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VESSEL SAFETY PROGRAM

MEMORANDUM RE: SCANDIES ROSE

By Michael Barcott, March 3, 2021

On December 31, 2019 the SCANDIES ROSE capsized with the loss of five crewmembers. Two survivors were rescued by the Coast Guard. The evident cause of the capsize was an ice buildup on the starboard side of the vessel. At the time of capsizing the SCANDIES ROSE carried 195 crab pots. According to her stability letter, performed only 7 months prior, she could carry up to 208 pots in icing conditions. The capsize of the SCANDIES ROSE has caused the Marine Board of Investigation to look closely at the regulations regarding the common phenomenon of icing (the accumulation of ice which occurs because of sea spray and snow during extremely cold weather) and how icing is accounted for in the stability booklets of crab vessels. Each crab vessel carries on it a "stability booklet" which tells the captain how many crab pots he/she can carry in various conditions. One of those conditions is "icing" and every crab boat operating in Alaska has a stability booklet which advises the captain on the number of pots that can safely be carried in icing conditions. It is the tool which guides the captain in loading his/her vessel when icing is anticipated. It is not hyperbolic to state that based upon the evidence collected by the Marine Board of Investigation the stability booklet as it relates to icing is a work of fiction. The federal regulations which govern the creation of stability booklets come from 1977 convention. That convention adopted standards which apply across the board, to ships of all sizes and all services.

For the icing calculations that naval architects use in preparing a stability booklet, according to the criteria, the following assumptions are built into the regulations:

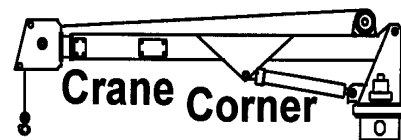
- The amount of ice giving rise to the "icing conditions" section is 0.6 inches on vertical surfaces and 1.3 inches on horizontal surfaces.
- That the ice accumulates evenly across the entire vessel.
- That the stack of crab pots on the deck is treated as one solid surface with ice accumulating only on the outside of that surface (a shoe box like structure on the deck of a crab boat.)

As opposed to these assumptions which are built into the stability calculations the reality of fishing in Alaska is:

- That crab fishermen rarely even begin to break ice off of their pots until it accumulates to depths of 2-3 inches.
- That the ice tends to accumulate very unevenly with the bulk of the ice accumulating on the side of the vessel onto which the spray is being blown (the windward side of the vessel.)
- Unlike a solid ship, crab pots are porous netting. There has never been a calculation of icing which provides for ice accumulating on the inside of a crab pot although all witnesses have testified that that is what occurs.
- No one knows what the actual weight of ice which accumulates in crab pots is. Three naval architects testified at the Marine Board of Investigation and suggested that it might be as much as 300 pounds per crab pot. The United States Coast Guard put a crab pot on the deck of the icebreaker POLAR STAR when she was in the Arctic this winter. They sprayed water onto the crab pot. That pot, by itself, accumulated over 2,000 pounds of ice.

Weight up high on a vessel has a very destabilizing effect on the vessel. If you have ever stood up in a canoe you are familiar with the basic principle of naval architecture. The current regulations for icing are based upon no data whatsoever about how ice accumulates on crab pots. Because the stability booklet has the imprimatur of authority it is my belief that it creates more danger because it gives a false sense of security that icing can be

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Contributed by Arxcis, Inc.

CRANE DOWNHAUL WEIGHT

Poor spooling on the winch drum is caused by several things, but on pedestal cranes it is not having enough weight above the hook, such as a downhaul ball, to pull the rope up the length of the boom, over the boom tip and down to the load. As the winch tries to push the rope up the boom, and over the boom tip, if the weight is insufficient, the rope on the drum becomes slack which results in crossed wraps on the drum. If not corrected the hoist line becomes damaged and must be replaced. So, how much weight do you need? Multiply the boom length times the weight of the rope per foot, which will give you the minimum weight needed for 1-part of line. If you are in a 2-part line then you would need to double it. So, if your wire rope is 1/2", its approximate weight per foot would be 0.5 lbs. And if your boom was 50' long, then the approximate weight to pull 50' of rope up and over the boom tip would be 25 lbs. Note: the weight of the entire hook assembly counts, including the weight of the hook, wedge socket and other connecting hardware. Ideally, the downhaul weight should be attached below the connecting eye of the hoist line. There are some downhaul weights that are split and bolt around the hoist line, but this makes it difficult to inspect the condition of the wire rope inside.

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encountered safely with the number of pots listed in the stability report. An article was published in the Seattle Times and picked up by the Anchorage Daily News on the day following the testimony of three naval architects who testified concerning this problem. It is hoped that the Marine Board of Investigation will recommend to the Coast Guard that proper studies be done of icing on crab vessels and that such studies will result in a regulation which meaningfully advises crab boat operators of the number of pots they can carry safely in icing conditions.

A GROWING NUMBER OF NEW ENGLAND LOBSTERMEN WEAR LIFE JACKETS WHILE AT SEA

WBUR.org, Hannah Chanatry, January 19, 2021

More lobstermen in New England are wearing life jackets while they work. It's thanks to a research project from the Northeast Center for Occupational Health and Safety. Over the past few years, researchers surveyed and recruited 181 lobstermen to test out different styles and used their feedback to redesign the jackets so that they worked for their needs. "Lifejackets for Lobstermen" then took 11 final designs and drove them from port to port, helping lobstermen at each dock figure out which option was best for them, and then selling them at a discount. "The conversation usually started with, 'I don't know if I could wear anything like this,' " said Jessica Echard, one of the project coordinators. But once they started trying on the new designs, "then they'd start trying on more. And then they'd call their friends over. And then they'd get their crew. And then they'd call their family to come down. So the conversation would go from somewhat skeptical to very interested." In all, the project distributed 1,087 new life jackets. Beth Casoni, executive director of the Massachusetts Lobstermen's Association, said she's already seen a shift in the attitude toward life jackets. "I know a lot of guys are wearing them, and they're proudly wearing them," she said. "Many of our members purchased them and are looking to purchase more for their crew going forward because it's such a critical component to safety." The hope is that the shift makes a dent in the fatality rate in the commercial fishing industry. According to the National Institute for Occupational Safety and Health, falls overboard represent 22% of deaths in the industry in Massachusetts; most of those falls were lobstermen and in every case, the person was not wearing a life jacket. But prior to the study, life jackets also posed serious concerns for lobstermen. When explaining why they chose not to wear them, lobstermen often cited weight, heat, restriction of movement and the risk of buckles or straps getting caught in lobster traps that could drag them off the boat. Casoni said the reason the "Lifejackets for Lobstermen" study was so successful is because it took those concerns seriously. "I think where the lobstermen feel valued is their input was taken and implemented into the final product," she said. That final product has already saved lives, according to Casoni. She said a lobsterman whose captain purchased several of the new life jackets was wearing one when he went overboard a few weeks later, giving his crew more time to rescue him. The Northeast Center for Occupational Health and Safety will now pass the project on to Fishing Partnership Support Services, based in Burlington, Massachusetts. The organization is expected to incorporate the new life jackets into their regular safety trainings.

COAST GUARD MEDEVACS MAN NEAR COLD BAY

Alaska Native News Staff, February 8, 2021

The Coast Guard medevaced an ailing man from a fishing boat near Cold Bay. An MH-60 Jayhawk helicopter crew launched from Forward Operating Location (FOL) Cold Bay and hoisted the man, who was experiencing symptoms of appendicitis, and brought him to Cold Bay where he was placed in the care of awaiting EMS in stable condition. Watchstanders in the 17th District command center in Juneau received the medevac request at about 9:18 a.m. from the fishing vessel Arica. Watchstanders directed the launch of the helicopter crew out of Cold Bay. The helicopter crew arrived on scene with Arica at about 9:50 a.m., approximately 41 miles northeast of Cold Bay. A rescue swimmer was lowered to the boat, who assessed the patient's condition before preparing him for a hoist to the helicopter in a rescue basket. "Fishing vessel Arica was very organized," said Lt. Cmdr. Jared Carbajal, aircraft commander for the case. "Arica's shipboard medical professional had all the appropriate paperwork for the case and passed it to our rescue swimmer."

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We made a short trip back to Cold Bay and were able to pass off the patient with all medical documents to awaiting EMS. This efficiency allowed for the timely care this patient needed." The helicopter crew, based out of Air Station Kodiak, was on deployment to FOL Cold Bay. Cold Bay is one of three Coast Guard FOLs in Alaska that are used seasonally to reduce response time to mariners in distress.

BLOCKED FREEING PORTS CAN TRAP SEAWATER ON DECK REDUCING YOUR VESSEL'S STABILITY

United States Coast Guard, March 19, 2021

A recent marine casualty resulting in the capsizing of a commercial fishing vessel brought to light a potentially dangerous situation involving the closure of freeing ports. As the vessel dragged for sea scallops, a wave unexpectedly crashed over the port railing, causing the vessel's deck to fill with seawater. The seawater, now trapped on deck, was unable to drain overboard as closure devices blocked all freeing ports. The investigation identified the closure of the freeing ports as a causal factor in why the vessel capsized. It has come to the attention of Commercial Fishing Vessel Examiners and Marine Casualty Investigators that some commercial fishing vessel operators, at times, close or block their freeing ports to prevent their catch from washing off deck after hauling gear. Freeing ports occasionally remain closed following haul back, and sometimes throughout the entirety of the vessel's voyage. While the practice of blocking freeing ports may appear harmless, it can have disastrous consequences if seawater accumulates on deck. To put things in perspective, a vessel's deck that measures 37-feet by 14-feet having only one inch of water covering it, equates to 2,763 pounds of surplus liquid weight. The addition of weight on deck, above the vessel's center of gravity (COG), will have a negative impact on the vessel's stability. When an external force (such as waves and wind) rolls the vessel from side-to-side, the trapped water on deck will also slosh from side-to-side, causing a free surface effect. In the above example, that means 2,763 pounds of seawater would be moving back and forth on the main deck. As the water moves, the COG of the vessel also shifts. Seawater added on deck above a vessel's COG and offset from the centerline by sloshing, creates a significantly greater negative impact on the vessel's stability. Open freeing ports allow water on deck to freely escape overboard, preventing the weight shift of seawater from having a dangerous impact on the vessel's stability. The Coast Guard strongly recommends that vessel owners and operators:

- Ensure freeing ports remain open at all times to allow seawater to drain freely off the deck.
- Ensure owners/operators discuss with their crews the hazards trapping seawater on deck can pose to vessel stability.
- Come up with an alternative means to prevent loss of catch while maintaining adequate drainage.

READINESS AND TESTING OF EMERGENCY DEWATERING EQUIPMENT

United States Coast Guard, March 19, 2021

Emergency dewatering equipment, whether fixed or portable, is essential vessel equipment placed on vessels to maintain the safe operation, survivability, and safety of personnel during emergencies that may require its use. When there is a situation requiring the use of emergency dewatering equipment, it is imperative that this equipment is readily available and fully operational. This includes preparing the equipment for use in the shortest amount of time in order to prevent a catastrophic event. The Coast Guard has recently noticed an increasing failure rate amongst the inspected towing vessel fleet with regard to fixed and portable emergency dewatering equipment failing to operate as designed. Most notably, we have found the fixed emergency dewatering system failing to operate due to loss of prime. Proper testing of the dewatering equipment should include ensuring the pump has the ability to physically take suction and that it can produce a sufficient discharge stream. This test can be conducted without discharging over the side into the water. Mariners, vessel operators, and third-party organizations (TPOs) are reminded that emergency dewatering equipment is defined as an essential system in Subchapter "M". In accordance with 46 Code of Federal Regulations (CFR) 143.25(a), essential systems function as designed and that the procedures used for such testing are in accordance with the manufacturer's instructions or the Towing Safety Management System (TSMS) applicable to the vessel. In the case of emergency dewatering equipment, it must be tested at least every three months as shown in 46 CFR Table 143.245(b). The Coast Guard strongly recommends that towing vessel owners, operators, and TPOs conduct the following actions to ensure that crews understand how to use the emergency dewatering

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equipment and that it operates when needed in an emergency situation:

- Ensure that operational tests are conducted at the appropriate intervals to confirm proper functionality.
- Ensure the dewatering system has the ability to take suction and has an adequate discharge.
- Ensure the system is intact to include all check valves/food valves and operates as designed.
- Instruct all crewmembers on the proper operation of emergency dewatering equipment, whether fixed or portable.
- Engage with TPOs to ensure they are conducting operational tests as required.
- Incorporate the policy and procedures for testing and maintenance of emergency dewatering equipment into the vessel's TSMS.

TRIDENT SEAFOODS DECLARES SHIP 'TOTAL LOSS' AFTER FIRE AT PORT OF TACOMA

TheNewstribune.com, Kerry Webster and Debbie Cockrell, February 18, 2021

Trident Seafoods lost one of its fleet overnight after a massive fire broke out while the ship was docked at the Port of Tacoma. Tacoma firefighters battled the fire into Thursday morning. The vessel, the 233-foot Alaskan fish processor Aleutian Falcon, was moored at Trident Seafoods on Pier 12. On Thursday, Trident Seafoods told The News Tribune in an emailed statement: "The Aleutian Falcon, the company's smallest seasonal processing vessel, was a total loss to the fire." The company said no one was injured. "We are grateful to the Tacoma Fire Department for their swift response and watch on scene, and that no one was injured," said Trident CEO Joe Bundrant in Thursday's statement. "We will conduct a full investigation of cause." The Aleutian Falcon is moored at Trident's Tacoma facility between its time in Alaska supporting summer salmon fisheries. When operating, the vessel with a crew of 120 supplemented Trident's shore-based and larger processing vessel operations throughout Alaska, according to the company. The Tacoma Fire Department tweeted about 7 a.m. Thursday: "This fire continues to burn but has been maintained to just the ship of origin. Crews have this fire well under control and the ammonia tanks that were of great concern have been continuously cooled and are intact at this time." The department also reported that booms had been placed in the water to help contain fuel or other spills from the ruined ship. The fire boat Destiny and several engines were called to fight the blaze, which was reported shortly before 11 p.m. Wednesday. The West Pierce fire boat Endeavor joined about 11:45 p.m. and the Tacoma fire boat Defiance at 1 a.m. Engine companies on the scene were reporting two large plumes of black smoke from the ship and towering flames amidships. At midnight, the ship was reported listing heavily. A second alarm was called shortly after the first crews arrived about 11 p.m. The fire department requested response from the U.S. Coast Guard and the state Department of Ecology. At 11:56 p.m., TFD reported on Twitter: "The fire continues to burn and crews have taken a defensive strategy as conditions are too unsafe for firefighters to board the vessel. Fireboat Destiny and West Pierce Fireboat Endeavor continue to use master streams to apply water." Foss tugboats were assisting firefighters in moving other vessels in danger from the fire. One of them, the vessel Constitution, was cut loose from the pier and towed into Commencement Bay. At one point, TFD requested help from the Seattle fire boat Leschi, which got underway but was still two hours out when the request was canceled about 12:30 a.m. Radio transmissions from the scene indicated there were 9,800 pounds of ammonia stored near the stern of the Aleutian Falcon. Fire boats were directing water to keep the fire away from that area. There was also concern about an oil barge moored near the bow of the vessel, and the tug Wedell Foss was working to pull it clear. By 1 a.m. firefighters were reporting several large cracks in the steel hull of the ship, and commanders shifted strategy to cooling the hull. Flames from inside the ship were issuing from one of the cracks and threatening the dock. All three fire boats directed their aim to the hull at about three feet about dock level. The fire continued to burn fiercely deep inside the hull, and the list became so pronounced that some crews were pulled back from the dock. "We continue to hit the fire to no effect," a crew member of the Defiance radioed about 2 a.m.

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By Thursday afternoon, Tacoma Fire officials tweeted: "Update: this fire continues to burn. The hull of the vessel is still sound and Tacoma Fire will be working with Trident to develop a de-watering plan to start removing water from the hull space to ensure this vessel does not sink."

USCG – FIRE DETECTION SYSTEMS

Bryant's Maritime Blog, April 23, 2021

The US Coast Guard issued a notice announcing that it will exercise its authority to suspend and grant exemptions from certain equipment carriage regulations during a period when compliance appears to be impossible. Specifically, the Coast Guard believes that between July 22, 2021, and July 22, 2022, there may be no approved fire detection systems available for purchase for certain vessels that need to install or replace those systems. For enforcement purposes, existing approved fire detection systems that were approved on July 21, 2021, will be treated as approved until July 22, 2022.

FUEL SAFE

FUELING PRE-LOAD PLAN

Washington State requires vessels to have a written pre-load plan prior to fueling. This plan must be discussed with the fuel dock or fuel barge Person in Charge (PIC) at the pre-transfer conference. A pre-load plan covers important issues for safe fueling so all crew members involved in the fueling are aware of which tanks will be filled and the order in which they will be filled. It also informs the fuel dock or fuel barge PIC of how many tanks will be topped off and whether transfer rate slowdowns will be needed.

A pre-load plan must include the following:

- Name and capacity of tanks receiving fuel.
- Level and type of liquid in every fuel tank before fueling.
- Planned final level and planned final percent of each tank being filled.
- Order in which tanks will be filled (provides the crew insight into which valves will be opened and which tanks will be sounded next).
- Procedures to monitor all fuel tank levels and valve settings (provides the crew insight into who is doing what).

A sample of a pre-load plan can be found at <https://apps.ecology.wa.gov/publications/publications/ecy05051.pdf> (wa.gov)

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SENATOR WICKER MAKES THE CASE FOR A STRONG-ER U.S. COAST GUARD

Press Release—Senator Roger Wicker, March 17, 2021

Below is a press release from Senator Roger Wicker: Miss. Senator Calls for More Cutters, Icebreakers to Compete in Both Northern and Southern Theaters

U.S. Senator Roger Wicker, R-Miss., questioned Admiral Craig S. Faller, Commander of the United States Southern Command, and General Glen D. VanHerck, Commander of the United States Northern Command, during today's Senate Armed Services Committee hearing. During the hearing, Wicker expressed his growing concern that the Coast Guard is not sufficiently resourced to conduct its own missions, much less support the growing demand for Coast Guard units to support the Department of Defense. "How much do you rely on the Coast Guard, not just to counter drugs and illegal fishing missions, but also theater engagement with us and our allies?" Wicker asked. "We couldn't do our mission without the United States Coast Guard. They are a principal source to counter threats in this hemisphere," Faller replied. "Do we have enough ships to meet your theater requirements?" Wicker pressed. "We do not have sufficient enough Coast Guard ships or Navy Ships to meet the requirements," Faller answered. Wicker then voiced his fears that the United States is lagging behind Russia. He noted that even with the development of a new polar security cutter, the United States possesses only two ice breakers, which pales in comparison to the 40 icebreakers in Russia's fleet. "Do you believe it's important to advocate for a larger fleet of Coast Guard cutters and ice breakers?" Wicker asked. "I agree with your assessment. We are lagging behind... It's crucial that we continue producing capabilities that will allow us to be in the Arctic," VanHerck responded. Wicker is a strong supporter of the United States Navy and Coast Guard. He is the ranking member of the Senate Commerce, Science, and Transportation Committee, which has jurisdiction over the Coast Guard. He is also the second highest ranking Republican member of the Senate Armed Services Committee.

COAST GUARD ISSUES COMMERCIAL FISHING VIOLATION NEAR CAPE BARNABAS, ALASKA

United States Coast Guard, February 10, 2021

The Coast Guard issued a violation to a commercial fishing boat near Kodiak Island. A boarding team from Cutter Chandelure discovered eight allegedly illegally-retained halibut aboard vessel Currency about 12 miles west of Cape Barnabas. The violation reflected a seasonal closure for halibut. Chandelure's boarding team seized the halibut and handed them over to a National Oceanic and Atmospheric Administration representative in Kodiak. "Maritime law enforcement of Alaska's fisheries protects both our nation's living marine resources and the livelihoods of those who depend on them," said Lt. Tim Cassel, commanding officer of Chandelure. "We're out here to protect the lives of fishermen and other mariners, to help ensure commercial fishermen all adhere to the same standards, and to safeguard the longevity of our marine resources." Coast Guard living marine resource officers are trained to enforce fishery laws at a highly-specialized school on Kodiak Island before conducting boardings in Alaskan waters. "Instructors at the North Pacific Regional Fisheries Training Center provide training and boarding support for Coast Guard living marine resource and boarding officers who enforce fisheries laws in the Bering Sea and Gulf of Alaska," said Lt. Cmdr. Greg Hersh, commanding officer at NPRFTC. "Educating our students on the intricacies of commercial fishing laws prepares them to protect our oceans' valuable resources and promotes a level playing field among the fishing fleets in the nation's most significant fisheries stocks." Currency is a 48-foot commercial fishing vessel out of Homer, whose crew was targeting Pacific cod at the time of the boarding. Coast Guard Cutter Chandelure is a 110-foot Island Class patrol boat out of Valdez. The crew's missions include ports of waterway security, national defense readiness, search and rescue, marine environmental protection and protection of living marine resources.

TOP OFFICER LAYS OUT VISION FOR THE COAST GUARD

WTKR.com, Todd Corillo, March 18, 2021

The Commandant of the Coast Guard is laying out a vision for the future. Admiral Karl Schultz gave his third "State of the Coast Guard" address last week in San Diego. Schultz focused on the work the Coast Guard has carried out, especially in light of the global pandemic. "Across the Service, I see individual Coast Guard members contributing to their communities, and standing the watch to secure the Homeland, enhance our economic prosperity, and advance our national interests across the globe." Coast Guard efforts are particularly evident in the ports and waterways, which fuel more than a quarter of the nation's gross domestic product, which translates to 31 million jobs. Schultz also talked about a plan to help keep families and Coast Guardsmen more connected while apart. "To build on our increased cutter connectivity successes, we will pilot 'underway WiFi' on two cutters this year, enabling our deployed crews to stay connected with friends and family while underway," Schultz said. Updates on Coast Guard assets were also part of the address, including efforts to replace buoy and construction tenders with Waterways Commerce Cutters and transitioning to an all MH-60 Jayhawk helicopter fleet.

GAO: MORE INFORMATION NEEDED TO ASSESS EFFICIACY AND COSTS OF COAST GUARD'S VESSEL SURVIVAL CRAFT REQUIREMENTS

Homeland Security Today, March 2021

Appropriate lifesaving equipment can help increase the chance of surviving boat or ship accidents. This includes survival craft, such as lifeboats, which keep accident victims out of the water. The U.S. Coast Guard uses accident data to determine which lifesaving equipment should be required on boats and ships. But a new report from the Government Accountability Office (GAO) says the Coast Guard failed to collect some key data for assessing equipment effectiveness. The watchdog also found opportunities for the Coast Guard to improve its estimates of the cost of survival craft requirements. Coast Guard data show that during fiscal years 2010 through 2019 most people survived vessel accidents, and out-of-water survival craft, such as a lifeboat, was used more often than other types of lifesaving equipment. However, the Coast Guard has limited information about people involved in vessel accidents, such as their date of birth, potential disability, and type of lifesaving equipment used, if any. For example, Coast Guard data did not include the type of lifesaving equipment used, if any, for about 45 percent (1,733 of 3,847) of accident survivors. By requiring its investigators to collect date of birth, known disability, and use of lifesaving equipment information of survivors and casualties of vessel accidents, the service could better assess the efficacy of lifesaving equipment. The Coast Guard estimated costs and benefits of requiring vessel owners to carry out-of-water survival craft in its 2013 and 2017 reports to Congress, but GAO has found that the estimates were not fully accurate or complete. It says the Coast Guard did not use economically justifiable discount rates to account for the time value of money nor document its rationale, as recommended by the Office of Management and Budget (OMB). In the 2013 report, this resulted in estimated net costs \$32.3 million higher than if it had. GAO adds that Coast Guard's 1991 guidance for determining cold water areas (59 degrees Fahrenheit and below) is based on outdated water temperature data. The guidance designates cold water areas where commercial vessels are to carry certain lifesaving equipment. GAO's analysis of the most recent water temperature data found that temperatures increased off the Atlantic coast for all months and Pacific coast for 10 months of the year—which does not match temperatures in the guidance. For example, the data shows that, for the month of September, waters measuring over 59 degrees expanded across almost half the area in the Gulf of Maine that the Coast Guard designated as "cold water" in 1991. By reviewing its cold water areas determination guidance to determine if it reflects current temperature data, and if necessary revising it, the Coast Guard would better ensure commercial vessels are operating with appropriate lifesaving equipment. GAO makes four recommendations, including that the Coast Guard require investigators collect data about people's use of lifesaving equipment in accidents, fully implement cost estimate best practices for out-of-water survival craft requirements, and if necessary, update cold water areas determinations. The Department of Homeland

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Security (DHS) concurred with all but one of the recommendations – that the Coast Guard revise its vessel accident investigations guidance to require Coast Guard investigators to collect date of birth, known disability, and use of lifesaving equipment of people in vessel accidents who were casualties due to water immersion, or who used lifesaving equipment. DHS stated that Coast Guard Marine Casualty Investigating Officers are not required by statute or regulation to collect date of birth, known disability, and use of lifesaving equipment of people in vessel accidents who were casualties due to water immersion, or who used lifesaving equipment. It stated that Investigating Officers already collect this type of information on a case-by-case basis when the information is needed for a specific investigative purpose, such as when an officer determines that an involved subject's disability was a contributing factor to a marine casualty. DHS expects to implement the remaining recommendations by the end of the year.

SEE-ME PFD LIGHT FAILURES DUE TO BATTERY ISSUES

United States Coast Guard, March 18, 2021

In October 2020, Sector Los Angeles/Long Beach found eleven non-compliant SEE-ME 1.0 LED PFD lights (161.012/92/0). The bottoms of the lights were missing, cracked, or bulging. The lights are manufactured by AOB Outdoor Products & Accessories, Inc. and may be labeled as Model 51150 or strobe Model 51152. These models use two customer-supplied AAA alkaline or lithium batteries. Causal analysis determined the following: The insulating seals at the end of the battery breached, allowing potassium hydroxide to escape and react with air in the device causing potassium carbonate to form. The leaks occurred due to either self-discharge, in which the stored charge was reduced due to an internal chemical reaction within the affected batteries, or the affected batteries surpassed the manufacturer's recommended storage life and/or storage conditions. No other failures of these models have been reported. AOB recommends the use of Energizer Ultimate Lithium™ batteries, which are considerably more leak proof than alkaline batteries, outperform alkaline in extreme temperature conditions (-40°F to 140°F) and have a longer shelf life than alkaline batteries. Prior to storing the See-Me 1.0 PFD Light, users should remove depleted batteries and replace with new batteries to avoid degradation in storage due to a variety of chemical mechanisms. The USCG recommends that users of any PFD lights store lights where they will not be exposed to extreme temperatures or salt water and that manufacturer-recommended batteries are used for optimal life of the equipment. This safety alert was developed by the Coast Guard Office of Design and Engineering Standards and the Office of Investigations and Casualty Analysis. Any questions or comments regarding this equipment should be sent to: HQS-pf-ldr-CG-INV@uscg.mil.

DON'T FORGET FISHERMEN IN THE RUSH TO EXPAND WIND ENERGY

MediaWize, April 7, 2021

Responsible Offshore Development Association to BOEM: Don't Forget Fishermen in the Rush To Expand Wind Energy
On April 6th, 1,665 members of fishing communities in every U.S. coastal state submitted a letter to the Bureau of Ocean Energy Management (BOEM) and National Marine Fisheries Service (NMFS) requesting a transparent and balanced national planning process for offshore wind development. Offshore wind development poses direct conflicts with fishing and the current permitting process provides no meaningful opportunity to include the needs of sustainable seafood harvesting and production in strategies to mitigate climate change. Recent interagency announcements to fast-track offshore wind energy production have provided no commitments to address this transgression of the federal government's public trust duties. On the eve of the expected Record of Decision for the Vineyard Wind I project, which would be the first commercial-scale offshore wind energy project in U.S. federal waters, the signers request that BOEM adopt reasonable and consistently requested fisheries mitigation measures for the project if it is approved. The letter's signers hail from every U.S. coastal state and depend on some of the most prominent fishing companies and associations in the country or are directly connected to the seafood supply chain. Collectively they are affiliated with businesses and organizations of nearly 60,000 employees and members from vertically integrated seafood companies, individual commercial vessels, hotels, restaurants, mayors,

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churches, wholesalers, processors, the recreational and sportfishing sector, vessel services, shoreside services, scientists, next-generation fishermen, cooperatives, community-supported markets, buoy makers and boat welders.

DIFFERENCE BETWEEN LIFE AND DEATH: COAST GUARD MAKING SURE COMMERCIAL FISHING VESSELS FOLLOWING REGULATIONS

WAVY.com, Tamara Scott, April 22, 2021

A love of seafood may go hand-in-hand with living in a coastal area, but the United States Coast Guard warns commercial fishing is one of the most dangerous jobs in the U.S. Coast Guard leaders say this is a busy time of year for commercial fishing, and their number one priority is making sure everyone is following regulations. It could make the difference between life and death. There are approximately 5,800 commercial fishing vessels throughout the Mid-Atlantic region. Especially this time of year, many of those supply the oysters, crabs and scallops in the region. But the work to get those items on the plate can be dangerous, therefore the Coast Guard is working to enforce safety regulations. There are examples of when having the right equipment and tools worked to save lives. "We did a dockside safety exam on that vessel on September the ninth of 2017. On Sept. 11 of 2017, they had a casualty at sea, which sank the vessel," said Andrew Diggs, the Commercial Fishing Vessel Examiner at Coast Guard Sector Virginia. In the video they provided you can see five people were rescued 60 miles east of Cape Charles. Diggs says it's the equipment they had that helped them to safety. All vessels and their owners are supposed to have mandatory safety exams and a registered Emergency Position Indicating Radio Beacon (EPIRB). "The captain was the last person aboard the helicopter and in his arms only like a baby was the EPIRB," he added. "Makes the search and rescue more smooth. Having all the boxes checked is relatively easy. But when it's not done, it can really complicate things," said Lt. J.G. Andrew Hallock, a command duty officer at the Coast Guard 5th District Command Center. It is a piece of equipment that, when registered correctly, can notify the Coast Guard if you are in distress. But each mariner is supposed to prepare themselves and the boat before they hit the water. "Is the vessel state registered or documented? What is the length of the vessel? How many persons are on board? Is it operating in colder water? And does the vessel operate inside or outside the boundary line?" said Diggs. All of these on the checklist and more that can be done dockside. Coast Guard officials say following these protocols and regulations can mean the difference between life and death. "The commercial fishing industry as a whole has come leaps and bounds from where they were in regard to safety. 20 years ago, it was a little bit of a wild wild west. Nowadays, we are much more cognizant of the safety requirements. However, it does not exclude that accidents can happen at sea," said Diggs. For more information on how to schedule a voluntary dockside exam visit: <https://www.fishsafe.info/docksideexamrequest.htm> or contact your nearest commercial fishing vessel safety coordinator.

COAST GUARD ANNOUNCES FORMAL INVESTIGATION INTO COASTAL REIGN CAPSIZING

United States Coast Guard, February 24, 2021

The Coast Guard announced today a formal marine casualty investigation has been convened into the marine casualty of the commercial fishing vessel Coastal Reign which capsized February 20, 2021 resulting in the loss of two lives. Rear Adm. Anthony Vogt, Coast Guard Thirteenth District Commander, authorized the investigation pursuant to the authority contained in Title 46, United States Code, Section 6301 and the regulations promulgated thereunder. The crew of the 38-foot fishing vessel, Coastal Reign, were attempting to cross the Tillamook Bay Bar inbound when the vessel capsized with four crewmembers on board. The Coast Guard has established an e-mail address for the public and interested parties to provide information, ask questions and make comments related to the ongoing investigation and scheduled hearing. This e-mail will be checked regularly and all correspondence will be acknowledged. The e-mail address is: D13WebManagers@uscg.mil. Upon completion of the investigation, the Coast Guard will issue a report of investigation with collected evidence, established facts and conclusions and recommendations regarding the marine casualty.



MAY – DECEMBER 2021 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

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

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

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

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

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

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

May 18, Jun. 7, Jul. 7, Aug. 4, Sept. 2, Oct. 19, Nov. 9, Dec. 6

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS

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

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

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

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

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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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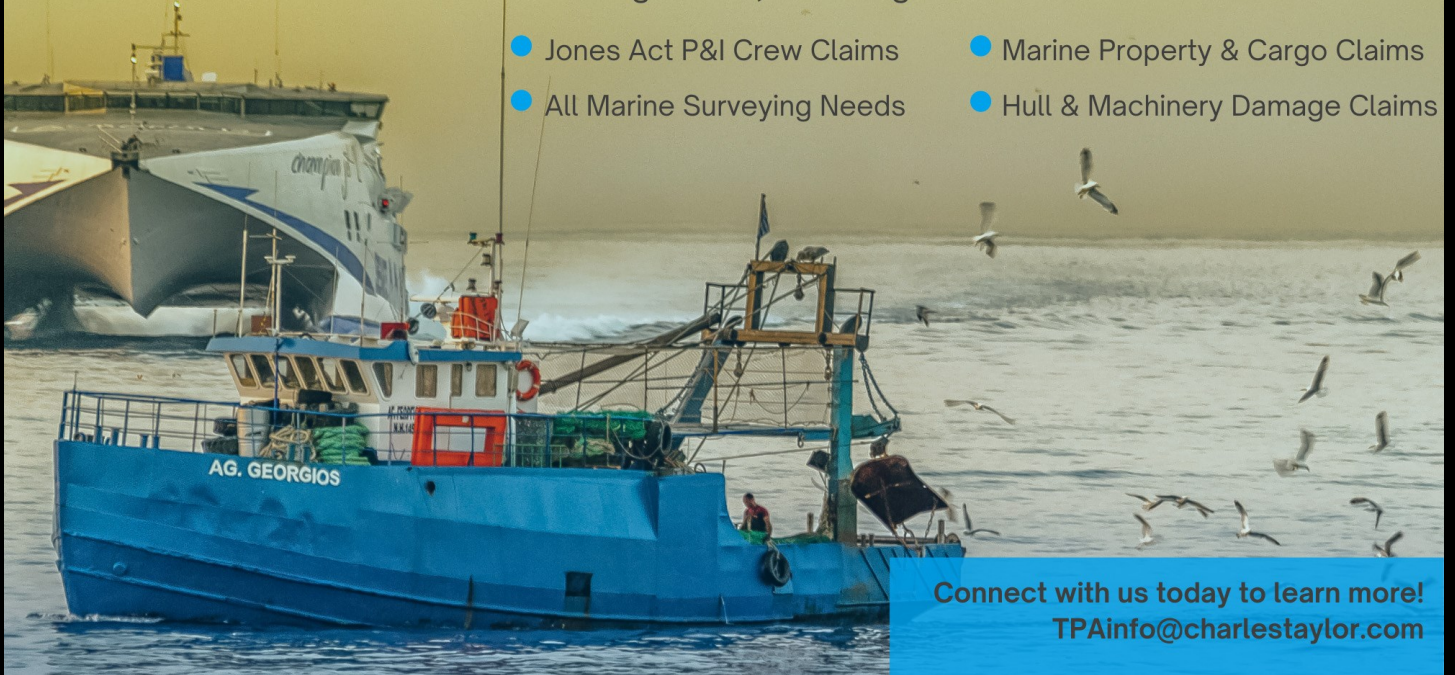
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- SHIPYARD COMPETENT PERSON
- SHIPYARD COMPETENT PERSON REFRESHER
- 8-HOUR SHIPBOARD DAMAGE CONTROL
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With our many years of experience in the marine industry, the team at Charles Taylor Claims Solutions is here to support all of your loss prevention, damage and claims handling needs, including:

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Connect with us today to learn more!
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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.) |