

**NATIONAL FISHERMAN'S 2021 HIGHLINERS
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NTSB PANEL CONFIRMS: HUMANS LIKE TO BE HEARD**

**LESSONS LEARNED FROM MARITIME ACCIDENTS
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GENERATOR EXPLOSION CLAIMED SHRIMP TRAWLER**



NPFVOA

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VESSEL SAFETY PROGRAM

SEAFOOD INDUSTRY GIANT CHUCK BUNDRANT PASSES AWAY AT 79

Fishermen's News Online, October 20, 2021

Seafood fisheries giant Chuck Bundrant knew nothing about boats or commercial fishing when he walked the docks at Fishermen's Terminal in Seattle in the winter of 1961 and landed a job processing crab in Alaska, which he hoped would pay his way through college.

From that first job, Bundrant went on to become a legend in the industry, cofounding Trident Seafoods in 1972. At the time of his death at home in Edmonds, Wash., on Sunday, Oct. 17, Bundrant was remembered both for his shrewd business skills and the loyalty he attracted from those business partners, harvesters included.

"He treated his fishermen fair," said Robin Samuelsen, a veteran Bristol Bay gillnetter who fished for Trident for years. "He provided excellent service; his word was better than gold. When us fishermen had complaints, he looked into it. He worked with us in the Bay and it worked out for us," said Samuelsen, who is also the chairman of the Bristol Bay Economic Development Corp. in Dillingham.

"He engendered loyalty," said Norm Van Vactor, president and CEO of BBEDC. "People said for all the things he had done for them they would continue fishing for Trident through thick and thin. He treated his fishermen like family."

In its announcement of his passing, Trident Seafoods spoke of Bundrant's ability to motivate success with a combination of high support and high expectations.

"I find I get a lot out of people when I push them," he would say with a smile. But the same work ethic applied to himself and to helping harvesters buy boats and get loans for permits, Van Vactor said. "I've known him to offer up even the company jet to take somebody for medical care."

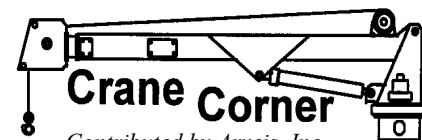
Caught up in the commercial fisheries business, Bundrant never went back to college.

Trident Seafoods today is the largest vertically integrated seafood company in North America, engaged in harvesting and processing and markets frozen and fresh seafood in domestic and overseas markets, with operations in China, Japan and Germany.

The company sells wild caught Alaska salmon, cod and pollock to retailers including Costco and Safeway, and restaurants ranging from McDonald's to Long John Silver's.

Bundrant helmed a company that would forever change the course of the Alaska seafood industry and help create what would become a 'billion-dollar fish:' wild Alaska pollock, Craig Morris, CEO of the Association of Genuine Alaska Pollock Producers remarked, adding that his passion for Alaska seafood, including wild Alaska pollock, will be missed.

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Contributed by Arxcis, Inc.

SIDE-LOADING THE CRANE

Side-loading a crane occurs when the hoist line below the boom tip is pulled in any direction other than vertical. This can happen from: erratic swinging of the boom, causing the boom to jerk back and forth; natural side-to-side movement of the crane while at sea; or dragging loads across the deck. Most pedestal cranes mounted on vessels are "beefed-up" to compensate for this. Deliberately side-loading the boom is a common practice called "yarding" or dragging loads across the deck either with the winch or by swinging the boom. Over time, this can be very destructive to a crane, especially for those that have knuckle booms. Dragging loads can cause a tremendous amount of stress on the knuckle hinge pin and swing motor pinion gear and can cause a twisting action on the pedestal gussets, turret, main boom, and boom tip. Today, while inspecting a pedestal crane on a fishing boat we found a cracked weld in one of the gussets supporting the pedestal, another cracked weld on the cheek plates on the turret and two more on the boom tip. It was not a surprise to see grooves in the boom tip indicating that it had been side-loaded regularly. Some damage cannot be seen without completely dismantling parts of the crane such as a worn or cracked hinge pin or bushing, or a fatigued swing motor pinion gear, which, if it fails, could result in complete loss of control of the swing capabilities of the crane.

This issue of the *NPFVOA Vessel Safety Program Newsletter*
was made possible by a contribution from
Fishermen's Finest

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“He was an evangelist for the fish around the world, an advocacy he’s instilled in his children and all that work for Trident,” Morris said. “The notion of eating more seafood was his mission and his gift to our industry.”

Bundrant’s son, Joe Bundrant, has served as the company’s chief executive officer since 2013.

GENERATOR EXPLOSION CLAIMED SHRIMP TRAWLER; NTSB RECOMMENDS FUEL CUT-OFF VALVES OUTSIDE ENGINE ROOMS

Nationalfisherman.com, Kirk Moore, October 14, 2021

A generator explosion in the engine room of the Gulf of Mexico shrimp trawler Master Dylan triggered a fire that forced the crew to abandon ship on Dec. 1, 2020. Despite rescue and firefighting efforts by responding vessels, an initial knockdown of the fire ended with a flareup as the boat was under tow, leading to a total \$300,000 loss, according to a National Transportation Safety Board report.

NTSB investigators found the Master Dylan crew was unable to cut off diesel fuel lines feeding the fire because the valves were inside the burning engine room. The agency recommended that fishermen, boat designers and builders should think about putting cut-off valves for fuel and lubrication oil outside of engine rooms where they can be closed off in an emergency.

When an engine room fire erupts, “it is imperative to remove the source of available fuel to the fire found in the fuel oil and lube oil systems,” according to the NTSB report. “In this accident, the vessel had no remote emergency cut-off valves outside the engine room, and thus fuel to the fire could not be stopped and the vessel was eventually consumed by the flames. Vessel designers, builders, owners, and operators are encouraged to install, regularly test, and have emergency drills that incorporate remote cut-off valves for fuel and lube oil lines.”

The Master Dylan was trawling around 7:45 a.m. when one of two 70 kW John Deere generators apparently had an explosion in the engine room. The crew’s attempt to fight the fire was unsuccessful, so the captain ordered them to abandon ship to another shrimp fishing vessel that came to their aid.

Responding vessels fought the fire under control, and the Master Dylan was taken under tow. But as the boat ran aground on a sandbar, the fire flashed up again. The Master Dylan rolled and sank on the bar, a total constructive loss with an estimated value of \$300,000, according to the NTSB.

NIOSH

RECOMMENDATIONS FOR ALL FISHERMEN

There are many models and styles of PFDs available today that are designed for commercial fishing. When choosing a PFD try on a variety of styles and models to find the one that works best for the type of work to be done.

The **best** PFD is the one that is worn on deck!

All vessel operators should have a PFD policy for their crew.

Examples of PFD policies include:

- PFDs must be worn 100% 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

Whatever your policy is, write it down, post it, and make the crew aware of it.

SAFETY

COAST GUARD URGES SAFETY, PREPAREDNESS FOR DUNGENESS CRAB SEASON

news.uscg.mil, November 26, 2021

The Coast Guard urges commercial fishermen to ensure vessel safety to prevent maritime emergencies before the opening of the commercial Dungeness crab season.

The Coast Guard reminds all mariners that when unsafe conditions exist at the bar, the Coast Guard will prohibit the passage of recreational and uninspected passenger vessels based on their size. When the conditions exceed operating parameters of Coast Guard search and rescue resources, the bar will be closed, and no vessels can cross unless specifically authorized by the Captain of the Port.

The Coast Guard will notify the public of bar restrictions and bar closures via a Broadcast Notice to Mariners on VHF-FM channels 16 and 22A. Monitoring cameras and associated websites prior to setting out to sea may provide mariners with additional information in certain locations.

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.

Mariners directing the movement of large ships offshore and along the Columbia River have indicated to the Coast Guard that the high-intensity ‘work-lights’ used by commercial fishing vessels prevent vessel operators from seeing the fishing vessel’s navigation lights at night and in low visibility conditions. Occasionally, attempts to hail a fishing vessel to make passing arrangements fail due to crew members not monitoring the designated frequency.

A clear and present threat to navigation safety exists when one vessel cannot see the navigation lights of another vessel. If navigation lights are obscured, the aspect of the latter vessel cannot be determined making it extremely difficult for both vessels to successfully execute the nautical rules of the road. Navigational Rule 20 states that no other lights that may impair the visibility of the lights specified in the Rules shall be displayed from sunset to sunrise and during periods of low visibility.

When transiting the bar or channel, do not run with ‘work-lights’ engaged. Vessels found to be in violation of Rule 20 may be subject to a maximum fine of \$15,173.

A threat to navigation safety exists when one vessel cannot communicate with another vessel when operating in close proximity and the intentions of either vessel cannot be determined. 33 CFR § 26 identifies VHF Channel 13 as the designated frequency that is required to be monitored along the Columbia River by all power-driven vessels over 20 meters. Vessels found to be in violation of this regulation may be subject to a maximum fine of \$2,164.

Navigational Rule 5 states that every vessel shall at all times main-

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tain a proper look-out by sight and hearing as well as by “all available means.” “All available means” includes the effective use of available instruments and equipment, in addition to the use of both sight and hearing. Vessels found to be in violation of this regulation may be subject to a maximum fine of \$15,173.



LESSONS LEARNED FROM MARITIME ACCIDENTS DETAILED IN NTSB'S NEW PUBLICATION

Workboat.com, WorkBoat Staff, August 24, 2021

In August, the National Transportation Safety Board released the Safer Seas Digest 2020, a compendium of the NTSB's maritime accident investigations involving loss of life, injuries and significant property damage completed in 2020.

Safer Seas Digest 2020 details lessons learned from 42 maritime accidents involving contact with fixed objects, sinkings, collisions, fires, explosions, flooding, groundings, and capsizings. Among the investigations included in the 112-page report are the fire aboard the Conception where 34 lives were lost and the collision that took 11 lives aboard the USS Fitzgerald.

“These tragedies remind us that whether we are serving in the nation's armed forces, scuba diving for recreation, fishing on a trawler, or sustaining maritime commerce, we are all reliant on safety measures that must be in place before we step aboard,” NTSB Chair Jennifer Homendy said in a statement announcing the release of the publication. “Mariners can use the lessons learned in the Safer Seas Digest to prevent future accidents and owners and operators can use it to help ensure a culture of safety at sea.”

The lessons learned in the Safer Seas Digest 2020 fall into 14 categories:

- Navigating through bridges,
- Standard operating procedures,
- Smoke detection,
- Voyage planning and dynamic risk assessment,
- Effective communication,
- Operating in high-water/high-current conditions,
- Lithium-ion battery hazards,
- Crew training,
- Vessel speed,
- Storage of flammable or combustible materials,
- Closing ventilation inlets during a fire,
- Effective hull inspection and maintenance,
- Inspection of control linkages, and
- Fatigue.

“With every investigation we learn new safety lessons to prevent or mitigate future losses, but only when marine stakeholders at all levels of the industry apply these lessons is marine safety improved,” said Chair Homendy. “I hope that the *Safer Seas Digest 2020* provides the marine industry with essential information to better understand the safety issues confronting it, and the pathway to making maritime transportation safer.”

The NTSB's Office of Marine Safety investigates major marine casualties upon the navigable waters of the U.S. and accidents involving U.S. flagged vessels worldwide.

MAKING SAFETY ON THE WATER ABOUT SURVIVAL RATHER THAN COMPLIANCE WITH THE RIGHT IMMERSION SUIT

Nationalfisherman.com, Jeremiah Karpowicz, November 2, 2021

The dangers associated with operating in cold water are well known to fishing vessel crews across the world. Even with vessels that are built to last, accidents happen and crews can find themselves in situations where safety isn't about compliance or requirements. Instead, a certain piece of gear or equipment can prevent the loss of life.

White Glacier was formed to create products that would do exactly that. Founded to develop the type of gear that could save lives when needed in an emergency, the company has produced millions of critical life-support items that have been utilized in countless emergency situations.

That commitment has been taken to the next level with the creation of the new Arctic 10+ Survival Suit, which acts as a thermally-protected, personal life raft in the water and personal habitat on ice or land. Exceeding established safety requirements to positively impact survival times, the Arctic 10+ is a different kind of Survival Suit, with multiple configurations that can make a critical difference in emergency and survival situations.



FUEL SAFE

VESSEL FIRES

Jason Reichert, Washington State Department of Ecology

Since mid-2020, multiple fishing vessels have been lost to fire. Many of these were reported as engine room fires; all were preventable regardless of where they started. Few were investigated due to the loss of the vessel, but common themes reported in these incidents were:

- A lack of functioning fire alarms/fire watch/safety rounds in all spaces (not just critical spaces);
- Feeding the fire with unprotected flammable materials such as flexible fuel lines (as opposed to hard piping), oil storage, unsecured wood and flammables;
- No fast-acting fire extinguishing abilities (automatic or manual);
- A lack of training of actions to take in the first few minutes to limit its spread and the use of appropriate gear.

Like a stroke, time is critical when responding to fire. Often crew do not know of the fire until it is fully involved due to poor alarm systems. These systems should alert to all stations of the potential trouble headed their way. Please install these for your own protection just as you do in your home.

The installation of fire suppression systems such as traditional sprinklers/mist systems are very effective but may not fit every vessel or budget. There are newer, portable fire suppression tools for vessels available on the market (and can be found with a quick web search). Tools like these can enable crew to fight a fire while minimizing additional damage to the space and danger to crew.

OTHER NEWS

USCG RESCUES FOUR FISHERMEN FROM ROCKY SHORE AT KODIAK ISLAND

The Maritime Executive, November 1, 2021

On Monday morning, November 1st, the U.S. Coast Guard rescued four fishermen who had gone aground on a rocky shore at Black Rock, Kodiak Island.

Watchstanders at the Coast Guard Sector Anchorage command center received a distress call from the master of the fishing vessel *Laura* at 0700 hours. He reported that the vessel had run aground and that the crew planned to abandon ship using their life rafts.

Sector watchstanders directed the launch of an Air Station Kodiak C-130 Hercules aircrew and an MH-60 Jayhawk helicopter crew. The aircrews were able to find the fishermen with the assistance of a good Samaritan fishing vessel, the *Stillwater*.

On scene, the air temperature was about 39 degrees, water temperature of 43 degrees and winds blowing about 25 mph — hazardous conditions for exposure. A Coast Guard MH-60 Jayhawk aircrew deployed a rescue swimmer, hoisted the crewmembers aboard, and safely transported them back to the station.

“We want to stress the importance of having proper survival gear on board in case of emergencies,” said Lt. Jacob Rettig, an Air Station Kodiak operations duty officer. “In this case, the crew had survival suits, flares, and strobe lights, which aided in locating and rescuing the crew safely and efficiently.”

NATIONAL FISHERMAN’S 2021 HIGHLINERS

Nationalfisherman.com, Jessica Hathaway, November 12, 2021

In 1975, the editors of *National Fisherman* began a tradition of calling attention to a class of fisheries leaders. Although our Highliners are fishermen, this honor is in recognition of their dedication to improving the future of our fishing communities.

We also reserve the occasional honorarium for someone who may not have been a commercial fisherman but whose dedication to the industry and fishing families befits the honor of a Lifetime Achievement Award. This year, that distinction is reserved for **Jennifer Lincoln** for her literally life-saving work at the National Institute of Safety and Health Center for Maritime Safety and Health Studies Alaska office — by way of Indiana.

Julie Decker, of Wrangell, Alaska, is the longtime executive director of the Alaska Fisheries Development Foundation — but that’s just one of the many hats she wears. Decker also fishes the F/V McCrea with her husband and partner, Gig Decker.

Jerry Dzigan is nationally recognized as the executive director and safety trainer extraordinaire for the Alaska Marine Safety Education Association out of Sitka. Dzigan has fished commercially in Alaska, but his focus for decades has been changing the way commercial fishermen think about safety and training.

Ben Platt is the owner and operator of the F/V Miss Heidi and co-founder and president of the California Coast Crab Association out of Crescent City, Calif. In concert with the original board and other stakeholders — which included at least a dozen men and women from Morro Bay to Crescent City — he helped establish the group to voice the concerns of the local Dungeness crab fleet as legislative and activist groups threatened the livelihoods of the coastal communities that rely on fisheries.

ESTABLISH NATIONAL MINIMUM INSURANCE STANDARD FOR NATIONAL MARINE FISHERIES SERVICE PROGRAMS THAT PERMIT OR APPROVE OBSERVER PROVIDERS

Insurancenewsnet.com, November 21, 2021

NMFS is proposing to establish a uniform, nationally consistent minimum insurance standard that would apply in regional regulatory programs that authorize an observer provider to deploy a person in any mandatory or voluntary observer program and that specify responsibilities of authorized providers. NMFS has concluded that this action is necessary to clarify the types of insurance that are appropriate to address the financial risks that observer coverage presents in any federally managed fishery that is subject to observer coverage. The proposed standard would establish a nationally consistent suite of insurance coverages that an observer provider seeking authorization, or that has been authorized, must have to mitigate the financial risks associated with providing observer services; specifically observer deployments to fishing vessels or shoreside locations such as processing facilities, and those that arise with training personnel for these deployments. Through compliance with this minimum standard, observer providers would be properly insured, thereby mitigating the financial risks that fishing vessels, first receivers, and shoreside processors have when complying with observer coverage requirements. This proposed rule would also revise regional observer program regulations to reference the newly established national minimum insurance standard, but existing regional observer program regulatory procedures that specify how an observer provider demonstrates compliance with insurance requirements would not be modified.

DATES: Interested persons are invited to submit comments on or before January 21, 2022.

Electronic Submission: Go to <https://www.regulations.gov> and enter NOAA-NNFS-2019-0142 in the Search box. Click on the “Comment” icon, complete the required fields and enter or attach your comments.

Mail: Submit written comments to Dennis Hansford, 1315 East West Highway, Room 12506, Silver Spring, MD 20910

NTSB PANEL CONFIRMS: HUMANS LIKE TO BE HEARD

Nationalfisherman.com, Jessica Hathaway, October 14, 2021

It’s a common phenomenon when reviewing statistics: Humans tend to focus on the numbers, forgetting that they often represent human lives.

A National Transportation Safety Board hearing comprising two panels of industry experts seemed to hammer home the point that fishing vessel safety improves by leaps and bounds when it’s geared specifically toward improving safety on commercial fishing vessels, when it’s done face to face, and with the specific fishermen’s needs at the forefront.

You might be asking: Isn’t any safety effort applied to the industry designed to save fishermen’s lives and therefore putting the fishermen’s needs first? And my answer is: Yes and no.

In the last two decades, there’s been a major overhaul in safety practices among U.S. commercial fishing fleets, thanks to three major changes — accessible technology, fishing-specific approaches to safety, and acceptance among the fleet. The last one, today’s

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discussion showed, comes as a result of the first two.

The panels discussed vessel stability, crew training, safety equipment (both personal and vessel specific), dockside exams, and the evergreen problem of drug use among crew.

The responses ranged from calls for more regulation and enforcement to changes in fishing safety culture that improve relationships between regulators or researchers and commercial fishermen.

“Contact, communication and collaboration” are the key ingredients, according to Jerry Dzugan, executive director of the Alaska Marine Safety Education Association in Sitka.

Without an exception, the safety efforts that have resulted in significant changes in fishing safety culture involved walking the docks, talking to fishermen, and a desire to act on that feedback for the good of the fleet.

“The key is really making engagement of the fishing industry a priority and understanding what those issues are,” Lincoln said. “I don’t think that can be emphasized enough — that the dockside examiners and part of the Coast Guard that works directly with fishermen have a huge role in improving safety. Whether we are talking about specific things that are in regulation or specific things that just should be done because it is good mariner practice. So dockside examinations, just walking the docks, interacting with fishermen, and the same goes for any research or other that wants to work with commercial fishermen.”

NTSB ROUNDTABLE ON FISHING VESSEL SAFETY *gCaptain.com*

National Transportation Safety Board (NTSB) Chair Jennifer Homendy hosted a virtual roundtable in October on improving fishing vessel safety.

The commercial fishing industry remains largely uninspected and is a marine sector of concern. Approximately 58,000 U.S. commercial fishing vessels are in service today in the U.S. Fishing consistently tops the list of most deadly occupations, due in large part to challenging work environments, such as poor weather and rough waters.

There have been more than 800 fatalities, 164 missing people, and 2,122 people injured in commercial fishing vessel accidents in the past two decades.

One of the more tragic accidents occurred in December 2019, when the FV Scandies Rose sank with the loss of five of the seven people on board. The NTSB identified the following safety issues during its investigation: the effect of extreme icing conditions, lack of accurate weather data for the accident area, the vessel’s inaccurate stability instructions and the need to update regulatory guidelines on calculating and communicating icing for vessel stability instructions. As a result of this accident, the NTSB issued seven new recommendations and reiterated two safety recommendations previously issued to the U.S. Coast Guard.

In another accident, in February 2017, the fishing vessel Destination sank in the Bering Sea with the loss of all six crew members. Following that accident, the NTSB issued a safety alert (SA 18-074) on icing.

The roundtable featured government officials, industry leaders, fishing vessel operators, safety experts and survivors of fishing vessel accidents to discuss what can be done to address commercial fishing safety concerns, implement NTSB safety recommendations and improve the safety of fishing operations in the U.S.

The issue of improving fishing vessel safety is on the NTSB’s
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2021-2022 Most Wanted List of Transportation Safety Improvements.

“We need new standards to address—and periodically reassess—intact stability, subdivision, and watertight integrity in commercial fishing vessels up to 79 feet long. Many fishing crews aren’t trained in stability management techniques or emergency response, and we have found that many vessels do not have proper life-saving equipment, such as flotation devices and search-and-rescue locator devices,” the NTSB said in releasing its Most Wanted List.



COAST GUARD TO CONDUCT TARGETED SAFETY TRAINING AHEAD OF KEY FISHING SEASONS

Mariners.coastguard.blog, Kurt Fredrickson, October 13, 2021

Submitted by the Office of Commercial Vessel Compliance, Fishing Vessel Safety Division

Commercial fishing vessel casualties remain a significant risk factor within the industry. It is the Coast Guard’s goal to reduce this risk through targeted outreach to the commercial fishing industry.

Understanding emergency response measures and how to use survival equipment are vital skills when mariners are involved in a marine casualty. The Coast Guard recently hosted a training event with more than 50 members of the commercial fishing industry to raise awareness of these important skills. More importantly, the event included hands-on training with survival systems, safety drills, firefighting, and damage control procedures.

In addition to attending Coast Guard hosted events, operators and crew are encouraged to seek out opportunities to further their knowledge through courses, training, and workshops. Training institutions such as the North Pacific Fishing Vessel Owners’ Association (NPFVOA) and the Alaska Marine Safety Education Association (AMSEA) offer Coast Guard accepted survival, emergency drill, firefighting, and damage control courses to fishermen.

The Coast Guard will be conducting targeted industry outreach ahead of key fishing seasons as noted below:
Coast Guard District 5 “Safe Catch”; Cape May, NJ (Nov 2021)
Coast Guard District 11 “Safe Crab” San Francisco, CA (Nov 2021)

To locate a Fishing Vessel Safety Examiner in your area to discuss Fishing Vessel Examinations or local training opportunities, access “find an examiner” at: Fishing Vessel Safety CG-CVC-3 (uscg.mil)

Questions concerning this posting may be directed to the Office of Commercial Vessel Compliance, Fishing Vessel Safety Division (CG-CVC-3) at CGFishSafe@uscg.mil

NTSB: ENGINE ROOM FIRE ABOARD FISHING VESSEL CAUSED BY GENERATOR FAILURE

Miller’s Maritime Newsletter, October 5, 2021

On October 5, the National Transportation Safety Board issued Marine Accident Brief 21/19, which states that the December 1, 2020 engine room fire aboard a commercial fishing vessel, the F/V MASTER DYLAN, was caused by catastrophic failure of a diesel generator aboard the vessel. The fire resulted in the total loss of the vessel. No injuries were reported, and all crew were rescued by a nearby fishing vessel.

DECEMBER 2021 – APRIL 2022 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

\$1,125 MEMBERS / \$1,175 NON-MEMBERS

Dec. 13-17, Jan. 3-7, Feb. 9-13, Mar. 8-12, Apr. 5-9

STCW BASIC TRAINING REFRESHER

\$950 MEMBERS / \$975 NON-MEMBERS

Dec. 14/15/17, Jan. 4/5/6, Feb. 9/11/13, Mar. 8/10/12,
Apr. 5/7/9

STCW BASIC TRAINING REVALIDATION

\$825 MEMBERS / \$850 NON-MEMBERS

Dec. 14&15, Jan. 4&6, Feb. 11&13, Mar. 10&12, Apr. 7&9

MEDICAL EMERGENCIES AT SEA

\$135 MEMBERS / \$150 NON-MEMBERS

Dec. 17, Jan. 5, Feb. 9, Mar. 8, Apr. 5

2-DAY BASIC FIRE FIGHTING

\$650 MEMBERS / \$675 NON-MEMBERS

Dec. 13-14, Jan. 3-4, Feb. 12-13, Mar. 11-12, Apr. 8-9

DRILL INSTRUCTOR WORKSHOP

\$200 MEMBERS / \$225 NON-MEMBERS

Dec. 6, Jan. 10, Feb. 14, Mar. 14, Apr. 21

SHIPYARD COMPETENT PERSON

\$675 MEMBERS / \$695 NON-MEMBERS

Dec. 8-10, Jan. 12-14, Feb. 16-18, Mar. 16-18, Apr. 13-15

SHIPYARD COMPETENT PERSON REFRESHER

\$275 MEMBERS / \$295 NON-MEMBERS

Dec. 10, Jan. 14, Feb. 18, Mar. 18, Apr. 15

24-HOUR HAZWOPER TECHNICIAN

\$425 MEMBERS / \$450 NON-MEMBERS

Dec. 27-29, Jan. 24-26, Feb. 28-Mar. 2, Mar. 28-30, Apr. 25-27

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

Dec. 7, Jan. 18, Feb. 15, Mar. 22, Apr. 19

STABILITY

\$175 MEMBERS/\$200 NON-MEMBERS

Call to schedule

STCW MEDICAL CARE PROVIDER

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

Call to schedule

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

SAFETY BITES & MEMBER NEWS

We hope everyone is staying safe and healthy!

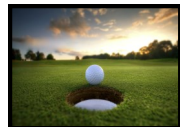
Please call us with any of your training needs!
(206)285-3383

NPFVOA'S SPRING GOLF TOURNAMENT FUNDRAISER

Thursday, May 26, 2022

Harbour Pointe Golf Club

1:30pm 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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NPFVOA VESSEL SAFETY PROGRAM

COURSES INCLUDE:

- STCW BASIC TRAINING
- STCW BASIC TRAINING REFRESHER
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- STCW MEDICAL EMERGENCIES AT SEA
- STCW PERSONAL SURVIVAL TECHNIQUES
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- 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!



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North Pacific Fishing Vessel Owners' Association
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(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.) |