Highlights

GAS BUILDUP IN FISH HOLDS POOR PLANNING LEADS TO VESSEL LOSS FLOATING GARBAGE PILE IS FULL OF LIFE

TWO LOST IN SINKING OFF OREGON GATEWAY HANDHOLD ARRANGEMENTS COMMUNICATION AND OIL TRANSFER PLAN

Steven NPFVOA

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VESSEL SAFETY PROGRAM

Inside

CLIMATE CHANGE COULD SIGNIFICANTLY IMPACT COMMER-CIAL FISHING, RUTGERS STUDY SAYS

By Zoë Read, wjyy.org, April 17, 2022

Fish such as cod, anchovy and sardines could decline in the future as climate change forces marine species to find survivable ocean temperatures and disrupts predator-prey relationships, according to a new Rutgers University study. The authors say this could have implications for the fishing industry.

Marine species require certain temperatures to survive and reproduce, and they also need to eat. Rutgers researchers evaluated the relationship between survivable ocean temperatures and species' need to find prey.

They found that climate change could dramatically reshuffle marine food webs (how one species feeds on another), and that predator-prey interactions could prevent marine species from keeping up with the temperatures they need to flourish. The result is fewer productive species that can then be caught by fisheries, and feed the world.

"Marine life, in many ways, is at the frontlines of experiencing the effects of climate change — they're moving to new locations much faster than species on land, for example," said study author Malin Pinsky, an associate professor of ecology, evolution, and natural resources at Rutgers.

"What we're seeing is that as species move to new locations, [predator-prey] interactions between species are also changing dramatically," he said. "It's almost like we're shaking a snow globe that is the global ocean, and the way it's settling back down is very different than the way it was before."

These findings have implications for the fishing industry, which relies on species population growth to support local economies and put food on peoples' plates, Pinsky said. It's estimated that 3 billion people worldwide rely on wild-caught and farmed seafood as a primary source of protein.

Conflicts over fisheries have already broken out as fish move across boundaries. Climate change and decreasing fish abundance have affected where fishers fish, leading to what has been dubbed the "global fish wars." In February, the U.S. government sent naval ships to the South China Seas, where there was armed tension over dwindling fishing grounds. This kind of friction is another reason why the impacts of climate change on fish species can't be ignored, Pinsky said.

He argues the study results suggest that avoiding overfishing is more crucial than ever. "It's especially important to rebuild overfished populations, because that will help them be more resilient to these kinds of climate effects," Pinsky said. *continued next page*



RIGGING ACCIDENTS

In a recent study, 100 rigging accidents that were investigated by OSHA were chosen at random from off their website and broken down into the following main categories: 48 were due to rigging failure; 40 were due to the load or the rigging gear shifting during the lift; and 5 were due to lack of communication between the operator and riggers. It is clear that rigging failure and the shifting of the load during the lift are the main hazards of rigging. Rigging failure is usually the result of using gear that was previously damaged; damaged during the lift; or lifting loads that exceed the gear's capacity. Never use rigging gear that does not have a legible capacity tag and never exceed that capacity. Inspect the rigging gear before and after each use, and always protect the rigging from sharp corners. Loads or rigging that shift during a lift can also be very dangerous. Be careful to use proper pick points that will prevent the rigging from slipping. Be aware that if the crane hook is not above the center of gravity, the load will shift as it is lifted. And make sure that the load pick points are above the center of gravity to prevent the load from flipping. If that is not possible, then the lift should be planned and approved by a competent person.

This issue of the *NPFVOA Vessel Safety Program Newsletter* was made possible by a contribution from **Discovery Health, LLC**

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The Atlantic States Marine Fisheries Commission, along with other organizations that manage fisheries, are partnering with NOAA Fisheries to evaluate climate change predictions to implement commercial fishing standards and respond to environmental changes quickly and efficiently.

"We've seen that climate change is becoming a growing threat to our East Coast fisheries," said Toni Kern, fisheries policy director for Atlantic States Marine Fisheries Commission.

"We've seen climate-related shifts and distributions, abundance and productivity of certain species along the East Coast, and because we're uncertain of how future conditions may be ... we need to prepare in our governance structure, how we manage the fish stocks for different and unexpected futures," she said.

The Rutgers study is a cautionary tale about the impacts of climate change, Pinsky warns. "If we want to avoid the most negative outcomes, we need a rapid transition to technologies like solar and wind energy, more energy efficient buildings, more public transportation," he said. "Time really is running out to avoid the worst impacts of climate change. And at least to me personally, that's really important when I think about my kids and the kind of future they're going to grow up in."



THE OCEAN'S BIGGEST GARBAGE PILE IS FULL OF FLOATING LIFE

By Annie Roth, The New York Times, May 6, 2022

Researchers found that small sea creatures exist in equal number with pieces of plastic in parts of the Great Pacific Garbage Patch, which could have implications for cleaning up ocean pollution.

In 2019, the French swimmer Benoit Lecomte swam over 300 nautical miles through the Great Pacific Garbage Patch to raise awareness about marine plastic pollution. As he swam, he was often surprised to find that he wasn't alone."Every time I saw plastic debris floating, there was life all around it," Mr. Lecomte said.

The patch was less a garbage island than a garbage soup of plastic bottles, fishing nets, tires and toothbrushes. And floating at its surface were blue dragon nudibranchs, Portuguese man-o-wars, and other small surface-dwelling animals, which are collectively known as neuston.

Scientists aboard the ship supporting Mr. Lecomte's swim systematically sampled the patch's surface waters. The team found that there were much higher concentrations of neuston within the patch than outside it. In some parts of the patch, there were nearly as many neuston as pieces of plastic.

"I had this hypothesis that gyres concentrate life and plastic in similar ways, but it was still really surprising to see just how much we found out there," said Rebecca Helm, an assistant professor at the University of North Carolina and co-author of the study. "The density was really staggering. To see them in that concentration was like, wow."

The world's oceans contain five gyres, large systems of circular currents powered by global wind patterns and forces created by Earth's rotation. They act like enormous whirlpools, so anything floating within one will eventually be pulled into its center. For nearly a century, floating plastic waste has been pouring into the gyres, creating an assortment of garbage patches. The largest, the Great Pacific Patch, is halfway between Hawaii and California and contains at least 79,000 tons of plastic, according to the Ocean Cleanup Foundation. But garbage isn't the only thing these gyres are gathering. *continued next column*

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Dr. Helm and her colleagues pulled many individual creatures out of the sea with their nets: by-the-wind sailors, free-floating hydrozoans that travel on ocean breezes; blue buttons, quarter-sized cousins of the jellyfish; and violet sea-snails, which build "rafts" to stay afloat by trapping air bubbles in a soap-like mucus they secrete from a gland in their foot. They also found potential evidence that these creatures may be reproducing within the patch.

"When it comes to figuring out what to do about the plastic that's already in the ocean, I think we need to be really careful," she said. The results of her study "really emphasize the need to study the open ocean before we try to manipulate it, modify it, clean it up or extract minerals from it."

One thing everyone agrees on is that we need to stop the flow of plastic into the ocean.

FUEL SAFE

IS CLEAR COMMUNICATION A PART OF YOUR OIL TRANSFER PLAN?

By Lori Crews, Washington State Department of Ecology

Poor communication can lead to oil spills during transfer operations. A pre-transfer conference prior to an oil transfer is an opportunity to use clear communications to ensure both the fuel deliverer and receiver understand the operational plan from start to finish. Topics for discussion in the pre-transfer conference include:

• Loading plan, including identification, location, and capacity of tanks receiving oil

- Sequence of tanks to be filled
- Procedures for relaying topping off information
- Maximum transfer rate during each stage of the transfer
- Emergency Shut-down procedures

An important part of communications is empowering all crewmembers to act when they observe a failure to follow procedures or an unsafe operation. A pre-transfer conference is an excellent way to ensure all crewmembers understand the oil transfer procedures and the transfer plan. Clear and frequent communications can eliminate errors and reduce the risk of an oil spill and should be part of your vessel's oil transfer operations.

COAST GUARD: MARIJUANA USE A FACTOR IN FATAL TILLAMOOK BAY CAPSIZING

By Jami Seymore, koin.com, June 1, 2022

A year-long investigation into a deadly boat capsizing in February 2021 took a surprising turn as the U.S. Coast Guard released its findings in a town hall to the residents of Garibaldi, including members of the victims' families.

"The totality of the circumstances in my opinion, was negligent," said Capt. Christopher Coutu, a staff judge advocate for the U.S. Coast Guard. "I wanted the district commander to consider that and move it to the U.S. Attorney's Office for prosecution."

In February 2021, the Coastal Reign, a commercial fishing vessel, capsized while attempting to cross the bar at Tillamook Bay when returning from a days-long crabbing expedition.

The Coast Guard responded with rescue boats and a helicopter from Astoria, but two on the fishing vessel didn't make it. Todd Chase and Zachary Zappone were killed when the boat capsized.

Investigators cite survivor testimony and evidence found at the scene, saying marijuana was used by three of the four people on *continued next page*

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board, not including Chase but including the owner and operator of the boat, Brandon Anderson, for a majority of the nearly 40hour trip.

Investigators say one of the survivors told authorities they kept the use hidden from Chase while on the trip.

"The drug use and the last time they smoked marijuana was 30 minutes prior to crossing the bar," said Coutu.

The Coast Guard found a variety of factors, including the drug use, fatigue — citing about two hours of sleep total during the trip, and a difficult crossing area with warnings in place, all led to the boat capsizing, which was being driven by Anderson at the time.

"Determined that it was a failure to properly navigate in and through the south hole, a dangerous area here in Oregon," said Coutu, adding that two other vessels safely made the crossing in the hours before. "A reasonable mariner would have been able to do it and have, both before and after Mr. Anderson attempted to do it; marijuana use, fatigue."

Since the Coast Guard is unable to pursue these charges directly, they've referred the case to the U.S. Attorney's Office for prosecution, but so far, Anderson has not been charged for the negligence the Coast Guard says it found.

"If a person was smoking marijuana and driving down a highway and you take a life, that's manslaughter," a family member of Zach Zappone said during the meeting. "You have proof and evidence, and this guy just gets to walk? Not fair."

Family members added to KOIN 6 off-camera that they would like to see accountability for actions. The Coast Guard added that Anderson was not required to have a mariners license for a vessel of that size, and when brought in, he pleaded the fifth.

It doesn't appear that the U.S. Attorney's Office has decided on referring Anderson for criminal charges.

TWO LOST IN SINKING OFF OREGON

By Kirk Moore, NationalFisherman.com, March 28, 2022

Searchers recovered the body of a crew member and searched for the captain of the White Swan III after it sank 35 miles off the Oregon coast.

The 24-hour search for captain Mike Morgan, 68, was suspended after Coast Guard boats and aircraft had worked over 232 square miles, the Coast Guard said.

Homeported in Newport, Ore., the 32-foot White Swan III was an albacore troller built in 1968 with a gross tonnage of 7 tons, according to Inter-American Tropical Tuna Commission records.

Watchstanders at Coast Guard Sector North Bend received a mayday call March 26th from Morgan, reporting that his vessel was sinking in the north end of the Heceta Banks fishing area. Morgan said he and a female crew member were aboard.

The 13th Coast Guard District Command Center also received an emergency position indicating radio beacon alert from the White Swan III.

An MH-65 Dolphin rescue helicopter crew launched from Air Facility Newport, arrived at the EPIRB signal location and spotted a debris field and a life raft. The helicopter crew had to return to base due to heavy fog and low visibility, and the search continued through the day in foggy conditions.

Units in the search included the 87-foot cutter Orcas, 47-foot motor lifeboats and helicopters from Newport air station and North Bend sector.

The Coast Guard recovered the body of the crew member, whose name was not released. Morgan remained missing.

VERIFY GATEWAY HANDHOLD ARRANGEMENTS

USCG Safety Alert 04-22, April 19, 2022, Washington, D.C.

This Safety Alert addresses the importance of verifying the correct arrangement of handholds in embarkation gate arrangements aboard merchant vessels. Incorrect terminations can lead to marine casualties.

The Coast Guard is currently investigating a casualty involving a fall from a pilot ladder where the handholds in the gate arrangement aboard the vessel terminated without being rigidly secured to the vessel's structure. This termination left a gap in the handholds at the transition point at the head of the pilot ladder, where an embarking person might reach to pull themselves onto the vessel. (Figure 1)

The Coast Guard observed that the abrupt termination of the handholds above the vessel structure appeared to be a modification that was completed to accommodate the length of the pilot ladder spreader during deployment and retrieval of the pilot ladder. The modification made it possible to retrieve the pilot ladder without having to lift the spreader up and over the vessel's railings. (Figure 2)





Figure 2



SOLAS 2004 (Consolidated) is clarified by IMO Resolution A.1045 (27) to indicate that each handhold

in a gateway arrangement should be rigidly secured to the Figure 3 ship's structure at or near its base. (Figure 3)

The Coast Guard strongly recommends that flag state administrations, classification societies, port state control inspectors, and shipboard personnel:

- Ensure familiarity with applicable requirements pertaining to handholds in gateway embarkation arrangements aboard merchant vessels.
- Visually examine handholds in gateway embarkation arrangements for gaps, specifically at the lower terminations.
- Initiate rectification and issue outstanding conditions to meet regulatory intent for any nonconformities discovered.

The International Organization for Standardization (ISO) recently published a series of standards aimed at improving pilot ladder safety. These standards supplement existing IMO recommendations and requirements for pilot ladders. Vessel owners and operators, shipboard personnel, and system designers are highly encouraged to review and comply with these standards.

- ISO 799-1:2019 Ships and marine technology Pilot ladders — Part 1: Design and specification
- ISO 799-2:2021 Ships and marine technology Pilot ladders — Part 2: Maintenance, use, survey, and inspection
- ISO 799-3:2022 Ships and marine technology Pilot ladders — Part 3: Attachments and associated equipment

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirements. Developed by the Coast Guard Sector New York Investigations Division and distributed by the Office of Investigations and Analysis. Please address questions to HQS-SMB-CG-INV@uscg.mil.







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NTSB DETERMINES INADEQUATE PLANNING LED TO LOSS OF COMMMERCIAL PROCESSING VESSEL

Fishermen's News Online, April 13, 2022

A report from the National Transportation Safety Board attributes a fire aboard a commercial fish processor docked at a shipyard in Tacoma, Washington to inadequate planning for "hot work." The fire resulted in a loss exceeding \$16 million.

Marine Investigation Report 22/10, issued in March, stated that the fish processor *Aleutian Falcon* was docked for repairs at a Tacoma shipyard on Feb. 17, 2021, when the fire occurred. The Tacoma Fire Department managed to extinguish the fire after four days. No one was on board the vessel at the time of the fire and there were no injuries.

However, an estimated 20-30 gallons of hydraulic oil leaked into the water and was captured by containment boom. The vessel was declared a total loss with an estimated value of nearly \$16.5 million.

The Aleutian Falcon was docked for maintenance and repair in anticipation of the 2021 processing season. NTSB officials said a section of corroded steel plating, on the bridge deck above the pantry, dry stores area and walk-in refrigerator, was being cropped and renewed. The job was considered "hot work" since tools used could produce sparks.

Due to the location of the work, a marine chemist was brought on board to examine the area. The chemist issued a marine chemist certificate stipulating that the work must be completed "without penetrating" the bridge deck, indicating he either was not aware, wasn't clearly informed of the full scope of the planned hot work, or he wrote the stipulation in error.

The marine chemist certificate required all foam insulation within 12 inches of the area of planned hot work to be removed. The workers told investigators that they removed the foam insulation in the area of hot work. However, they did not remove a foam-filled wooden bulkhead separating the walk-in refrigerator space, adjacent to the pantry, which was combustible.

The fire most likely started near the wooden bulkhead, located directly below the area where hot work had been completed for the day. The hot work would have produced sparks and slag that likely travelled from the deck above down to the wooden bulkhead, igniting the combustible materials in the area, as well as the bulkhead, and allowing for a smoldering fire to become established.

The NTSB determined the probable cause of the fire was the company's supervisory personnel inadequately planning for hot work, as well as shoreside workers' inadequately protecting hot work areas, allowing slag from hot work to ignite combustible material near an insulated wooden bulkhead of a walk-in refrigerator that had not been removed or sufficiently protected. Contributing was the ineffective communication between the supervisory personnel, marine chemist, and workers.

UNATTENDED WHEELHOUSE LEADS TO GROUNDING OF FISHING VESSEL

Nationalfisherman.com, May 12, 2022

The National Transportation Safety Board reports that on June 9, 2021, at 0800, the crew of the Sage Catherine Lane left the anchorage in Cumberland Sound and began transiting outbound on the St. Marys River to engage in shrimping offshore.

About 0900, the captain maneuvered the vessel outside of the navigation channel and continued on an easterly course between the red buoys and the northern jetty, due to high traffic within the channel. As the vessel transited parallel to the channel outbound, crewmember 1 went to the bow to secure the anchor, and crewmember 2 went to his room. *continued next column*

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The captain, who was alone in the wheelhouse, set the vessel's autopilot to maintain the vessel's heading out of the inlet to open water as the vessel started passing the jetty. The vessel was transiting at a speed of 9 knots. He answered a cell phone call and then proceeded down to his bunk room. About 0915, while the captain was still on the cell phone and in his room, he felt the vessel turn abruptly to port. The captain returned to the wheelhouse to investigate, and as he arrived, he saw that the vessel was heading toward the northern jetty. The captain attempted to turn away from the jetty, and he put the vessel's engine in reverse, but the Sage Catherine Lane struck the jetty and grounded before his actions could sufficiently stop or turn the vessel.

After the vessel grounded, crewmember 1 checked the engine room and other below-deck spaces and did not find any flooding. The captain tried to back the vessel off the jetty. At first, the vessel

started to move astern, but then it began to rock back and forth before heeling to starboard. The captain stopped the engine; the two crewmembers



checked the engine room again and found that it was starting to flood. The captain and crew donned life jackets and abandoned the vessel, and the crew of a Good Samaritan vessel, who witnessed the incident, rescued them from the water. The vessel remained on the jetty for 2 days, and then it broke apart and sank following a thunderstorm on the third day.

VERIFY LAUNCHING APPLIANCE WINCH COMPO-NENT RATING

USCG Safety Alert 03-22, March 29, 2022, Washington, D.C.

This Safety Alert addresses the importance of verifying the condition and electrical duty ratings of the motor starter contactors in the winch controller for lifeboat and rescue boat launching appliances. Exceeding electrical duty rating can lead to failure.

An offshore operator experienced a failure during routine maintenance and recovery of a rescue boat on one of their facilities where the electrical motor contactor for the winch motor failed in an energized position (i.e., motor in an "on" or "hoist" condition). This failure occurred when the contactors fused together due to exceeded duty rating. Metallurgical/post-event analysis ruled out any other failures with the contactor. The hoist button, emergency stop (E-Stop) and limit switch circuits all failed to stop the winch from hoisting. The operator's personnel were able to secure electrical power via the 480-volt main breaker at the winch controller before the boat contacted the davit, avoiding serious damages and injury to personnel.

In this particular davit controller design, the 120-volt control circuit engages and disengages the 480-volt motor starter that powers the winch motor. The "winch up" control button, E-Stop, and the limit switch interrupts the 120-volt control power to the starter. In the described incident, all three devices interrupted the 120-volt control power, but 480-volt power continued to the winch motor due to the welded starter contacts.

Further analysis by the facility operator found that the contactors were not rated for intermittent cycling (start and stop sequences) of the winch and the contactor manufacturer had issued technical guidance on the issue of welded contacts. The operator issued an internal alert, inspected the contactors in the winch controllers on their other facilities, and found several contactors that had evidence of overheating and indications of welded and scorched contacts.

Intermittent cycling is a common practice during recovery of a lifeboat or rescue boat into the stowed position. A winch may be cycled after the boat has cleared the water to verify release gear *continued next page*

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condition prior to continued hoisting, possibly cycled several times during long hoists to reduce pendulum motions of the boat (for vessels, mobile offshore units or facilities that do not utilize a painter line during boat recovery) and cycled at approach to davit guides/stops. While commonly employed for a safe recovery process, intermittent cycling may exceed design and duty ratings of the electrical components.

Therefore, the Coast Guard strongly recommends that owners, manufacturers, operators and service providers, do the following:

- Verify condition of winch motor contactors and replace any contactors that show signs of excessive wear, overheating, or welding;
- Verify the duty cycle ratings of lifeboat and rescue boat davit electrical components and compare those ratings to recommended and commonly-practiced boat recovery procedures/ processes;
- Verify the design of the davit safety devices (i.e., E-Stop and limit switches) to see if they will secure electrical power to the motor in the event of welded contacts; and
- Implement training for all personnel that operate the davits to ensure awareness related to electrical duty cycles and actions to isolate power in the event of a welded winch motor contactor.

DANGEROUS GAS BUILDUP IN FISH HOLDS

USCG Safety Alert 02-22, March 29, 2022, Washington, D.C.

This Safety Alert addresses the importance of verifying atmospheric conditions in fish holds on commercial fishing vessels. There are specific hazards associated with the use of brine dip solutions, a common substance used in the industry. Brine dip combined with standing water can produce dangerous levels of hydrogen sulfide (H₂S). The U.S. Coast Guard is currently investigating a marine casualty where dangerous levels of H₂S were present on a commercial fishing vessel, resulting in the hospitalization of crewmembers on board.

Four crewmembers onboard a commercial fishing vessel noticed an unusual odor coming from the fish hold while conducting shrimping operations. While under the assumption that the odor was due to a leaking refrigerant line, the crew hauled in their nets and began transiting back to port to have their system inspected by a service technician. As they were packing the last haul of catch into bags, one of the crewmembers went down into the fish hold to retrieve more bags. The crewmember subsequently fell back into the hold as he was trying to exit the space. A second crewmember failed to recognize the potential hazard and rushed into the space to provide assistance; however, he was immediately overcome by the gas and also fell into the hold. The two remaining crewmembers removed the fish hold hatch cover and attempted to rescue the two fallen crewmembers from the main deck. The Coast Guard along with the local fire department's certified confined space entry team successfully rescued the unconscious crewmembers and transported them to local hospitals where they remained in intensive care for several days.

Immediately after exposing the bilge spaces, portable gas meters alarmed due to detection of high levels of H_2S and the fish hold was evacuated. Additionally, standing water was observed in the bilge. After the crew introduced forced air ventilation and pumped the water out of the bilge, the levels of H_2S began to drop. The bilge had to be flushed four times before H_2S readings reached zero. A refrigeration technician determined the vessel's refrigerant system was operating properly.

The investigation revealed several contributing factors. The crew had disabled the high water alarms in the bilge during cleaning and never re-activated them after the previous trip. The vessel had been recently forced into port by a storm and while in port the *continued next column*

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crew offloaded the catch and locked the boat up without conducting a typical cleaning of the fish hold. After the storm passed, the vessel got underway without assessing or pumping out the bilges. The sacks of shrimp that were caught were not drained thoroughly prior to placing them in the fish hold, causing them to drip water and excess brine mixture containing Sodium-Metabisulfite into the shaft bilge space. The labeling on the brine mixture packaging clearly states, "contact with water, ice, acids or oxidizing agents will release Sulfur Dioxide (SO₂) gas".

The Coast Guard strongly recommends that owners, operators, crewmembers and all who work or may be employed onboard vessels that catch, package or store fish ensure that all precautions are taken while entering and working within fish holds (an OSHA defined confined space) with brine dip mixtures. Crews must ensure bilges are free of standing water as much as possible and all high water alarms are functioning as designed to ensure that hazards are reduced to the fullest extent possible.

In addition, the following recommendations are made to all owners and operators of commercial fishing vessels:

- Develop a checklist to ensure the vessel is ready to proceed to sea in all aspects, including bilges that are clean and free of standing water and all high water alarms are functioning properly prior to getting underway.
- Conduct routine training with all new employees regarding hazards of confined space entry into fish holds and recognition of what different odors could mean (e.g., the smell of rotten eggs followed by disappearance of the smell may indicate the presence of H₂S at a concentration level that poses an immediate threat to life).
- Consider providing safety equipment such as portable H₂S gas detectors for their vessels and use them in accordance with the manufacturer's recommended guidance.
- Keep brine out of the fish hold as much as practicable by allowing the sacks dipped in brine to drain for a sufficient amount of time before being placed into the hold.
- Monitor water accumulation in the bilges while underway and pump them down as needed.

NATIONAL MARITIME CENTER CREDENTIAL APPLICATON SURGE

National Maritime Center, May 25, 2022

The National Maritime Center (NMC) has experienced a significant surge in application submissions for Merchant Mariner Credentials (MMC) over the past several months. NMC staff are taking prompt action to process these applications, along with any previously pending applications, as quickly as possible. As we continue to strive to meet our customers' needs, we again highly recommend mariners take the following steps to avoid processing delays:

- 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, calling 1-888-IASKNMC (427-5662), or using the Live Chat feature on the NMC Home Page.

Additionally, mariners can request expedited mailing of their MMC or Medical Certificate, which includes the ability to track the package. Full instructions are provided on the NMC website detailing the expedited mailing process.

JUNE – OCTOBER 2022 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT) \$1,125 MEMBERS / \$1,175 NON-MEMBERS Jun. 7-11, Jul. 12-16, Aug. 2-6, Sep. 13-17, Oct. 4-8

STCW BASIC TRAINING REFRESHER \$950 MEMBERS / \$975 NON-MEMBERS Jun. 7/9/11, Jul. 12/14/16, Aug. 2/4/6, Sep. 13/15/17, Oct. 4/6/8

<u>STCW BASIC TRAINING REVALIDATION</u> \$825 MEMBERS / \$850 NON-MEMBERS Jun. 9&11, Jul. 14&16, Aug. 4&6, Sep. 15&17, Oct. 6&8

MEDICAL EMERGENCIES AT SEA \$135 MEMBERS / \$150 NON-MEMBERS Jun. 7, Jul. 12, Aug. 2, Sep. 13, Oct. 4

<u>2-DAY BASIC FIRE FIGHTING</u> \$650 MEMBERS / \$675 NON-MEMBERS Jun. 10-11, Jul. 15-16, Aug. 5-6, Sep. 16-17, Oct. 7-8

DRILL INSTRUCTOR WORKSHOP \$200 MEMBERS / \$225 NON-MEMBERS Jun. 21, Jul. 21, Aug. 23, Sep. 22, Oct. 19

SHIPYARD COMPETENT PERSON \$675 MEMBERS / \$695 NON-MEMBERS Jun. 15-17, Sep. 7-9, Oct. 12-14

SHIPYARD COMPETENT PERSON REFRESHER \$275 MEMBERS / \$295 NON-MEMBERS Jun. 17, Sep. 9, Oct. 14

<u>24-Hour HAZWOPER Technician</u> \$425 Members / \$450 Non-мемbers Jun. 27-29, Jul. 25-27, Aug. 29-31, Sep. 19-21, Oct. 24-26

<u>8-HOUR HAZWOPER REFRESHER</u> \$200 MEMBERS / \$225 NON-MEMBERS ON FIRST OR LAST DAY OF 24-HOUR CLASS

SPECIMEN COLLECTION CERTIFICATION \$150 MEMBERS / \$175 NON-MEMBERS Jun. 14, Jul. 19, Aug. 16, Sep. 6, Oct. 11

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

<u>8-HOUR SHIPBOARD DAMAGE CONTROL</u> \$365 MEMBERS / \$375 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 Member

NPFVOA is pleased to welcome the following new member:

Vessels: HUSKY, CDA Fish Company

NPFVOA'S FALL GOLF TOURNAMENT FUNDRAISER

Thursday, September 15, 2022 The Golf Club at Redmond Ridge 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.

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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 REVAILDATION 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 1900 W Emerson, Suite 101 Fishermen's Terminal Seattle, WA 96119 (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:				
Finde:				
Fmail:				_
2	Would you like to receive information & undates via email?	Vec	No	
Web Site:		163	NO	
	Would you like us to link to you from our web site? Yes	No		_

Please describe the services your company provides:

Vessel Information		Vessel/Gear Type(s)	Target Fisheries		
Tonnage (GRT):					
Crew Size:					
□ Vessel (over 79 ft.)	\$600	Benefits apply to all current crew r	nembers and management company.		
□ Vessel (60-79 ft.)	\$300	Benefits apply to all current crew members and management company.			
□ Vessel (under 60 ft.)	\$125	Benefits apply to all current crew members and management company.			
□ 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.)			
Individual	\$75	Benefits are limited to named individual and are non-transferable (Appropriate for crewmen and single-person business entities.)			