

CRAB POT ICING RESULTS
COMMERCIAL FISHERMAN INDICTED
NOAA SATELLITES SAVED 195 LIVES IN 2021

ALASKA COVID UPDATES
NTSB, PENAIR BOARD MEETING
MERCHANT MARINER APPLICATION DELAYS



Issue No. 113
Winter 2022

VESSEL SAFETY PROGRAM

HOW HEAVY IS AN ICED-UP BERING SEA CRAB POT? COAST GUARD HAS SOME ANSWERS

Jessica Hathaway, *National Fisherman*, February 17, 2022

After the Bering Sea crabber Scandies Rose sank tragically on New Year's Eve in 2019, a Coast Guard Marine Board of Investigation concluded that an unintentionally overstacked deck loaded with ice-laden pots was a contributing factor in the loss of the 130-foot boat that was operated by a veteran captain and experienced crew.

An investigation into the 2017 loss of the F/V Destination also revealed that icing directly contributed to the vessel's loss of stability and rapid capsizing. Both vessels were known to be well maintained and run by experienced Bering Sea fishermen.

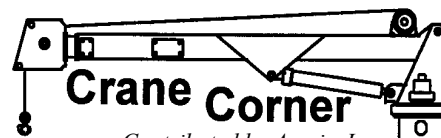
A panel of naval architects testified to the board convened for the Scandies Rose hearing that International Maritime Organization regulations do not account for ice inside of pots on a boat deck, only on the exterior surfaces of the stack. After hearing testimony from a full slate of industry experts, the question remained: How heavy is a stack of pots coated with freezing sea spray?

In an attempt to answer this question, the board requested assistance from the Coast Guard Research and Development Center to study ice accretion and accumulation on fishing pots, specifically the crab and cod pots used in Alaska's Bering Sea fishery. The board sought "assistance in determining how ice accumulation occurs on the non-solid surface of the pot cage, the netting, and gear within the pot, as well as the added weight of ice accumulation over time," according to the report published this week.

The Research and Development Center planned a full series of tests in a controlled environmental chamber at the U.S. Army's Cold Regions Research and Engineering Lab in Hanover, N.H. The experiments showed that in certain situations, a single trap could accrete more than its own weight in ice, ice accretion thickness could be a rough indicator of weight gain, and covering a pot or stack of pots with a tarpaulin, or tarp, prevents ice accretion on the frame, mesh netting, warps and floats.

Constraints on the availability of crab pots on the market resulted in the researchers purchasing three 6- by 6- by 3-foot crab pots (rather than the 8-foot pots typical of the fishery) outfitted with warps and floats to be tested in a simulation of

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Contributed by Arxcis, Inc.

PERSONNEL TRANSFER DEVICES

Personnel transfer devices, such as Billy Pughs, used to transfer personnel from one vessel to another must be load rated and built and used according to industry standards.

The following OSHA guidelines should be observed when using such devices:

- 1) A qualified person shall ascertain that each employee has been trained and has sufficient knowledge before permitting the employee to be transported between vessels. This training should include: proper entering and exiting the basket; baggage loading procedures; hand signals; stability in the basket; and the requirements and proper use of personal protective equipment.
- 2) Cranes used to lift personnel must be fitted with an Anti-Two-Block device. This device prevents the hook from accidentally being pulled into the boom tip when hoisting up or extending the boom.
- 3) The total weight of the lifted load (including personnel) shall not exceed 50% of the crane's rated capacity under the planned conditions of use.
- 4) The crane operator must be qualified and a trial lift of an empty basket will be conducted to ensure the personnel transfer system is rigged properly and fully functional to each location it is to be hoisted to or positioned.
- 5) Personal flotation devices (PFDs) must be worn and a fall protection system installed and used if employees are riding on the outside of the Billy Pugh and lifted higher than 10 feet above any surface, including water.

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was made possible by a contribution from
Gallagher Marine

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sea spray striking the three pots in various configurations.

The team tested ice accretion on these pots in an environmental chamber kept below 0 degrees F to track ice thickness and weight throughout the spraying duration. They tracked accretion weights for a single pot as well as two- and three-pot stacks, in two different facilities. An oscillating wand sprayed the pots at either a corner or a side, with spray arcing downward, measuring accretion thickness on the frame members for the duration of each test.

“In different trials,” the report reveals, “the weight of the ice accreted in the pots equaled or exceeded a pot’s original weight. In multiple-pot configurations, the top of the stack generally accreted significantly more ice than the lower pots. Though a primary goal of the project was to determine whether accreted ‘thickness’ could provide an indicator to an associated weight, test conditions, trap pot configurations, and ice consistency did not yield a consistent correlation. Pots covered by new, woven-polypropylene tarpaulins (tarps) and polyethylene sheeting showed significantly lower ice accretion than uncovered pots.”

Given the results from these tests, the report recommends that the Marine Board of Investigation “consider recommending to the Coast Guard Office of Design and Engineering Standards an examination of regulatory stability requirements pertaining to deck loading of frame and mesh fishing pots when a vessel can expect icing conditions.”

FUEL SAFE

OIL SPILL LESSONS LEARNED – FUEL TANK ACCESS COVERS

Peter Caron, Washington State Department of Ecology

Washington State Department of Ecology responds to oil spills to Washington waters and conducts investigations into spills to understand causal factors and uncover prevention lessons learned. A recent spill investigation provided a reminder of the importance of ensuring that fuel tank access covers are inspected after maintenance, replacement, or repair.

Fuel tank access covers can leak for a variety of reasons. To help prevent leaks, it is good practice to inspect access covers to ensure the integrity of the gaskets, ensure the gaskets are not misaligned, and ensure bolts are properly tightened. Although the access cover leaks can be small in volume they nevertheless require follow up and spill response. Thoroughly inspecting access covers on a regular basis and particularly when filling fuel tanks for the first time after maintenance, replacement, or repairs can help prevent spills, improve safety, and avoid delays.

OTHER NEWS

TOP FIVE AWAITING INFORMATION REASONS FOR MERCHANT MARINER CREDENTIAL APPLICATIONS IN 2021

www.dco.uscg.mil, January 24, 2022

The National Maritime Center (NMC) receives more than 50,000 applications annually from mariners applying for Merchant Mariner Credentials (MMCs). On average, more than 50 percent of

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those applications are incomplete or missing information, which causes delays in processing and frustration for mariners.

A total of 66,796 awaiting information (AI) reasons were issued in 2021 for MMC applications. Many MMC applications have multiple AI reasons. The five most common reasons a mariner will receive an AI letter are:

1. Certificates and Documents are Missing or Incorrect

- Missing training/qualification certificates: Most commonly proof of required training was missing. The most common certificates missing were First Aid/CPR, Firefighting, and Radar Certificates. Also, many certificates did not have the Coast Guard course approval number on them, which is required. Other documentation often missing includes a copy of the TWIC, Evidence of Suitability, Round Trip documentation, and STCW Assessments.
- Missing proof of citizenship: Passport, Alien Registration Card, or Permanent Residence Card was not provided.
- Unacceptable certificates or documents: Most commonly these certificates or documents are outdated, unreadable, or missing signatures.
- Suspended or revoked driver’s licenses: If the applicant’s driver’s license is suspended or revoked, the NMC will look at all National Driver Registry records.

2. Incomplete/Incorrect Application

- Signature and date problems: The application often is missing the mariners’ signature, or the date put on the application is date of birth rather than date signed.
- Checkboxes on application not completed: Most common errors are missing National Driver Registry consent, missing best methods of contact, and missing type of credential requested. These boxes must be checked by the applicant.
- Oath not taken or missing signatures: Section 4 of the application contains the oath and certifications by the mariner applicant. Section 5 must contain the applicant’s signature and date signed. Also, for applicants seeking their first MMC, the oath must be taken and certified by an individual authorized to administer the oath.
- Application unclear regarding which credential is sought: Documentation provided does not match what the application says or description of endorsements desired is not a listed endorsement in 46 CFR. Applicants must specify what endorsements they want to be evaluated for.

3. Sea Service Documentation/Recency of Service

- Sea Service Letters: The employers have not signed, dated, or identified the waters operated upon. Also, applicants are commonly missing service time or do not meet the requirements for the credential requested.
- Small Vessel Sea Service form: The form often has the incorrect addition of hours/days, or proof of vessel ownership is not provided.
- Tankerman: Proof of Transfers/Service/Recency: Documentation submitted does not meet the requirements for amount of time, correct position, or dates performed.
- Rating Forming Part of an Engineering Watch (RFPEW) and Rating Forming Part of a Navigational Watch (RFPNW) Service while in Training: Applicants are missing seagoing service that includes training and experience associated with engine room or navigational watchkeeping functions under the supervision of an engineer officer, or, for Navigational, a master, mate, or qualified STCW deck rating.
- Tonnage/Horsepower: Applicants are missing evidence of meeting the tonnage and horsepower requirements in order to qualify for certain credentials.

4. Fees

- Fees not paid or incorrect: Issuance fees must be paid in order for a credential to be issued and evaluation fees must be paid

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in order for an application to be reviewed. Other common problems include the Military-to-Mariner fee waiver request not completed properly, the total paid is less than required, insufficient funds provided, improperly written checks, and no tax ID number on business checks.

5. Drug Tests

- Missing drug screen from the application package: A drug test is required for all transactions except endorsements, documents of continuity, duplicates, and STCW certificates.
- Incomplete documentation: Examples include missing collection date, missing Medical Review Officer Information, and an unsigned drug test result/random drug screen program letter.
- Incorrect drug screen used: The drug screen must be a Department of Transportation five-panel drug test from a Substance Abuse and Mental Health Services Administration accredited lab.
- Drug screen too old: It must be within 6 months of the date of the application.

What can you do to prevent delays in issuance?

- Apply at least 90 days in advance. Remember, for renewals you can apply up to 8 months early with no change between your expiration and renewal dates.
- Use the Regional Exam Centers and Monitoring Units to review your application before submission. They are available for appointments in person or over the phone.
- Use the tools and resources on the NMC website. The application acceptance checklist and evaluator checklists are valuable tools.
- For general questions, contact the NMC Customer Service Center by e-mailing IASKNMC@uscg.mil or calling 1-888-IASKNMC (427-5662).

COAST GUARD RELEASES RESULTS OF CRAB POT ICING STUDY

mariners.coastguard.blog, CWO Kurt Fredrickson, February 15, 2022

The Coast Guard has released the results of a study of ice accretion and ice accumulation on fishing pots, specifically crab/cod pots used in the Alaska/Bering Sea fishery.

In December 2020, a Coast Guard Marine Board of Investigation requested Coast Guard Research and Development Center (RDC) assistance for the study following icing factors involved in the loss of the fishing vessels Scandies Rose in 2019, and the Destination in 2017.

The board noted that initial evidence suggested vessel icing, including the possibility of asymmetrical icing, was a causative factor in the Scandies Rose loss of stability and, ultimately, its sinking. The MBI also noted the investigation into the 2017 loss of the Destination revealed that excessive icing directly contributed to the vessel loss of stability and rapid capsizing.

Due to the repetitive nature of these accidents, the MBI requested RDC assistance in determining how ice accumulation occurs on the non-solid surface of the pot cage, the netting, and gear within the pot, as well as the added weight of ice accumulation over time.

RDC conducted initial tests with the Coast Guard Cutter Polar Star during an Arctic Winter West patrol. Operating limitations prevented an in-depth analysis, so RDC planned a full series of follow-on tests in a controlled environmental chamber at U. S. Army's Cold Regions Research and Engineering Lab.

The experiments showed that in certain situations:

- a single trap could accrete more than its own weight in ice,
- ice accretion thickness could be a rough indicator of weight gain,

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- and covering a pot or stack of pots with a tarpaulin ("tarp") prevents ice accretion on the frame, mesh netting, warps and floats.

"It is our hope that these findings inform industry and policymakers to make decisions to prevent future casualties as a result of asymmetrical icing," said Captain Greg Callaghan, Eleventh Coast Guard District Chief of Prevention, and FV Scandies Rose Marine Board of Investigation Chairman. "We are grateful for the team at RDC who worked tirelessly to support the Scandies Rose MBI, from our initial interaction to coordinate the experiment on the Polar Star, to the planning and execution of the Ice Accretion Study. Their efforts have provided significant insight critical to saving lives in this industry."

The full Ice Accretion Study is available on the Scandies Rose Coast Guard Marine Board of Investigation website under the Scandies Rose Report of Investigation and Related Hyperlinks section.

SAFETY

SAFETY IS PARAMOUNT

Pacific Fishing Magazine, January 2022

Before that first fish comes over the rail, or splashes in your net, remember the most important thing: Safe practices are No. 1.

The National Institute for Occupational Safety and Health recommends all fishermen should:

- Take a marine safety class at least once every five years
- Find a comfortable personal flotation device and wear it on deck at all times
- Participate in monthly drills including abandon ship, flooding, fire, and man overboard
- Heed weather forecasts and avoid fishing in severe sea conditions
- Maintain watertight integrity by inspecting the vessel, sealing watertight doors and hatches, and testing high-water alarms regularly
- Test immersion suits for leaks

NIOSH further recommends vessel owners install a man overboard alarm system and retrieval devices on hydraulic deck machinery to prevent entanglement. Simple and sound advice.

UNALASKA, ALASKA, PENAIR BOARD MEETING

NTSB Advocacy Spotlight E Newsletter, January 2022

On Nov. 2, the National Transportation Safety Board met to discuss the October 17, 2019, runway overrun of a Saab 2000 airplane, operated by Peninsula Aviation Services Inc., dba PenAir flight 3296, at the Unalaska Airport in Alaska. One passenger died and one passenger sustained serious injuries. Eight passengers sustained minor injuries, most of which occurred during the evacuation after the overrun. We determined that the probable cause of this accident was the landing gear manufacturer's incorrect wiring of the wheel speed transducer harnesses on the left main landing gear during overhaul. The incorrect wiring caused the anti-skid system not to function as intended, resulting in the failure of the left outboard tire and a significant loss of the airplane's braking ability, which led to the runway overrun.



OTHER NEWS

NOAA: AGENCY'S SATELLITES SAVED 195 PERSONS AT SEA IN 2021

Miller's Maritime Newsletter, January 31, 2022

The U.S. National Oceanic and Atmospheric Administration reported that its satellites helped save 330 lives in 2021. Of the 330 U.S. rescues, 195 were water rescues, 29 were from aviation incidents and 106 were from events on land. Alaska had the most SARSAT rescues with 55, followed by Florida with 52 and California with 37. NOAA's polar-orbiting and geostationary satellites are part of the global Search and Rescue Satellite Aided Tracking system, or COSPAS-SARSAT, which uses a network of U.S. and international spacecraft to detect and locate distress signals sent from emergency beacons from aircraft, boats and handheld Personal Locator Beacons anywhere in the world.

DOJ: COMMERCIAL FISHERMAN INDICTED FOR CONSPIRACY, FRAUD, OBSTRUCTION

Miller's Maritime Newsletter, January 26, 2022

A federal grand jury in the Eastern District of New York unsealed a superseding indictment charging a fisherman with both conspiracy and substantive charges in connection with a scheme to illegally overharvest fluke and black sea bass. The fisherman, who served as the Master of the F/V NEW AGE, was charged with one count of conspiracy to commit mail fraud, to obstruct the National Oceanic and Atmospheric Administration through the falsification of fishing logs, and to unlawfully frustrate NOAA's efforts at regulating federal fisheries. The indictment alleges that the fisherman went on at least 220 fishing trips where he caught fluke or black sea bass in excess of applicable trip limits, and that, at various times, this fish was sold to two now-defunct companies in the New Fulton Fish Market in the Bronx and a fish dealer in Montauk. According to court filings, the overages of fish included at least 200,000 pounds of fluke, and the overall over-quota fish (of all species) were valued at least at \$850,000 wholesale.

ADRIFT AND UNMANNED: COAST GUARD CREW SPOTS STRAY FISHING BOAT OFF KODIAK

Nationalfisherman.com, Jessica Hathaway, January 27, 2022

The Coast Guard reports this week that the crew of the cutter Fir came across the Guardian, a fishing boat adrift in Dry Spruce Bay, Alaska, on Sunday, January 23.

The crew was reportedly transiting the bay when it spotted the boat off the coast of Kodiak Island. They soon discovered no one was at the helm and that the boat was less than half a mile from running aground.

"Fir launched its small boat and was able to establish a tow with the fishing vessel less than 100 yards from shore," according to a social media post on the U.S. Coast Guard Alaska page.

The Coast Guard was able to bring the vessel alongside the cutter to inspect it. They then identified and contacted the owner, who retrieved the undamaged boat.

NATIONAL WEATHER SERVICE IS HERE TO SERVE THE CRAB INDUSTRY!

ABSC Newsletter, January 2022

The Anchorage National Weather Service (NWS) Forecast Office is committed to fulfilling the NWS mission of protecting lives and property. They recognize that the weather across the Bering Sea is

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some of the most extreme on Earth and how impactful this can be to the marine community. With this in mind, they continue to work diligently to produce high quality forecasts using the latest technology – examining large and small-scale weather models, upper air data, and surface observations to forecast parameters such as winds, significant wave heights, and freezing spray.

You may get your weather and ice predictions from a variety of sources, but they are here, planted in Alaska communities, where they hear the concerns from the local officials and organizations. They hear about what affects you, and care about the impacts you endure. They have also received feedback on their forecasts and are continuously working on ways to improve and best serve the crab community across Alaska in future events. Visit the NWS Alaska Sea Ice Program (ASIP) website www.weather.gov/afc/ice for more information.

RUGGED SEAS: SAVE YOUR SPENT RAINGEAR!

ABSC Newsletter, January 2022

It's that time of year to start saving those smelly worn-out bibs and back deck rain gear! Rugged Seas has been turning spent raingear into merchandise for sale. From handbags and totes to hats and bags. With bib drop barrels all over the East Coast and now Alaska as well, it's the perfect way to upcycle those nasty unusable raingear at the end of the

season. Several drop locations in Dutch Harbor are in the works. Go to www.ruggedseas.com/bibdrop-program for more information. We love finding ways to recycle old fishing gear, and especially when there are ways to continue repping that fishermen orange in the off season!



NTSB: FATIGUE CAUSED SINKING OF FISHING VESSEL IN ALASKA

Miller's Maritime Newsletter, February 8, 2022

In its investigation of the grounding and sinking of the F/V TENACIOUS near Whittier, Alaska that occurred on July 24, 2021, the U.S. National Transportation Safety Board found that the incident was caused by the Master's decision to get under way while fatigued. The salmon-fishing vessel grounded at the entrance to Wells Passage while transiting to fishing grounds in Prince William Sound. The five crewmembers abandoned the vessel and were rescued. The Tenacious later sank. One minor injury was reported. Loss of the vessel and fishing gear totaled \$660,000 and the 2,000 gallons of diesel fuel on board were not recovered.

COAST GUARD RESCUES TWO FISHERMEN FROM SINKING VESSEL NEAR SITKA, ALASKA

Coast Guard Seventeenth District Alaska News, February 8, 2022

The Coast Guard rescued two fishermen from their sinking vessel February 7th in Islet Passage, near Sitka, Alaska. A Coast Guard Air Station Sitka MH-60 Jayhawk helicopter aircrew hoisted the two fishermen at approximately 9 p.m. from the 40-foot fishing vessel, Glory, approximately nine miles south of Sitka.

The aircrew lowered a rescue swimmer to assess the vessel that

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was taking on water. The fishermen were unable to secure the source of the flooding and the rescue swimmer advised the fisherman to abandon the ship.

Watchstanders in the Sector Juneau Command Center received initial notification requesting assistance from fishing vessel Glory at approximately 8 p.m. Watchstanders directed the launch of an Air Station Sitka MH-60 Jayhawk helicopter crew to assist the vessel in distress.

“This successful case highlighted the importance of mariner preparedness,” said Lt. Cmdr. Scott Woodcock, the MH-60 Jayhawk helicopter pilot on the case. “The biggest challenge during this rescue was the severe winds, however, the fishermen were well prepared with good communication equipment and survival gear.”

On scene weather was an air temperature of 41 degrees, 5-foot seas and 55-mph wind gusts.

FISHING VESSEL RUNS AGROUND IN UNALASKA, PULLED FREE BY F/V AMATULI

KUCB, Maggie Nelson, February 12, 2022

The 92-foot Kevleen K, homeported in Seattle, hit rocks near Little South America just before 10 a.m., February 12, 2022, according to officials. The boat was pulled off the rocks by the F/V Amatuli about an hour later. It was en route to offload crab at local processing plant Westward Seafoods.

Why it ran aground is still unclear. Harbor Officer Vince Tutia-koff Jr. said ports responded to the scene for backup, but the U.S. Coast Guard is leading the investigation. Unalaska Public Safety and the local fire department also responded.

The vessel is now docked at Westward Seafoods, about a mile down Captains Bay Road. While they couldn't provide much detail about the incident, Coast Guard officials said the crew is complying with investigation. They didn't say if any permanent damage was reported.



COVID UPDATES

ABSC Newsletter, January 2022

1. The state of Alaska has no special entry or travel testing requirements, although local municipalities can have their own restrictions (see below for Dutch Harbor and St. Paul). Here is the main homepage for all COVID information for the state: <https://covid19.alaska.gov>, including how to sign up for free testing when you arrive, and how to receive a vaccine.
2. NEW (updated 1/27/22) CDC Quarantine and Isolation Guidelines: <https://www.cdc.gov/coronavirus/2019-ncov/your-health/quarantine-isolation.html> (*All State of Alaska Health Advisories have been rescinded and new advisories are being created*)
3. Here are COVID resources for two ports where crabbers will be embarking from/delivering crab. While Dutch doesn't appear to have more restrictive mandates than the state, it appears that St. Paul does. See links below for the most up to date information. These links also provide information on who to call or what to do if someone becomes sick in port or needs a COVID test.

Dutch Harbor: <https://www.ci.unalaska.ak.us/citymanager/page/coronavirus-covid-19>

1. There are no travel restrictions into Unalaska / Dutch Harbor related to COVID-19.
2. Individuals traveling into the City by vessel or airplane are

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encouraged to self-quarantine and monitor for illness.

3. Drive-up COVID-19 testing is available at the IFHS Clinic in Unalaska / Dutch Harbor. Call 907-581-1202 to make an appointment.

St. Paul: <https://covid19.stpaulak.com> (Click the 'Vessels' button for vessel specific instructions for entering St. Paul Harbor). **Some quarantine and isolation guidelines were updated to reflect CDC recommendations. Please closely review the City of St. Paul Emergency Ordinance 22-90 in its entirety, especially Section 13: Protective Measures for St Paul Harbor.**

Prior to entering St. Paul Harbor, you must:

1. Seek approval from the Harbormaster at 907-546-3140 or VHF Channel 16.
2. Complete and submit to the City a COVID-19 travel form within 12 hours of travel to document that they have a plan in place, developed with the City, for safe entry.
3. Vaccinated crewmembers shall submit a copy of their CDC COVID-19 Vaccination Record Card to the City along with the COVID-19 Travel Form.

Vessels permitted entry remain subject to further regulation as reasonably necessary to protect the health and safety of Saint Paul Island residents which shall include:

- (1) All personnel are required to wear face coverings while on deck or off the vessel.
- (2) All personnel are required to remain on the vessel while docked. Under no circumstances shall personnel leave the vessel except with prior permission of the Harbormaster, which permission is limited to:
 - (i) Life and safety emergencies; and
 - (ii) Approved medical appointments at the Saint Paul Health Center; and
 - (iii) Loading of crab pots for crab fishing vessels. Crew on the docks loading crab pots are required to wear face coverings and not allowed to leave the immediate dock area.
- (3) Access to grocery stores, gas stations, and other essential facilities or services by personnel is prohibited.
- (4) All personnel must comply with Section 4 of the St. Paul Emergency Ordinance 22-90.
- (5) Vessels permitted entry remain subject to existing City of Saint Paul emergency and other ordinances.

Vessels with emergent medical or mechanical needs:

- (1) In addition to the above requirements, vessels that have emergent medical or mechanical needs may enter the port but must adhere to the following protocol:
 - (i) Follow procedures in the above sections of this Emergency Ordinance.
 - (ii) Follow all instructions given by Saint Paul Department of Public Safety personnel (police officers, EMS personnel, harbormaster).
 - (iii) Identify last port of call name and date, last crew change, any sick crew members and symptoms, vaccination status of all personnel onboard, patient symptoms and care provided to date.
 - (iv) The City will not allow entry to anyone that is presumed positive or is positive for COVID-19, unless a life and death emergency exists, in which the vessel will be allowed entry to transfer the patient on an arriving flight.
- Local small vessels that do not travel to other ports shall be exempt from these rules.

Crew transfers: The City of St. Paul will provide rides to and from the airport and harbor. A negative pre-travel COVID test is required.

If you have any questions about what you are allowed to do while quarantining in St. Paul, or have other questions or concerns about COVID-19 policies applicable to Saint Paul Island, please contact 907-546-3110 or email snpccovid19@stpaulak.com

MARCH 2022– JULY 2022 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

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

Mar. 8-12, Apr. 5-9, May 3-7, Jun. 7-11, Jul. 12-16

STCW BASIC TRAINING REFRESHER

\$950 MEMBERS / \$975 NON-MEMBERS

Mar. 8/10/12, Apr. 5/7/9, May 3/5/7, Jun. 7/9/11,
Jul. 12/14/16

STCW BASIC TRAINING REVALIDATION

\$825 MEMBERS / \$850 NON-MEMBERS

Mar. 10&12, Apr. 7&9, May 5&7, Jun. 9&11, Jul. 14&16

MEDICAL EMERGENCIES AT SEA

\$135 MEMBERS / \$150 NON-MEMBERS

Mar. 8, Apr. 5, May 3, Jun. 7, Jul. 12

2-DAY BASIC FIRE FIGHTING

\$650 MEMBERS / \$675 NON-MEMBERS

Mar. 11-12, Apr. 8-9, May 6-7, Jun. 10-11, Jul. 15-16

DRILL INSTRUCTOR WORKSHOP

\$200 MEMBERS / \$225 NON-MEMBERS

Mar. 14, Apr. 21, May 19, Jun. 21, Jul. 21

SHIPYARD COMPETENT PERSON

\$675 MEMBERS / \$695 NON-MEMBERS

Mar. 16-18, Apr. 13-15, May 11-13, Jun. 15-17

SHIPYARD COMPETENT PERSON REFRESHER

\$275 MEMBERS / \$295 NON-MEMBERS

Mar. 18, Apr. 15, May 13, Jun. 17

24-HOUR HAZWOPER TECHNICIAN

\$425 MEMBERS / \$450 NON-MEMBERS

Mar. 28-30, Apr. 25-27, May 23-25, Jun. 27-29, Jul. 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

Mar. 22, Apr. 19, May 17, Jun. 14, Jul. 19

STABILITY

\$175 MEMBERS/\$200 NON-MEMBERS

Mar. 3

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

NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

Vessels: VITO, OceanGate Inc.

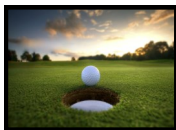
Individuals: Philip Rotz, Sail The Way Marine Surveyors LLC
Cody Tracy

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

KAREN CONRAD—EXECUTIVE DIRECTOR

REBECCA HANRATTY—PROGRAM COORDINATOR

DON WEISGERBER—PROGRAM ASSISTANT

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

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NPFVOA VESSEL SAFETY PROGRAM

COURSES INCLUDE:

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

ADDITIONAL CUSTOM COURSES TO FIT ALL YOUR SAFETY TRAINING NEEDS!

Gallagher Marine

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Seattle, WA 98102
(206) 285-4655

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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.) |