convince you that the time has come to reduce one of your biggest operational risks and threats to your crew? What will it take to persuade you to have your crew wear PFDs on deck? What will it take to implement regular FOB drills and practice recovering a person from the water? Does it take a gentle nudge? Does it take family and peer pressure? Does it take a 2x4 to your backside? If you answered "yes" to any of the above — you are in luck. As a way to keep a focus on what is the easiest safety problem to solve, industry safety leaders are partnering with *NF* to run a series related to falls overboard in 2021, highlighting the issue in different U.S. fisheries and regions, focusing on types of PFDs and recovery gear options, and reviewing approaches to training and outreach programs. I am hopeful that by keeping this issue in the front of your mind, you will come to recognize what your parents, your spouses, your kids, and your friends already know — the best way to prevent fatal falls overboard is to wear a personal floatation device when on deck and to practice your drills. More than any other industry, fishermen are exceptionally skilled at using their knowledge, experience, and ingenuity to recover something from the water. If you can figure out how to catch fish, crab, shrimp, scallops, and eels to the extent that you can do it practically in your sleep and make it look easy, I know you can figure out how to keep people from going overboard and how to quickly and safely recover them if and when they do. I am looking forward to hearing your stories and learning from you — so let the conversation begin.

F/V PHONE HOME: SATPHONES, APPS, TEXT-ONLY AND EMERGENCY OPTIONS EXPAND FOR FISHERMEN IN AN INCREASINGLY CONNECTED WORLD

Nationalfisherman.com, Paul Molyneux, November 24, 2020

For most fishermen, calling home is essential. For decades fishermen used VHF to call a marine operator who would patch them into a phone line. By the late 1990s cell phones made that service obsolete for nearshore fisheries. And for fishermen in remote and distant waters, satellites have become the link to home. A number of companies, including Inmarsat, Iridium, Globalstar, Thuraya and Garmin, are using a variety of satellite constellations and offering a wide range of equipment and service plans from low-priced text-only systems to satellite smartphones. Many small-boat

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SAFETY

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fishermen, from Bristol Bay to the Gulf of Maine, are choosing the Garmin inReach technology. “It’s great! I love it,” says Tora Johnson, whose husband, Chris Mullen, spends every summer gillnetting sockeye in Bristol Bay. “It sends texts and location via satellite. It has emergency contacts and an SOS feature.” Johnson uses inReach to communicate almost daily with her husband when he is out of cell phone range. “This season was tough. Chris was getting nervous because the fish were so late. I’m here at command central with internet, and it’s easy for me to monitor the sentinel fishery and what scientists are saying.” Johnson kept in touch with biologists at the Port Moller test fishery and as a scientist herself, studied the graphs and data. “I had to talk Chris down off the ledge all summer. ‘The fish are coming,’ I’d tell him, and he would communicate with other boats in his little group and let them know. This is our second season with inReach, and it’s been a game changer.” Garmin makes a few different devices that connect with the Iridium low-earth orbit (LEO) satellite constellation. Iridium has 66 satellites orbiting the earth every 70 to 90 minutes at altitudes of 400 to 700 miles. Because the satellites can hand off calls as they pass out of range of a phone, Iridium claims it can deliver seamless coverage anywhere in the world. According to Natalie Miller, Garmin’s media relations specialist, the company offers several devices, including the Mini (which weighs only 3.5 ounces) and the Explorer. “But fishermen might be especially interested in our new inReach Mini Marine Bundle, or the Explorer with the nautical map download.” According to Miller, prices for monthly plans can go as low as \$12 per month. “That gives you 10 messages a month, and you can preset messages so you only have to hit one button.” A query on Facebook’s Commercial Fishermen Only page yielded overwhelming endorsement of inReach for value and reliability.

U.S. SENATE PASSES BILL TO HELP YOUNG FISHERMEN GET INTO INDUSTRY

Seafoodsource.com, Steve Bittenbender, December 9, 2020

A bill that would help the next generation of fishermen enter the business passed a major hurdle last week when the U.S. Senate passed the measure by a voice vote. Sponsored by U.S. Sen. Dan Sullivan (R-Alaska), the bill is fashioned after a U.S. Department of Agriculture program to aid new farmers and ranchers. Among the steps the legislation calls for is the establishment of competitive grants at state, local, tribal, and regional levels; the creation of a mentorship program that partners new fishermen with retirees and vessel owners; and the financial support for training and education in such areas as sustainable fishing practices and proper business protocols. “The sustainability and endurance of this vital industry, which employs more people in Alaska than any other, depends on up-and-coming qualified fishermen,” Sullivan said in a statement. “Helping the next generation of Alaskans enter our fisheries will help ensure Alaska remains the superpower of seafood.” The bill enjoys bipartisan support. Democratic co-sponsors include U.S. Sens. Maria Cantwell of Washington, Elizabeth Warren of Massachusetts, Doug Jones of Alabama, Edward Markey of Massachusetts, and Richard Blumenthal of Connecticut. Republican U.S. Sens. Lisa Murkowski of Alaska and Susan Collins of Maine also co-sponsored the bill, as did U.S. Sen. Angus King, a Maine Independent. Markey said in a statement that while fishing has been a trade for centuries, younger individuals face challenges in getting into the business. “Our legislation will help ensure that our fishing industry continues to attract and grow future generations of young fishermen,” Markey said. “More young men and women will be pushing off the dock into new careers and fully participating in the economy of their communities.” While the bill has cleared the Senate, it must also pass the House before Congress adjourns for the year. If it does not, the bill will need to be reintroduced when the new Congress meets for its two-year term starting in January. Still, Senate passage was celebrated by advocates who have pushed for its passage for the last three years. They believe the USD 2 million (EUR 1.7 million) in grant funding will help an industry where the average age of a worker is 55. “Commercial fishing is a vital industry to the American culture and economy, and with the Young Fishermen’s Development Act, we can rest easier knowing there are resources available to provide training and education for the next generation of fishermen that will help feed this great country,” the Gulf of Mexico Reef Fish Shareholders’ Alliance said in a statement.

TRUMP VETOES DRIFT GILLNET BAN; BILL LIKELY TO RETURN IN CONGRESS

National Fishermen, Kirk Moore, January 5, 2021

President Trump vetoed a bill to phase out the West Coast drift gillnet swordfish gear in federal waters. The Driftnet Modernization and Bycatch Reduction Act would set a five-year timetable for phasing out drift gillnets and direct the NMFS to assist fishermen in converting to new gear, such as deep-set buoy gear with far less bycatch. The lawmakers said drift gillnets that target swordfish and thresher sharks have unacceptable levels of bycatch, including federally protected marine mammals and sea turtles. The gear is not allowed elsewhere in the U.S. waters. Marine conservation and sportfishing groups have long pressed for elimination of the gear, and Sen. Feinstein said she would ring the proposal back on Capitol Hill immediately.

U.S. COAST GUARD CUTTER POLAR STAR REACHES RECORD-BREAKING WINTER ARCTIC LATITUDE

United States Coast Guard, December 29, 2020

The crew of the U.S. Coast Guard Cutter Polar Star (WAGB 10), the nation’s sole heavy icebreaker, traversed a historic winter latitude Friday during a months-long Arctic deployment to protect the nation’s maritime sovereignty and security throughout the remote polar region. Polar Star’s crew navigated beyond 72 degrees latitude before changing course and heading south to continue their Arctic deployment. “The crew achieved a notable milestone Christmas Day by traversing farther into the harsh, dark winter Arctic environment than any cutter crew in our service’s history,” said Capt. Bill Woitrya, the cutter’s commanding officer. “Our ice pilots expertly navigated the Polar Star through sea ice up to four-feet thick and, in doing so, serve as pioneers to the country’s future of Arctic explorations.” With frigid Arctic winds and air temperatures regularly well below zero, Polar Star’s engineers work around-the-clock to keep frozen machinery equipment running and the ship’s interior spaces warm enough for the crew. The 44-year-old icebreaker is underway to project power and support national security objectives throughout Alaskan waters and into the Arctic, including along the Maritime Boundary Line between the United States and Russia. The Polar Star crew is also working to detect and deter illegal fishing by foreign vessels in the U.S. Exclusive Economic Zone and conduct Arctic training essential for developing future icebreaker operators. The Polar Star’s record-breaking winter Arctic latitude is 72° 11’ N.

FUEL SAFE

ONBOARD OIL SPILL CONTAINMENT

When a fuel spill occurs your first line of defense is the containment on your vessel. There are many strategies that can be used for onboard containment including:

- Containment bins or cofferdams under tank vents and fills. If your vessel is equipped with these, ensure they are tightly plugged.
- Vent bags on fuel tank vents. If there is no fixed containment on your vessel, these are preferable to buckets because they will hold more product and aren’t prone to tipping over. A five gallon bucket can still be used if that is the only thing available.
- Plugging Scuppers or Freeing Ports. While this can be difficult on many vessels, it does help keep liquids on deck. Absorbent materials like pads or sausage boom can be stuffed into openings to stop any flow overboard.
- Absorbent pads and rags. It is good practice to have absorbent pads and rags readily available to immediately clean up and contain spills.

In addition to onboard containment, another good spill prevention strategy is the installation of simple fluid sensors and alarms in your tanks. These alarms can give you a few seconds to shut down and potentially stop a spill before it occurs.

OTHER NEWS

OWNER MOURNS LOSS OF THE ‘NOBLE’ CREW OF THE EMMY ROSE

Boston Herald, Joe Dwinell, November 27, 2020

The Emmy Rose and its four crewmen went down about 20 nautical miles off Provincetown with a belly full of fish leaving behind heartache and mystery. “The guys were a wonderful bunch of men. Very experienced. Very experienced with the vessel,” said Rink Varian, who owns the Maine-based boat along with members of a limited liability company. “I’m still numb,” Varian told the Herald Friday. “They just disappeared. It doesn’t make sense. Something happened real fast.” Rink, who fought back tears, said the focus is on the loved ones left to move on without crew members Capt. Robert Blethen Jr., Jeff Matthews, Michael Porper and Ethan Ward. They are all presumed gone along with the 82-foot, Portland-harbored vessel. The crew was harvesting groundfish, such as haddock, pollock and monk fish, in the lower part of “deep water” Wilkinson Basin, said Varian. The boat, he added, can hold 100,000 to 120,000 pounds of fish — and the Emmy Rose was full and heading to Gloucester to unload. “I’ve been doing this all my life and I’m at a loss for words,” the 53-year-old said. “The GoFundMe site my daughter set up won’t bring them back, but ...” Varian was too choked up to continue, but wanted to do all he could for the families. There are a few GoFundMe sites set up in memory of the lost fishermen, but the one he helped launch is titled: “Supporting FV EmmyRose fishermen’s families.” It has raised \$79,000 as of mid-December. The Emmy Rose is named after Varian’s girls, Emmylou and Roselee. The search for the Emmy Rose and its four missing fishermen was called off Tuesday evening, as the Herald reported. “The decision to suspend a search is never an easy one. Our crews conducted searches continuously for over 38 hours covering an area of approximately 2,066 square miles,” U.S. Coast Guard Capt. Wesley Hester, search-and-rescue mission coordinator for the Coast Guard’s First District, said that night. “We extend our condolences to the friends and loved ones of these fishermen during this trying time,” Hester added. The Coast Guard watch deck in Boston was alerted to the Emmy Rose in trouble at 1:30 a.m. Monday. The commercial fishing vessel was approximately 20 nautical miles off Provincetown when the Coast Guard received an Emergency Position Indicating Radio Beacon. The vessel owner reported there were four people aboard and there were no answers on the vessel’s satellite phone. Coast Guard crews recovered the Emmy Rose’s emergency beacon, and life raft, with no sign of the fishermen or vessel. The weather on scene was reported 30-knot winds with 6- to 8-foot seas. “They were only 4 to 5 hours out of Gloucester,” Varian added. He said fishing in the winter is a “tough job.” A “very tough job,” he said. “You have to be in very good shape. The captain was very experienced.” Varian said the pandemic is making the work difficult, but at least the boats can still head out to help keep people employed on all sides of the business — even as demand dips while restaurants close or struggle to survive. “They were all noble, hard-working men,” he said of the men. “I can’t believe it.”

COAST GUARD MEDEVACS MAN 70 MILES NORTHWEST OF SAINT PAUL ISLAND, ALASKA

United States Coast Guard, November 25, 2020

The Coast Guard medevaced a man from a fishing vessel approximately 70 miles northwest of Saint Paul, Tuesday. An MH-60 Jayhawk helicopter crew from Air Station Kodiak safely hoisted the 43-year-old man, at approximately 12:25 p.m., and transferred him to awaiting emergency medical services personnel in Saint Paul Island for further transport to Anchorage. The 17th District command center watchstanders received a medevac request from fishing vessel Frontier Spirit for the chief engineer who was experiencing abdominal pain. After consulting with a Coast Guard duty flight surgeon, a medevac was recommended. Watchstanders directed the launch of the Jayhawk aircrew from Forward Operating Location Cold Bay. “Good communication between the Frontier Spirit crew, command center personnel, and the Jayhawk aircrew supported our ability to successfully perform this medevac and get the injured engineer to proper medical care,” said Chief Petty Officer Mistique Anderson, 17th District command duty officer. On-scene weather conditions were 20 mph winds, 25 foot seas, and 10 miles visibility.

HOUSE – USCG AUTHORIZATION ACT INCLUDED IN NDAA

Bryant’s Maritime Blog, December 14, 2020

The House Committee on Transportation and Infrastructure issued a press release applauding House passage of the Elijah E. Cummings Coast Guard Authorization Act of 2020, as well as legislation reauthorizing and supporting Maritime Administration programs. The legislation reauthorizes the Coast Guard and Federal Maritime Commission (FMC), and includes increased authorized funding for the Coast Guard at \$11.9 billion for Fiscal Year 2021. This increase will allow the Coast Guard to procure new Polar Security Cutters to replace the one remaining heavy icebreaker, acquire four additional Fast Response Cutters, and address the nearly \$2 billion backlog of its shore infrastructure and facility maintenance needs. The legislation also enhances vessel safety by including reforms identified by the National Transportation Safety Board, authorizes new family leave and childcare policies, and supports increased gender and racial diversity in the Coast Guard Academy and within the ranks. The provisions related to the Maritime Administration include reauthorization of MARAD programs, as well as the first-ever authority enabling MARAD to provide financial assistance to the U.S. Maritime Transportation System in the event of a national emergency or disaster such as the current COVID-19 public health emergency. Provisions also support recruitment, training and retention related to merchant mariners, support for projects at smaller and inland ports and terminals, and the establishment of a National Shipper Advisory Committee to, among other things, ensure US competitiveness in the international ocean freight delivery system. Note: Additionally, section 9502 of the bill will make offshore renewable energy facilities on the outer continental shelf subject to the cabotage laws. The Senate voted to approve NDAA (National Defense Authorization Act) by a vote of 84 to 13.

NTSB REPORT CONTAINS MARITIME LESSONS LEARNED IN 2019

WorkBoat.com, December 10, 2020

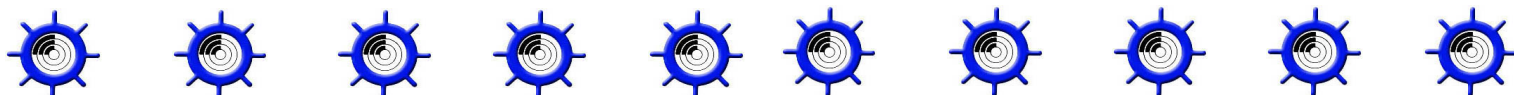
The National Transportation Safety Board released a report today that gathers the most important lessons learned from marine accident investigations completed during calendar year 2019. The Safer Seas Digest 2019 details the lessons learned from 30 maritime tragedies such as the loss of 17 passengers and crew aboard the amphibious vessel *Stretch Duck 7* and the 10 sailors serving aboard the *USS John S McCain* when it collided with the tanker *Alnic MC*. “We investigate accidents not to document what happened, but to understand why and how, so that we might prevent similar accidents from happening,” said NTSB Chairman Robert L. Sumwalt. “The Safer Seas Digest distills the most important lessons from each tragedy so mariners can use the information to save lives.” In his forward to the 2019 edition of Safer Seas Digest, Sumwalt said it is up to the marine industry and its regulators in the U.S. Coast Guard to act on NTSB recommendations to improve marine safety.

The Safer Seas Digest 2019 is available at: <https://go.usa.gov/xA3py>

MOB SYSTEM INSTALL GOES DIY: EMERALD MARINE PRODUCTS ROLLS OUT WALK-ON ALERT SYSTEM

Nationalfisherman.com, Brian Hagenbuch, October 12, 2020

The people at Emerald Marine Products realized early on that COVID-19 would make third-party installations more complicated on boats. To that end, they developed the ALERT (Automatic Lifesaving Emergency Radio Transmitter) Portable DIY Man-Overboard Alarm System, a “walk-on” system that eliminates the need for electricians to come onboard and install an independent system. Emerald Marine’s system includes an ALERT2 Man-Overboard Receiver and two ALERT418 transmitters that crew members wear on their work vests, with additional transmitters available to protect larger crews. When a crew member goes overboard, the water-activated alarm emits a piercing sound. The ALERT receiver can also be set up to stop engines, set a plot on the chart and/or notify the entire vessel.



CONSEQUENCES: OVERBOARD AND BACK AGAIN

Nationalfisherman.com, Katie Enslow, December 17, 2020

"If you don't adhere to the protocols, you won't crew on my vessel very long," said Mike LaRussa, captain of the F/V GK and a Bristol Bay Reserve board member. In 2020, Bristol Bay Reserve, a fishermen-owned marine insurance pool composed of approximately 350 Bristol Bay vessel owners, took on the challenge of changing the fleet's outlook on the use of PFDs by offering incentives to members to purchase PFDs that are suitable for routine use. The concept for the program came from the reserve's seven-member board of directors — all of whom are vessel owners and operators in the Bristol Bay driftnet fishery. The leading cause of death in the Bristol Bay driftnet fishery is drowning from falls overboard. Consistent use of PFDs, vessel safety experts believe, would largely prevent fatalities from falls overboard. However, there has been reluctance by vessel operators in the fishery to implement the regular use of PFDs in their vessel operations. This long-standing resistance is believed to be the result, in large part, of the "masculine" culture of the fishery and the impracticality of early PFD designs. In partnership with Seattle Marine & Fishing Supply, Co., Bristol Bay Reserve offered preselected PFDs for purchase below retail price. As an added incentive, we provided members a discount on their vessel insurance premium for participation in the program. Seamar distributed the PFDs at its location in Naknek, where members could pick up their PFDs and avoid the logistical challenges presented by restrictions in transporting CO₂ cartridges by air. The response to the program far exceeded expectations with nearly 300 PFDs purchased. "We were pleasantly surprised to receive such a large order from BBR," said Tyler "Stretch" Jaross, general manager of Seamar in Naknek. "Given the number of PFDs ordered, we decided to increase the stock at our store in Naknek in case there was an interest in purchasing PFDs by others. As soon as BBR members started picking up their orders, our store's remaining supply flew off the shelves. Our entire stock sold out almost immediately. It was incredible. We have since been contacted by other organizations in the region interested in coordinating with us on programs similar to BBR's." Having found some initial success in breaking through the PFD stigma barrier, the next challenge is to get more participants in the fishery to incorporate and promote the regular use of PFDs in their vessel operations on a voluntary basis. "I think the next step for those of us who have PFDs is to promote them to the rest of the fleet by really using them and being seen wearing them every day. This fleet is quick to catch on to trends, especially when it involves the safety of their crew," said Darrin Manor, Bristol Bay Reserve board president and captain of the F/V Sarah J. "I have had my crew wearing PFDs for the past several seasons. As captain, it is crucial to establish when the crew must don one," LaRussa added. "It is essential to have policies in place for your crew to follow, and there are times when I instruct everyone to suit up." For captains interested in creating PFD policies for their crew to follow, NIOSH provides examples specific to gillnet vessels: "PFDs must be worn 100 percent of the time on deck; PFDs must be worn when climbing the stack; PFDs must be worn when crossing a river bar; PFDs must be worn when the weather turns bad." See PFDs That Work — Gillnetters, DHHS (NIOSH) Publication Number: 2013-107, November 2012. Based on the number of PFDs purchased by our members and others who followed suit, the reserve's PFD program was successful in raising awareness among the Bristol Bay fleet about the availability of modern PFDs that are designed for regular use. The long-term goal is to not only get all fishery participants to purchase PFDs, but to get them to incorporate the regular use of PFDs as part of their routine vessel operations, which will go a long way toward achieving the ultimate objective of preventing crew-overboard fatalities. "This industry is sometimes just one or two disasters away from facing major regulatory changes. There are tons of PFDs that can be comfortably worn while working on deck, plenty of effective recovery devices, and the training to recover someone from the water isn't time consuming or expensive. Reducing fatal falls overboard really comes down to the leadership of the captain," said Chris Woodley, chairman of the U.S. Coast Guard Commercial Fishing Advisory Committee and executive director of the Groundfish Forum. Please visit your local marine supply store to find the PFD that is right for you and your crew.

COAST GUARD OFFERS EXTENSION ON CREDENTIALS, COURSE APPROVALS

Thecordovatimes.com, Margaret Bauman, January 2, 2021

Coast Guard officials have announced an extension of merchant marine credential endorsements, medical certificates and course approvals to meet challenges caused by the global novel coronavirus pandemic. At the same time, the Coast Guard advised that due to these changes there may be a backlog in the processing of credentials and course approvals, especially

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near the end of the extension dates. Mariners and training providers are encouraged to fulfill the requirements and submit applications as early as possible in order to avoid a lapse in their credential or training approval. Under the Coast Guard's current statutory authority, the expiration dates of merchant mariner credentials may be extended for no more than one year. Merchant mariner credentials that expire between March 1, 2020 and June 30, 2021 have now been extended until the earlier of Oct. 31, 2021 or one year after the initial expiration date of the credential. Merchant mariner credentials with STCW endorsements that expire between March 1, 2020 and June 30, 2021 are extended to the earlier of Oct. 31, 2021 or one year after the initial expiration date of the credential. STCW is an acronym for the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended. Medical certificates likewise are being extended for up to one year from their date of expiration. Medical certificates that expire between March 1, 2020 and June 30, 2021 are extended to the earlier of Oct. 31, 2021 or one year after the initial expiration date. Pilot annual physical exams require that pilots undergo an annual physical exam each year while holding a credential, but Coast Guard officials said they do not intend to enforce this requirement given the pandemic and its impacts on healthcare providers. This posture will apply until Oct. 31, 2021, respective of when the medical certificate expires, they said. Additional guidance on these extensions and other administrative measures will be posted at uscg.mil/nmc.

SCANDIES SETTLEMENT: OWNERS AGREE TO PAY \$9 MILLION TO SURVIVORS AND FAMILIES OF LOST CREW

Nationalfishermen.com, Jessica Hathaway, November 3, 2020

Owners of the Scandies Rose have reached an agreement to pay more than \$9 million to two survivors and the families of five crew members who died when the boat sank on its way to the Bering Sea crab grounds in Alaska on New Year's Eve 2019. Five were lost with the Scandies Rose: longtime captain Gary Cobban Jr., 60; his son, David Cobban, 30; Seth Rousseau-Gano, 31; Arthur Ganacias, 50; and Brock Rainey, 47. Two survivors, John Lawler and Dean Gribble Jr., made it into survival suits and a life raft, where the crew of a Coast Guard helicopter found them near Sutwik Island off the Alaska Peninsula. The *Seattle Times'* Hal Bernton reports that the agreement is subject to review in Washington's Superior Court, and the division of funds is yet to be determined. Prior to the settlement agreement, the case was expected to go to trial in the spring. The Coast Guard Marine Board of Investigation is still under way. Following pandemic-related delays, public hearings are likely to begin in February 2021. The Coast Guard is still seeking input from witnesses and others knowledgeable about the boat's general condition, information about the crew, local weather at the time of the sinking and any other information that might be useful in assessing the loss of the boat and crew.

WHY AN INFLATABLE LIFEJACKET MAY NOT BE YOUR BEST CHOICE

Soundingsonline.com, Pim Van Hemmen, November 24, 2020

When it comes to being safe at sea, few people are more experienced or more knowledgeable than Mario Vittone, a retired U.S. Coast Guard helicopter rescue swimmer and accident investigator. Vittone is a leading expert on immersion hypothermia, drowning prevention and sea survival. In this video (available at <https://www.soundingsonline.com/news/why-an-inflatable-lifejacket-may-not-be-your-best-choice>), Vittone explains why he likes closed-cell foam jackets with big pockets so you can store safety gear—like VHF's and PLB's—that could get you found and out of the water quickly. He demonstrates how he sets up his lifejackets, what he puts in the pockets, and why he thinks it will increase your chances of survival. He prefers a closed-cell foam lifejacket because inflatables need regular maintenance and often don't have pockets.

BERING SEA BUYOUT: WESTERN ALASKA COALITION NOW OWNS 3 PERCENT OF CRAB QUOTA

National Fisherman, Jessica Hathaway, January 7, 2021

A coalition of 30 communities, the Coastal Villages Region Fund and the Bristol Bay Economic Development Corporation has come together to buy the Seattle-based Mariner Companies.

<https://www.nationalfisherman.com/alaska/bering-sea-buyout-western-alaska-coalition-now-owns-3-percent-of-crab-quota>

JANUARY – DECEMBER 2021 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

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

Jan. 4-8, Feb. 1-5, Mar. 1-5, Apr. 5-9, May 3-7, Jun. 14-18,
Jul. 12-16, Aug. 9-13, Sept. 13-17, Oct. 4-8, Nov. 1-5, Dec. 13-17

STCW BASIC TRAINING REFRESHER

\$900 MEMBERS / \$925 NON-MEMBERS

Jan. 5/6/8, Feb. 2/3/5, Mar. 2/3/5, Apr. 6/7/9, May 4/5/7, Jun.
15/16/18, Jul. 12/14/15, Aug. 10/11/13, Sept. 14/15/17, Oct.
5/6/8, Nov. 1/3/4, Dec. 14/15/17

STCW BASIC TRAINING REVALIDATION

\$765 MEMBERS / \$795 NON-MEMBERS

Jan. 5&6, Feb. 2&3, Mar. 2&3, Apr. 6&7, May 4&5, Jun. 15&16,
Jul. 14&15, Aug. 10&11, Sept. 14&15, Oct. 5&6, Nov. 3&4,
Dec. 14&15

MEDICAL EMERGENCIES AT SEA

\$125 MEMBERS / \$135 NON-MEMBERS

Jan. 8, Feb. 5, Mar. 5, Apr. 9, May 7, Jun. 18, Jul. 12, Aug. 13,
Sept. 17, Oct. 8, Nov. 1, Dec. 17

2-DAY BASIC FIRE FIGHTING

\$645 MEMBERS / \$665 NON-MEMBERS

Jan. 4-5, Feb. 1-2, Mar. 1-2, Apr. 5-6, May 3-4, Jun. 14-15,
Jul. 13-14, Aug. 9-10, Sept. 13-14, Oct. 4-5, Nov. 2-3, Dec. 13-14

DRILL INSTRUCTOR WORKSHOP

\$175 MEMBERS / \$200 NON-MEMBERS

Jan. 11, Feb. 9, Mar. 9, Apr. 12, May 18, Jun. 7, Jul. 7, Aug. 4,
Sept. 2, Oct. 19, Nov. 9, Dec. 6

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS

Jan. 13-15, Feb. 10-12, Mar. 10-12, Apr. 14-16, May 12-14,
Jun. 9-11, Sept. 8-10, Oct. 13-15, Nov. 10-12, Dec. 8-10

SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

Jan. 15, Jan 22, Feb 12, Feb 19, Mar. 12, Mar. 24, Apr. 16,
Apr. 23, May 14, May 21, Jun. 11, Jun. 23, Sept. 10, Sept. 23,
Oct. 15, Oct. 22, Nov. 12, Nov. 17, Dec. 1, Dec. 10

24-HOUR HAZWOPER TECHNICIAN

Jan. 25-27, Feb. 22-24, Mar. 29-31, Apr. 26-28, May 24-26,
Jun. 28-30, Jul. 26-28, Aug. 23-25, Sept. 20-22, Oct. 25-27,
Nov. 22-24, Dec. 27-29

8-HOUR HAZWOPER REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

ON FIRST OR LAST DAY OF 24-HOUR CLASS

SPECIMEN COLLECTION CERTIFICATION

\$150 MEMBERS / \$175 NON-MEMBERS

Jan. 19, Feb. 18, Mar. 16, Apr. 22, May 11, Jun. 22, Jul. 20,
Aug. 17, Sept. 28, Oct. 12, Nov. 16, Dec. 7

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

\$1,400 MEMBERS / \$1,500 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

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.

NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD—EXECUTIVE DIRECTOR

REBECCA HANRATTY—PROGRAM COORDINATOR

KRYSTLE REITER—PROGRAM ASSISTANT

info@npfvoa.org

www.npfvoa.org

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

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

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NPFVOA VESSEL SAFETY PROGRAM

COURSES INCLUDE:

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

ADDITIONAL CUSTOM COURSES TO FIT ALL YOUR SAFETY TRAINING NEEDS!

ALASKA IS OUR LIFEBLOOD

With 34,000 miles of coastline and pristine waters, it's no surprise that commercial fisheries fuel Alaska's economic engine. After 45 years, Trident Seafoods is proud to be an integral part of 10 coastal communities in Alaska and we are committed to the long-term health of each one.

At Trident, we have a unique heritage, talented employees and a company culture founded on the "can do" spirit. Trident believes that our employees are the foremost reason for our success, allowing us to be the leader in the seafood industry.



We are proud to offer employment opportunities throughout Alaska,
now hiring: www.tridentseafoods.com/Join-Our-Team



North Pacific Fishing Vessel Owners' Association
1900 W Emerson, Suite 101
Fishermen's Terminal
Seattle, WA 98119
(206) 285-3383 Fax: (206) 286-9332
Email: info@npfvoa.org Web: www.npfvoa.org

NPFVOA VESSEL SAFETY PROGRAM MEMBERSHIP APPLICATION

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

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

Would you like to receive information & updates via email? Yes No
Would you like us to link to you from our web site? Yes No

Please describe the services your company provides: _____

Vessel Information

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

Vessel/Gear Type(s)	Target Fisheries

- | | | |
|--|-------|--|
| <input type="checkbox"/> Vessel (over 79 ft.) | \$600 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Vessel (60-79 ft.) | \$300 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Vessel (under 60 ft.) | \$125 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Associate | \$400 | Benefits apply to business personnel only; vessel crew ineligible at this level.
(Appropriate for marine support industry, e.g., law firms, ship yards, fuel suppliers, etc.) |
| <input type="checkbox"/> Individual | \$75 | Benefits are limited to named individual and are non-transferable
(Appropriate for crewmen and single-person business entities.) |