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NPFVOA

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VESSEL SAFETY PROGRAM

SCANDIES ROSE SINKING HIGHLIGHTS NEED FOR ACTION ON FISHING VESSEL SAFETY

National Transportation Safety Board, June 30, 2021

NTSB met to determine the probable cause of the fatal, December 31, 2019 sinking of the *Scandies Rose*, which sank 2.5 miles south of Sutwik Island, Alaska. Seven crew members were aboard; two were rescued by the U.S. Coast Guard and five others were never found.

What You Should Know:

NTSB determined the probable cause of the accident was the inaccurate stability instructions for the vessel, which resulted in a low margin of stability to resist capsizing, combined with the heavy asymmetric ice accumulation on the vessel due to conditions more extreme than forecasted.

- Although the crew loaded the *Scandies Rose* per the stability instructions on board, the stability instructions were inaccurate; therefore, the vessel did not meet regulatory stability criteria and was more susceptible to capsizing.
- The *Scandies Rose* likely accumulated between 6 and 15 inches of ice on surfaces exposed to wind and icing during the accident voyage. The added weight from ice accumulating asymmetrically on the vessel and the stacked crab pots on deck raised the *Scandies Rose*'s center of gravity, reducing its stability and contributing to the capsizing.

What We Can Do About It:

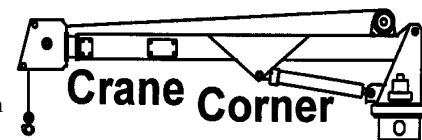
Commercial fishing vessels, which remain largely uninspected, continue to be a marine sector of concern. New standards are needed to address intact stability, subdivision and watertight integrity in commercial fishing vessels up to 79 feet long. This accident underscores why 'Improve Passenger and Fishing Vessel Safety' is an item on the NTSB's 2021-2022 Most Wanted List of Transportation Safety Improvements. As a result of the investigation of the *Scandies Rose*, NTSB issued four recommendations to the U.S. Coast Guard, one to the National Oceanic and Atmospheric Administration, and one to the National Weather Service. NTSB also issued a recommendation to the North Pacific Fishing Vessel Owners' Association asking them to notify their members (Bering Sea/Aleutian Island Crabbers/Fishing Vessel fleet) of the specifics of this accident, the amount of ice assumed when developing stability instructions, and the dangers of icing. Icing continues to be a factor in fishing accidents, particularly off the coast of Alaska. Mariners are encouraged to read Safety Alert 18-074 Ice Accumulation [reprinted on page 4 of this newsletter], which was originally issued on June 20, 2018. The safety alert was issued following the NTSB's investigation of the sinking of the fishing vessel *Destination*.

MEMORANDUM CONTINUED RE: SCANDIES ROSE

By Michael Barcott, July 14, 2021

The Coast Guard and NTSB held hearings into the sinking of the *Scandies Rose* in February. Those hearings highlighted some of the serious and potentially deadly shortcomings in the CG regulations concerning stability studies for crab boats in icing conditions. A couple of months ago I wrote an article in this publication which pointed out some of those shortcomings. The NTSB has now issued a very comprehensive and complete report on the sinking and comes to the same conclusion. YOU REALLY SHOULD READ THE ENTIRE REPORT. It is 77 pages long and was sent to members by the NPFVOA on July 14. That report details the many shortcomings of the current regulations and as you read the report you will see how a very experienced Captain like Gary Cobban and his crew were put in peril by those shortcomings. Did you know that your stability study for icing, which fully complies with the CG regulations, likely is built upon a model which has the

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"TWO-BLOCKING" THE CRANE

Two-blocking occurs when the hook/ball assembly of the crane comes into contact with the boom tip. This is a dangerous situation that puts stress on the hoist line which will damage it or it could fail altogether. Dozens of deaths and injuries have resulted from "two-blocking." Consider the following accident. A rigger was helping put slings on the hook. The crane operator extended the telescoping boom which caused the hook and ball assembly to cinch up tight against the boom tip. The hoist line snapped and the load fell hitting the rigger. He was taken to the hospital as a result of his injuries. What went wrong? Neither the operator nor the rigger were paying attention to the hook while extending the boom which is a very common cause of two-blocking accidents. When extending the boom, the hoist line and hook will move up toward the boom tip and will "two-block" unless the operator lowers the hoist line at the same time. Also, there either was no A2B (anti-two-block) system on the crane or it was defective and had not been tested at the beginning of the shift. This safety device, when functioning properly, will prevent the hook from being pulled into the boom tip. If you two-block the crane, be sure to thoroughly inspect the hoist line for damage. A common symptom of two-blocking is a curl or "pigtail" in the end of the rope signifying that the core of the rope was stretched.

This issue of the NPFVOA Vessel Safety Program Newsletter

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following assumptions:

- Ice does not form inside the stack or inside the pots
- Ice forms evenly on the entire stack
- The amount of ice which the calculations are based on is 0.6 inches on the vertical surface and 1.2 inches on the horizontal surface

Do any of these assumptions reflect the reality you fish in? I doubt it. Your naval architects are following the regulations but those regulations do not reflect reality. Please read and understand the NTSB report. Ask your naval architect for further guidance in considering icing. Write a member of your Congressional delegation and enclose this article. Ask that they make inquiry of the Coast Guard about the NTSB's recommendations regarding stability studies in icing conditions.

ALASKA FISHERMEN JOIN SLEEP DEPRIVATION STUDY

Alaskapublic.org, Sabine Poux, KDLL – Soldotna, July 6, 2021

For commercial fishermen, the difference between getting a few more hours of sleep or not can sometimes be a question of livelihood. That's what Jerry Dzugan explains in his classes. He's the executive director of the Alaska Marine Safety Education Association, or AMSEA, based in Sitka. "The less you sleep, the more money you make in some sense," he said. "And that's a really hard thing to overcome. Because everybody wants to make more money." It's one of the factors driving the issue of sleep deprivation among fishermen, he said. AMSEA and several other organizations are studying 200 commercial fishermen over the next two years to quantify the problem, and gauge fishermen's concerns when it comes to how their sleep patterns affect their overall health. Studies show sleep deprivation leads to more accidents and worsens physical performance, both on land and at sea. Safety boards have cited fatigue as a factor in many fishing boat crashes, like the grounding of the Savannah Ray off Kodiak in 2015 and a deadly collision near La Push, Wash., in 2012. And long term, sleep deprivation can stir up a host of health issues. Dzugan said it's something he talks about with the fishermen in his community. "I don't think I've had one person tell me it's not a problem," he said. But there's little research on how sleep deprivation impacts commercial fishermen or what can be done to improve outcomes. "There is a lot of data, both qualitative and quantitative data, on sleep deprivation," Dzugan said. "I mean, the military alone has done volumes and volumes on this because of performance of personnel in the military. But not much has been done in the commercial fishing industry. And I think that's the big thing." The Northeast Center for Occupational Health and Safety is leading the study, called "Assessments of Sleep Deprivation and Associated Health and Cognitive Impacts in Commercial Fishermen." It's funded by a grant from the U.S. Coast Guard and the National Institute for Occupational Health. AMSEA is collecting data in Alaska while research teams in Oregon and the Northeast collect data there. Dzugan said he's hoping to study 57 Alaska fishermen. Already, he said, AMSEA has conducted six qualitative interviews, including one with a fisherman from Kenai. Researchers will also follow fishermen's sleep patterns through a tracking app and do health exams this summer and fall. Also, they plan to release a podcast with information about sleeping at sea. Dzugan said he knows firsthand that sleep deprivation is a problem for fishermen. He remembers dealing with it when he was longlining in the 1980s. "I was fishing halibut openers with an hour and a half of sleep a night, for days on end," he said. "And I personally felt the effects of that." He said fishery management decisions can indirectly contribute to the problem, including when it comes to limiting crews to certain numbers or opening fisheries for short, unrelenting periods of time. As for a fix, he said, there's no silver bullet. He hopes the study will raise more awareness about what he says poses a real threat to fishermen in Alaska and beyond.

COAST GUARD SEEKS INPUT ON CLIMATE CHANGE

Workboat.com, United States Coast Guard, July 13, 2021

As announced in the Federal Register on July 8, the Coast Guard is requesting input from the public on specific programs, regulations, policies, and procedures that the Coast Guard should consider changing in order to

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combat and respond to climate change. This information will help the Coast Guard effectively achieve its missions in a manner that advances the Biden administration's urgent priorities of climate change mitigation, adaptation, and resilience. The Coast Guard seeks this input to ensure that it is implementing programs, policies, and activities that address (1) the cumulative effects of environmental damage, above all from climate change, and (2) the disproportionately high, adverse climate-related impacts on disadvantaged communities, while also promoting a safe, secure, and resilient marine transportation system that facilitates commerce and secures national security interests. The Coast Guard is issuing this request for information in response to Executive Orders 13990 and 14008, which have established the protection of public health and the environment, the mitigation of climate change, and the advancement of environmental justice as policy priorities for this administration. We encourage you to submit comments (or related material) responding to this request for information. We will consider all submissions and may adjust agency policy based on your input. If you submit a comment, please include the docket number for this notice, indicate the specific section of this document to which each comment applies, and provide a reason for each suggestion or recommendation. Comments must be submitted to the online docket via <https://www.regulations.gov> on or before Oct. 6, 2021. You may submit comments identified by docket number USCG-2021-0233 using the Federal eRulemaking Portal at <https://www.regulations.gov>.

COAST GUARD URGES COLD WATER SAFETY FOLLOWING MAY FATALITIES

United States Coast Guard, May 18, 2021

The Coast Guard warns of cold water hazards following five fatalities across the First Coast Guard District within the month of May. The Northeast had 30 recreational boating fatalities in 2019, and 50 in 2020. There have been five fatalities within the first two weeks of May alone. While the weather may be heating up, the water temperatures are dangerously low in the 50s and don't typically get warmer until mid-summer around July and August. Water this cold can physically incapacitate someone in less than 10 minutes, leaving them physically helpless in the water unable to use their arm, legs, feet, and hands. Water temperatures below 70 degrees will quickly lower body temperature resulting in hypothermia, resulting in a loss of dexterity, motor control, mental confusion, and unconsciousness. It takes as little as 30 minutes for an adult of average size to lose dexterity in waters of 60 to 70 degrees, and as little as two hours to become unconscious. Without a life jacket, this will likely result in drowning.

Boaters, kayakers, surfers, and stand-up paddlers should follow these simple precautions to increase your survivability prior to getting out on the water:

- Dress appropriately for the water temperature, not the air temperature by wearing wet suits, dry suits, immersion suits, survival suits, and exposure coveralls.
- Always wear a life jacket, even if not required by law.
- Carry an Emergency Position Indicating Radio Beacon (EPIRB), personal locator beacon (PLB), VHF Radio, or cell phone.
- File a float plan with someone you trust. The plan should include details about the trip, boat, passengers, towing or trailer vehicle, communication equipment, and emergency contacts.
- Know before you go! Check the weather and water temperature before going out on the water.
- Download the United States Coast Guard app. This app offers resources to file a float plan, request emergency assistance and more.

Cold water can kill! If you find yourself in a compromising position while out on the water, make sure to follow these guidelines until help arrives.

1. Stay Calm.
2. Minimize time in the water. Get out as soon as possible in safe manner.
3. Evaluate your options. If you can swim to safety, stay calm and do so. If you are unable to swim to safety, conserve energy and await rescue.
4. If you cannot get to safety, assume the Heat Escape Lessening Position (H.E.L.P.) position to protect critical body areas, slowing down the loss of heat.
5. If possible, and with others, form a huddle in the water to conserve body heat.

Mariners are encouraged to visit the U.S. Coast Guard Northeast Facebook pages and <https://www.weather.gov/safety/coldwater> for additional resources regarding cold water hazards and safety. Interviews with media

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regarding cold water safety and National Safe Boating Week will be available May 21, 2021, upon request. Media is asked to contact the Coast Guard's First District public affairs at (617)717-9609 if interested.

FISHING VESSEL CREW CREDITED FOR EARLY COMMUNICATION, FAST ACTION DURING SINKING

gCaptain.com, May 25, 2021

The U.S. National Transportation Safety Board is crediting a heads-up crew and early communication with the Coast Guard for saving lives during last year's sinking of the fishing vessel Rebecca Mary. The NTSB on Tuesday issued Marine Accident Brief 21/12 detailing its investigation into the accident, which occurred about 40 miles south of Martha's Vineyard, Massachusetts. The report said that around 4 a.m. on June 17, 2020, after a bilge alarm sounded, a deckhand on board the vessel noticed the port aft corner of the fish-laden vessel was taking waves over the gunwale, or upper edge of the vessel's side. Seawater was accumulating on the aft deck – and over the top of the hatch to the lazarette, the aft-most under-deck compartment. The hatch was equipped with a cover that could not be latched closed. With the situation deteriorating, the crew donned their survival suits. At 4:09 a.m., the captain made a distress call to the Coast Guard on VHF channel 16 and activated the emergency position indicating radio beacon, or EPIRB. While pumping seawater from the aft spaces, the captain also provided several radio updates. At the same time, the crew monitored the seawater level on the working deck, which “kept creeping up” as the vessel's stern sank deeper in the water. The captain stated that he was unable to access the lazarette hatch but believed the hatch cover was gone. Shortly after 5 a.m., with the vessel sinking by the stern, the crew tied the vessel's life raft to the portside handrail and threw its canister overboard. The life raft inflated successfully. But almost immediately afterward, the Rebecca Mary rolled over to port. During the roll, the vessel's rigging tore into the life raft, instantly deflating it and forcing all crewmembers into the water in their survival suits. Once in the water, they locked arms and waited. Just minutes later, at 5:07 a.m., a Coast Guard helicopter arrived on scene. By 5:59 a.m. all four crewmembers were at Air Station Cape Cod. “Early communication with the Coast Guard and preparing to abandon ship by donning survival suits or personal flotation devices when experiencing significant flooding, fire or other emergencies increases the likelihood of survival,” the report said. “When deploying life rafts and other life-saving appliances, crews should attempt to launch and/or inflate in areas clear of obstructions.” Because the vessel could not be examined after the sinking, it is unknown if there were any hull failures or other areas of water entry prior to the time the deckhand noticed sea water coming in.

NIOSH

SAFETY SPOTLIGHT: VESSEL DISASTERS

By Samantha Case, National Institute for Occupational Safety and Health

Vessel disasters—sinkings, capsizings, fires, groundings—are all too common in the fishing industry. Fortunately, survival of fishermen during a vessel disaster has increased considerably over the years, thanks in part to safety regulations, training, and an improved safety culture in the industry. However, challenging conditions, such as inclement weather and improper loading, continue to put vessels at risk of sinking, which can lead to tragic consequences. In early March, researchers from the National Institute for Occupational Safety and Health (NIOSH) participated in the Coast Guard's formal Marine Board of Investigation for the *F/V Scandies Rose* sinking. The NIOSH presentation covered fatality data, a safety focus on the Bering Sea crab fishery, vessel disaster study findings, and safety recommendations. Key points from the presentation included:

- Vessel disasters resulted in 44% of all crewmember deaths in Alaska's fishing industry over a 20-year period, with instability as the leading cause of those events;
- Life rafts and immersion suits save lives, highlighting the importance of skills-based safety training and drills;
- Vessels involved in disasters are 2.4 times more likely to have an

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expired fishing vessel safety decal and 3 times more likely to experience prior vessel casualties (e.g., loss of power/propulsion/steering; fire; flooding); and

- Numerous factors influence human performance and decision-making among captains and crew, from fishery management policies to inadequate sleep and fatigue.

While the NIOSH presentation did not speak to the *F/V Scandies Rose* sinking specifically, there are patterns that can be identified from that case and others to inform safety priorities and recommendations. In fact, NTSB recently released their list of priorities for 2021-2022 in their Most Wanted List of Transportation Safety Improvements. Included in the list was “Improve Passenger and Fishing Vessel Safety,” due to several recent high-profile vessel sinkings with loss of life and the continued high fatality rate in the fishing industry. NTSB developed recommendations regarding vessel stability, watertight integrity, safety and survival training, and lifesaving equipment. Inclusion of commercial fishing safety in their Most Wanted List brings special attention to the industry and provides a foundation from which advocacy efforts can build. There are actionable steps that fishing vessel owners and operators can take now to protect themselves and their crew. Consider the following to better prepare for emergencies at sea:

PREVENT. While not all fishing vessels are required to undergo stability testing and hold a stability letter, consulting a naval architect to review the seaworthiness of your vessel and safe loading conditions is recommended. Conduct a risk assessment prior to each trip. Severe weather is a major contributor to fatal vessel sinkings, so evaluate weather forecasts carefully and avoid conditions that exceed your vessel's capabilities. Lastly, adhere to preventative maintenance schedules and procedures to keep your vessel systems in top operating condition.

TRAIN. When is the last time you took a marine safety training class? NIOSH recommends an initial training for all crewmembers, and refresher training at least every five years. Training on controlling fires and flooding, abandoning ship, stability, and lifesaving equipment can improve your performance in the event of a real disaster. Work together as a crew by conducting emergency drills onboard each month to reinforce what you learned in training.

MAINTAIN. The lifesaving equipment you carry on your vessel must be accessible and functioning, from life rafts to VHF radios. Have you inspected your immersion suits and other lifesaving equipment lately? Ensure you have well-fitting immersion suits for all crewmembers onboard and check for holes and faulty zippers. Check the status and expiration dates of fire extinguishers, EPIRBs, life rafts, and other equipment and service as needed. To help with this, schedule a dockside exam with your local Coast Guard examiner and keep your safety decal current.

We at NIOSH wish you a successful and safe fishing season! For more information on vessel disasters or other fishing vessel safety topics, head to cdc.gov/niosh/topics/fishing/ or contact us at CMSHS@cdc.gov.

FUEL SAFE

OIL SPILL LESSONS LEARNED – PIPING IN FUEL TANKS

By Peter Caron, Washington State Department of Ecology

Washington State Department of Ecology responds to oil spills in Washington waters and conducts investigations into spills to understand causal factors and uncover prevention lessons learned. A recent spill investigation provided a reminder on the importance of ensuring that overboard piping passing through fuel tanks is inspected and maintained. Fishing vessels often store fuel in wing tanks and double bottom tanks that surround the fish holds. On some of these vessels, raw sea water piping passes through a fuel tank before going overboard. Because of their location within a fuel tank, even a small pin hole leak in these pipes can result in an oil spill. Heightened vigilance related to testing and maintaining these pipes, including regular inspections, can help prevent spills, improve safety, and avoid schedule delays.

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NORTHWEST TUNA VESSEL OWNERS FINED FOR 'PAPER CAPTAIN' VIOLATIONS

Nationalfisherman.com, Kirk Moore, June 1, 2021

Federal teams working in the Pacific Northwest uncovered eight cases of U.S.-flag commercial vessels illegally employing foreign nationals during the summer tuna season out of Washington state, Coast Guard officials said. Working with Customs and Border Protection and NMFS law enforcement officers, the Coast Guard says since 2019 it documented so-called "paper captain" violations – documentation claiming a U.S. crew member as the captain, when in fact the vessel was under command of a foreign national. "Paper captain is a term applied to an individual listed on documents as a U.S.-flagged vessel's captain but in actuality serves as a deckhand or in a similar lower-level capacity. It is the law that a documented vessel be under the command of a U.S. citizen," according to a Coast Guard statement. Under the Merchant Marine Act of 1920, also known as the Jones Act, U.S. commercial vessels must be under command of U.S. citizens. Some fisheries, such as the western Pacific tuna seine fleet, can employ U.S. captains who are assisted during fishing operations by subordinate foreign national "fishing masters." "The employment of a foreign national as captain aboard a U.S.-flagged commercial fishing vessel is illegal," said Lt. Cmdr. Colin Fogarty, the enforcement chief at Coast Guard Sector Columbia River in Warrenton, Oregon. "The practice of utilizing 'paper captains' subverts U.S. laws and regulations designed to protect hard-working American fishermen and mariners." The Coast Guard says the specific violations are in listing the paper captains on Notices of Arrival/Departure that vessel owners submitted to the Coast Guard and CBP, along with fraudulent fishing agreement contracts submitted to the Coast Guard. Providing fraudulent documents to the Coast Guard or other federal agencies is punishable by imprisonment for up to five years. So far one Washington-based fishing fleet has paid \$9,150 in civil penalties and has been cited for \$140,000 in additional penalties still pending adjudication, according to the Coast Guard.

SAFETY ALERT: ICE ACCUMULATION: ADDRESSING THE RISKS OF ICE FROM FREEZING SPRAY ON VESSEL STABILITY

NTSB, June 20, 2018

The Problem

Icing can dangerously degrade a vessel's stability. The NTSB investigated an accident in which the fishing vessel *Destination* likely capsized at night in rough seas and gale force winds due to topside ice accumulation. The vessel was transiting through the Bering Sea to St. Paul Island in heavy freezing spray conditions that were forecasted by the National Weather Service. The vessel and all hands were lost without a mayday call.

The solution – what mariners can do

During winter months, consult the National Weather Service's freezing spray forecasts and plan transits and fishing operations accordingly to decrease the risk of hazardous conditions.

Should your vessel be exposed to freezing spray conditions, consider the following precautions:

- Decrease the number of pots on board or other gear above the main deck to reduce the available surface area for accumulating ice. These measures also serve to lower the vessel's center of gravity, thereby increasing its stability margin prior to encountering icing conditions.
 - Cover deck loads/pots with tarps to shed water.
 - Lessen exposure to high seas and winds:
 - Reduce speed
 - Change heading
 - Seek shelter, such as a lee behind land mass
 - Remove ice manually (break ice)
- See "Mitigation and Avoidance of Vessel Sea Spray Icing" in Mariners Weather Log.
- Develop procedures and schedules for crewmembers to break ice and navigate during freezing spray conditions.
 - Ensure that your vessel is fitted with proper equipment to break ice.

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See "Ice and Snow Removal Methods" in Mariners Weather Log.

- Ensure that crews are rested and prepared to operate in freezing spray conditions.
- Understand your vessel's stability information:
 - Ensure that the vessel is operating below the limits set in the stability information and that the vessel's arrangement, equipment, and operation closely match the conditions listed in the stability information.



AS BIDEN GOES BIG ON OFFSHORE WIND, FISHERMEN FEAR FOR THEIR FUTURE

Theguardian.com, Maddie Stone, July 24, 2021

For the past nine years, Tom Dameron has managed government relations for Surfside Foods, a New Jersey-based shellfish company. If you asked him five years ago what his biggest challenge was at work, the lifelong fisherman would have said negotiating annual harvest quotas for surf and quahog clams. Today, he'd tell you it is surviving the arrival of the offshore wind industry, which is slated to install hundreds of turbines atop prime fishing grounds over the next decade. While there isn't a single wind turbine spinning off the coast of the Garden state yet, plans are under way for new offshore wind developments that hope to power more than a million homes with carbon-free energy over the next several years. The wind farms are expected to create thousands of new jobs, but the price tag looks steep to Dameron, who fears those jobs and climate benefits will come at the expense of his industry. If wind lease areas are fully developed across the mid-Atlantic, Dameron said clam fishermen will lose access to highly productive areas of the ocean, which could send the multimillion-dollar industry into a "downward spiral." "I could see the clam industry in Atlantic City disappearing," Dameron said. Dameron's fears are being echoed by fishermen across the country as they face the arrival of a big new energy business in waters many have fished for generations. Offshore wind, which has long struggled to take off in the U.S. due to high costs, regulatory uncertainty and fierce resistance from shoreside residents, is now surging forward under the Biden administration. In March, Joe Biden committed to building 30 gigawatts of offshore wind capacity by 2030, enough to power 10m homes and avoid 78m metric tons of carbon dioxide emissions. With strong political pressure to accelerate offshore wind development as part of the administration's larger effort to tackle the climate crises, fishermen feel they are being forgotten. Many say that their concerns—which range from safety issues operating around wind farms to how offshore wind development will alter the ocean environment and affect fish stocks—aren't being meaningfully considered by regulators. Offshore wind "is one of the most consistently cited factors as a big risk to businesses and their practices," said Annie Hawkins, the executive director of the Responsible Offshore Development Alliance (RODA), a trade association representing commercial fishermen. "It is a huge, huge thing in the minds of fishermen right now." In the north-eastern U.S. and mid-Atlantic, where America's first commercial wind farms will be built, lease areas overlap with highly productive fisheries that add billions of dollars to regional economies. While the Bureau of Ocean Energy Management (BOEM) hasn't declared any of these wind energy areas off-limits for fishing, as in Europe fishermen worry that turbines and their associated infrastructure, including seafloor transmission cables and concrete foundations, will make it impossible to operate their vessels safely. Along the U.S. west coast, where floating offshore wind technology is expected to be deployed because of the much greater depth to seafloor, suspended transmission cables could impede fishing nets and create "functional closure" for certain types of gear, said Mike Conroy, the executive director of the Pacific Coast Federation of Fishermen's Associations (PCFFA). Fishermen have additional concerns about how commercial-scale offshore wind development will impact fish stocks and the ocean environment. Noise from the construction and operation of wind turbines could potentially drive fish away, while undersea foundations risk becoming artificial reefs that alter the distribution of species in wind lease areas. Wind turbines may also alter ocean currents in a way that affects the mid-Atlantic "cool pool," a vast area of cold water near the seafloor that allows numerous species, including scallops, clams and

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flounder, to thrive. The large-scale, long-term environmental impacts of offshore wind have not been well researched in US waters, and the types of studies needed to address these questions are expensive, said Aran Mooney, a biologist at Woods Hole Oceanographic Institute. To reach the Biden administration's goal of expanding offshore wind development, BOEM is moving quickly to review and approve offshore wind farms in federal waters, identify new ocean areas for wind energy development, and hold lease sales. The pace of offshore wind development is "going fast relative to the scale of research on these topics," said Travis Miles, an oceanographer at Rutgers University who is exploring the potential impacts of offshore wind on the mid-Atlantic cold pool. "And it would be really unfortunate to leave our fishing industry behind." BOEM will "continue to engage with commercial fishermen to avoid or reduce potential impacts from offshore wind energy development." BOEM works with the U.S. Coast Guard and others at all stages of offshore wind development to determine how navigation and fishing will be impacted, and the agency tries to avoid leasing the most heavily trafficked parts of the ocean. But according to Hawkins "the fishing industry feels very strongly that they still do not have a meaningful voice in the process nor an authentic seat at the table."

ELECTRONIC MAIL RENEWAL EXAMINATION UPDATES

Bradley W. Clare, National Maritime Center, July 20, 2021

The National Maritime Center (NMC) launched a centralized electronic delivery process (via e-mail) for renewal examinations in May 2020. Over 1,200 mariners have completed more than 3,000 examination modules using this process, and the feedback regarding the improved communications and significant reduction in processing time is overwhelmingly positive. The process allows mariners to request, complete, and submit renewal examinations for grading by e-mail. The NMC discourages requests to mail hardcopy examinations. These requests introduce significant delays in processing that are beyond our control. Approval to test (ATT) letters for renewal examinations issued on or after May 1, 2020 include directions on how to obtain an electronic examination, which are also found on the NMC Examinations Page website.

E-mail process for renewal examinations:

After receiving an ATT letter, mariner requests their examination by e-mail to NMCRenewalExams@uscg.mil or by contacting the NMC Customer Contact Center. If the examination fee was not previously paid, mariner must provide a Pay.gov payment receipt with the request.

NMC e-mails the mariner an Adobe PDF copy of the examination module(s), a fillable answer sheet for each module, and directions for completing the process.

Mariner completes the answer sheet for each module and returns via e-mail in accordance with the directions.

NMC receives the answer sheets, scores them, and notifies the mariner by e-mail of the results, including required retests or re-examinations, routinely within 2 business days.

Mariners may be approved for both original and renewal examinations on one ATT letter. They may only use the e-mail process for the renewal examination and must schedule original examinations at a Regional Examination Center (REC). See the REC webpage for the instructions on scheduling original examinations.

If you have any questions, concerns or feedback regarding this process, contact the NMC Customer Service Center by e-mailing IASKNMC@uscg.mil or by calling 1-888-IASKNMC (427-5662).

RESTORATION OF REC COUNTER SERVICE APPOINTMENTS

The National Maritime Center (NMC) will resume **counter service appointments** for the Regional Examination Centers (RECs) listed below, beginning **Monday, July 19, 2021**. Limited examination services will continue. Mariners seeking to schedule counter service or examination appointments may do so by contacting the appropriate e-mail address or phone number below:

REC Anchorage – recanc@uscg.mil
REC Honolulu – rechonolulu@uscg.mil
REC Juneau – recjun@uscg.mil
REC Portland – recportland@uscg.mil
REC Seattle – recseattle@uscg.mil
MU Ketchikan – (907) 225-4496 (extension #3)

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- Counter and exam services will be by **appointment only**. No walk-in appointments are available. Late arrivals for appointments will not be permitted, and will require rescheduling to another appointment date.
- Only the mariner conducting business may enter the REC. Additional members in your party must remain outside the REC during the appointment.
- Mariners will be subject to COVID-19 screening questions and temperature checks.
- Mariners experiencing COVID-19 symptoms (fever or chills, cough, shortness of breath or difficulty breathing, fatigue, muscle or body aches, headache, new loss of taste or smell, sore throat, congestion or runny nose, nausea or vomiting, or diarrhea), **will not be** permitted to enter the REC/MU and will need to reschedule their appointment.
- Mariners are required to wear a face covering at all times. Those who refuse to wear a face covering, or who remove face coverings during exams or counter appointments, will be dismissed and could be subject to examination module failure. Persons with documented health issues that prevent them from wearing face coverings must notify the REC/MU when scheduling an appointment.
- All fees must be satisfied prior to arriving at the REC for your counter service or examination appointment. Pay.gov is the preferred method of payment. A receipt or other proof of payment will be required in order to take an examination and should be e-mailed to the REC prior to your arrival.
- For an examination appointment, mariners should bring a Pay.gov receipt, their own #2 pencils, photo ID, a non-programmable calculator, and plotting equipment. No other personal belongings are allowed in the facility.
- Please review the REC FAQs, located on the REC page of the NMC website, for additional information regarding available services and entry requirements during the COVID-19 pandemic.

Should you have any questions or concerns, contact the NMC Customer Service Center by e-mailing IASKNMC@uscg.mil, by using the NMC online chat system, or by calling 1-888-IASKNMC (427-5662).

VERIFY YOUR WIRE ROPE TERMINATIONS: INCORRECT TERMINATIONS CAN LEAD TO CATASTROPHIC FAILURE

United States Coast Guard, July 8, 2021

This Safety Alert addresses the importance of verifying the condition and manufacturing of wire rope terminations used in various systems that utilize wire rope in a load-handling capacity (e.g., lifesaving appliances, cranes and lifting slings.) The Coast Guard is currently investigating a casualty involving a failed wire rope termination that resulted in extensive damage to equipment. The Coast Guard observed that improperly applied swaged fittings could result in unintentional damage to the wire rope, resulting in failure of the termination. Improper swaging procedure includes failures within a quality management system in which materials are improperly selected and do not match the specifications of the original equipment manufacturer. A separate observation was that different types of fittings/end terminations might decrease the safe working load (SWL) of the wire rope. With this in mind, the type of fitting could affect the safety factor that is required by regulation or recommended by industry standard/practice for the application (e.g., 6:1 for lifesaving appliances launched with wire rope falls.) As an example, a swaged sleeve in a common turn-back eye results in a 90% or better efficiency of the termination (i.e., 10% or less reduction in the SWL of the wire rope) when properly installed in accordance with manufacturer's recommendations. The Coast Guard strongly recommends that owners, manufacturers, operators and service providers utilizing wire rope in systems on any vessel or OCS facility:

- Visually examine wire rope terminations for abnormalities that may indicate improper installation.
- Compare fitting dimensions against the manufacturer's specifications/tolerances for the completed fitting (i.e., does the length and diameter fall within fitting manufacturer specifications).
- Verify through documentation related to the manufacturing of the assembly that the materials were properly selected and that the termination type does not reduce the SWL of the wire rope below the minimum safety factor for the type of service.

Marine inspectors, investigators, surveyors and servicing technicians are encouraged to maintain an acute awareness to these issues and initiate corrective actions as needed.

AUGUST – DECEMBER 2021 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

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

Aug. 9-13, Sept. 13-17, Oct. 4-8, Nov. 1-5, Dec. 13-17

STCW BASIC TRAINING REFRESHER

\$900 MEMBERS / \$925 NON-MEMBERS

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

Aug. 10&11, Sept. 14&15, Oct. 5&6, Nov. 3&4, Dec. 14&15

MEDICAL EMERGENCIES AT SEA

\$125 MEMBERS / \$135 NON-MEMBERS

Aug. 13, Sept. 17, Oct. 8, Nov. 1, Dec. 17

2-DAY BASIC FIRE FIGHTING

\$645 MEMBERS / \$665 NON-MEMBERS

Aug. 9-10, Sept. 13-14, Oct. 4-5, Nov. 2-3, Dec. 13-14

DRILL INSTRUCTOR WORKSHOP

\$175 MEMBERS / \$200 NON-MEMBERS

Sept. 2, Oct. 19, Nov. 9, Dec. 6

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS

Sept. 8-10, Oct. 13-15, Nov. 10-12, Dec. 8-10

SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

Sept. 10, Oct. 15, Nov. 12, Dec. 10

24-HOUR HAZWOPER TECHNICIAN

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

Aug. 17, Sept. 28, Oct. 12, Nov. 16, Dec. 7

STCW MEDICAL CARE PROVIDER

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

Nov 30 - Dec 3

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

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 FALL GOLF TOURNAMENT FUNDRAISER

Tuesday, September 14, 2021

The Golf Club at Redmond Ridge

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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COURSES INCLUDE:

- STCW BASIC TRAINING
- STCW BASIC TRAINING REFRESHER
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- STCW MEDICAL EMERGENCIES AT SEA
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- 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!



With our many years of experience in the marine industry, the team at Charles Taylor TPA is here to support all of your loss prevention, damage and claims handling needs, including:

- Jones Act P&I Crew Claims
- All Marine Surveying Needs
- Marine Property & Cargo Claims
- Hull & Machinery Damage Claims

Connect with us today to learn more!
TPAinfo@charlestaylor.com





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

NPFVOA VESSEL SAFETY PROGRAM MEMBERSHIP APPLICATION

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

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

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

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

Please describe the services your company provides: _____

Vessel Information

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

Vessel/Gear Type(s)	Target Fisheries

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