

**KEEP, CONVERT, OR CONSTRUCT NEW?
FISHERMEN'S MEMORIAL SAFETY FAIR
NIOSH MARITIME INDUSTRY HEALTH STUDY**

**PROPER LOOKOUTS PREVENT ACCIDENTS
MORE DEFICIENCIES ON US VESSELS IN 2021
IMMERSION SUIT POTENTIAL SAFETY ISSUE**



NPFVOA

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VESSEL SAFETY PROGRAM



COLD-WATER TRAINING

The C/P Northern Glacier crew attended an In-the-Water Survival training on July 10th, 2022.

This hands-on training prepares the crewmembers in donning an immersion suit, jumping in the water, practicing scenarios and climbing into the life raft.

Everyone did a great job. Thank you Glacier Fish Company!

NPFVOA Vessel Safety Program is dedicated to education and training in marine safety and we offer customized safety training to meet the specific needs of your operation.

If you would like to schedule training for your crews, please contact NPFVOA directly by phone at (206)285-3383 or email Rebecca Hanratty at rebecca@npfvoa.org.



ROTATION BEARING ON PEDESTAL CRANES

There are two parts to the rotation bearing on pedestal cranes: one part that bolts to the pedestal; and the other part that bolts to the turret. This bearing is what allows the crane to swing left or right. Between these two sections are the shear balls, or ball bearings. Lots of grease is needed to keep this bearing from becoming worn. The inner part of the bearing is called the race, which is flame-hardened. If the bearing gets dry, then the shear balls will wear through the flame-hardened surface of the race and get into the soft metal, which will flatten out. Too much flattening and the whole bearing will need to be replaced, which can be very expensive. Also, look for loose bolts and fasteners on the rotation bearing. One way to test the condition of the rotation bearing and its fasteners is a "shake test." Bring the retracted boom into the vertical position and shake the boom back and forth. Look for excessive movement on the bearing and the bolts. You may also be able to detect stretched bolts by the washers being loose or there being cracks in the paint around the bolt head or washer which indicates movement. If you suspect the bolt has been stretched, then replace the bolt rather than just tightening it. Bolts that have been properly torqued do not just become loose, they stretch and thus are damaged and must be replaced.

This issue of the *NPFVOA Vessel Safety Program Newsletter*
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A FEW THOUGHTS ON KEEPING THE OLD BOAT RUNNING VERSUS CONVERTING OR CONSTRUCTING NEW

By John Myers, NPFVOA Stability Instructor, President and Managing Principal of Hockema Group, Inc.

Much has been written of the need and desire to replace the aging commercial fishing fleet with new vessels. The reasons for doing so are many, however the reasons it largely hasn't occurred are equally many. Ask most fishermen and they will say they would love to have a new boat. But putting a new hull in the water is a high cost endeavor.

It's hard to make the argument for vessel replacement on the basis of cost alone notably during a period of high inflation. Owners who last purchased or had a vessel constructed 10, 20 or more years ago are met with sticker shock when prices come back from shipyards. Ten years ago there were predictions of a great fleet recapitalization, with the design, construction and supporting marine industry excited about the prospect of a wave of new-builds. This has yet to materialize in any significant way, and this is due in large measure to the high cost and lack of regulatory incentive when compared with maintaining and/or converting an existing vessel.

The regulatory disincentives can't be overstated, drawn out painfully in the shifting regulatory landscape of the last dozen years. Congress passed the Coast Guard Authorization Act (CGAA) of 2010 which imposed full vessel classification requirements on all newly constructed commercial fishing vessels (CFVs) over 50 feet in overall length (that operate beyond 3 nautical miles from the baseline, or operate with more than 16 individuals onboard or in the case of a fish tender, engage in the Aleutian trade). This sent a shockwave through the industry that immediately put the brakes on any plans for new construction. Even the classification societies, those charged with implementing this, were unprepared and taken by surprise by this action. In the intervening years Congress passed several sequels to the 2010 CGAA and eventually pushed the full classification threshold up to 180 feet in length (processing vessels of 79 feet in registered length and larger still need full classification). Further, newly built vessels over 79 feet in registered length must be assigned a load line by a class society with construction and regular periodic inspections. And finally any newly built CFV 50 feet in length overall or greater must be designed and built to "equivalent to class" standards.

The "equivalent to class" standards apply to any CFV with keel laid after July 1, 2013. Design and construction must be in accordance with 46 U.S. Code 4503(d). This law is in place as an alternative to full classification for fishing vessels between 50 and 180 feet in length. This law stipulates that the vessel is designed by an individual licensed by a State as a naval architect or marine engineer, and the design incorporates standards equivalent to those prescribed by a classification society. Among other requirements construction and post-construction periodic surveys are also required.

The well-intentioned Alternate Safety Compliance Program, mandated by Congress to establish requirements for existing CFVs over a certain age, was replaced with a project called the Enhanced Oversight Program. The impact of that program has been realized in increased scrutiny of existing safety regulations during vessel Dockside Examinations. A few vessels that were constructed after September 15, 1991 chose to have a load line assigned to avoid the Unintentional Flooding requirements contained in 46 CFR 28.580; those regulations which would have resulted in a decrease in carrying capacity. The Coast Guard is now discovering some of those same vessels have no longer maintained their load line with the classification society resulting

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in a challenge to stay in compliance. It's an open question whether a class society would welcome those vessels back into load line.

Some shipyards laid a handful of keels immediately prior to July 1, 2013 with the goal of offering those keels to potential buyers interested in avoiding the equivalent to class and load line regulations. As time passes those keels, if not already lost to the weeds growing amongst them, are increasingly less likely to be legally used for this aforementioned purpose of avoiding load line and equivalent to classification requirements. The Coast Guard issued a Work Instruction in 2019 for its Officers in Charge, Marine Inspection, to insure that once a keel laid date is established progressive construction on the identifiable vessel continues. However the author of this article is not an admiralty lawyer, so it's best to consult with one if in doubt about specific cases.

Another regulatory challenge for new construction presents itself in the form of EPA tier 4 emissions regulations which apply to engines of 600 kW (804 Hp) or higher. Those engines require some form of aftertreatment usually in the form of a (typically) large Selective Catalytic Reduction (SCR) unit and the carriage of urea (DEF) in specialized tanks. Those additions can be accommodated into a new design but could prove problematic when using an existing design. For conversions and repowers there are options for using EPA tier 3 or earlier generation engines, but doing so comes with certain restrictions such as destroying the engine block of the engine being replaced and limitations on the increase in value of the vessel overall post-repower. Consult your engine supplier for more details on this.

Converting an existing vessel, particularly if making significant structural changes such as widening (adding sponsons), lengthening or replacing an aging house takes more time than most people initially think. The process is also fraught with the unknown. Once parts of the vessel rarely seen are opened up, discovery occurs, and often it is of the unpleasant kind. We regularly advise customers to seek a thorough evaluation survey by a competent surveyor prior to planning any major project. How long is the project going to take, and what impact is that going to have on your fishing schedule? Will you be forced to miss one or more seasons? Building a new boat when the existing one is still fishing allows for revenue to continue to come in right up until the day the new vessel is ready to fish.

The physical process of doing a vessel conversion is inherently more costly, per pound of steel say, than new construction. It is far more efficient to assemble new than it is to surgically remove select portions of the hull and mate new material to it. Are the sides and bottom of your hull still true and fair without blemish or dents after 30+ years of service?

What about making due with what you have? If the impediments of cost and regulatory roadblocks have stalled a decision to build new or even convert your vessel, why bother with it if the platform you have is still generating revenue? It's a fair question and certainly the first to evaluate and answer. Steel is a wonderful ductile material and is pretty forgiving. If regularly looked at and kept protected with coatings and anodes, it will last a very long time.

Just look at the number of maritime geriatrics lining the shores of the Lake Washington ship canal. And I'm not just referring to the crews. The vast majority of commercial fishing vessels are of a size small enough not to be in danger of overall hull fatigue failure: that's the realm of the cargo vessel with their long hulls and relatively light structure.

For most commercial fishing vessels the structural issues are more localized, due to damage or corrosion.

Probably the biggest issue we see in continued operation of an older vessel is what is called Weight Creep. It is the gradual but continuous addition of weight over time. The weight of accumulated

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paint, for example, is a staggering figure on many boats. A few years ago an “experiment” was done on a 105’ trawler when the vessel was weighed prior to doing a full blast and repaint of the entire hull and house. Afterwards when the vessel was re-weighed there was a measured loss of 14 tons. That was nearly 3 inches of draft reduction (freeboard increase). Weight addition is particularly problematic on gear-intensive trawlers and processors. Larger nets, trawl doors, winches, engines, spares all come at a price of reduced freeboard and degraded stability characteristics. We track the lightship weight of vessels over time and it follows fairly consistently that many vessels gain on average 3-5% in lightship weight each year. The net result of all this weight gain is reduced operational range. Less freeboard, less reserve buoyancy, less righting energy which equates to lower allowable deck loads, less pots, less fuel that can be carried. Every vessel has its limits and many older ones are pushed up against theirs. There are weight-loss strategies and other mitigation efforts that can be employed to compensate but not all of them are universally applicable and some come with compromises and cost.

There’s a lot of information to navigate when considering any new build or conversion project. It’s a challenging decision for any vessel owner. Talk to the experts in design, survey, construction and the regulatory agencies to make sure you have done all you can to make the best informed decision.

NIOSH

NEW STUDY HIGHLIGHTS HEALTH BEHAVIORS AND HEALTH CONDITIONS AMONG MARITIME WORKERS

By Richie Evoy, Samantha Case, and Ted Teske, National Institute for Occupational Safety and Health (NIOSH) Western States Division, Center for Maritime Safety and Health Studies

NIOSH’s Center for Maritime Safety and Health Studies recently completed a study examining health behaviors and conditions among maritime workers in the United States. We used Behavioral Risk Factor Surveillance System (BRFSS) data from 2014 to 2018. The BRFSS is the nation’s premier telephone survey that collects data about U.S. residents’ health-related risk behaviors, chronic health conditions, and use of preventive services. BRFSS collects data in all 50 states as well as the District of Columbia and three U.S. territories. The purpose of this study was to explore differences in dangerous health behaviors and conditions between maritime workers and all other U.S. workers.

Maritime industries across the U.S. employ more than 400,000 workers. These industries include:

- Commercial fishing
- Seafood processing
- Aquaculture
- Ship building and repair
- Marine transportation
- Marine terminal and port operations
- Commercial diving

In some settings, maritime workers live and work aboard vessels and may be at sea for long periods of time. Workplaces range from small, family-owned commercial fishing vessels, to enormous container ships owned by international companies, to busy ports that manage cargo and keep the supply chain running. Workers can be exposed to numerous harmful conditions due to the nature of their work and work environment including poor

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weather and sea conditions, fatigue, social isolation, hazardous machinery and equipment, confined space entry, and chemical exposures. Working in these industries has been associated with an increased risk of nonfatal and fatal injuries, but little was known about general health status.

We estimated the percentage of maritime workers with the following health conditions and behaviors:

- Binge drinking
- Smoking status
- Obese or overweight
- Diabetes
- Depression
- Asthma
- Cancer
- Chronic obstructive pulmonary disease (COPD)
- Health insurance
- Flu shot status

Binge drinking, smoking, overweight/obesity, diabetes, cancer, and COPD were more common among maritime workers than other workers. In particular, maritime workers were 28% more likely to binge drink and 39% more likely to smoke cigarettes [1].

Maritime workers with underlying health conditions may have limited treatment options while at sea or working in remote locations. The stress and high demands of shipboard work can lead to fatigue and isolation which may also have an impact on the health of the fraction of maritime workers who are seafarers. To reduce overweight/obesity and diabetes, lifestyle changes are usually recommended, such as eating a nutritious diet and exercising. Adopting these practices may be difficult for workers living aboard vessels. It is not unusual for maritime workers to have long hours, grueling work, and big paydays. Some workers might turn to alcohol, cigarettes, or drugs to cope with injuries, reduce stress, combat fatigue, or relax after a shift [2-4].

Struggling with your health? There are resources available for you.

Quit smoking: https://www.cdc.gov/tobacco/quit_smoking/
Learn about alcohol use: <https://www.cdc.gov/alcohol/>
Overweight/obesity: <https://www.cdc.gov/obesity/>
Controlling diabetes: <https://www.cdc.gov/diabetes/>
NIOSH CMSHS: <https://www.cdc.gov/niosh/maritime/>

For more information, please contact Richie Evoy
(qoml@cdc.gov).

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SAFETY

SAFE FISHING STARTS WITH PRACTICE AND PREP

By Jenn Bandy, portseattle.org, June 28, 2022

Commercial fishing is one of the most dangerous occupations in the United States. Fishers often endure hazardous working conditions, strenuous labor, long and irregular work hours, and harsh weather. The National Institute for Occupational Safety and Health (NIOSH) maintains the Commercial Fishing Incident Database (CFID), and a review of data from 2000-2015 revealed 725 commercial fishermen died while on the job. The majority of fatalities occurred after a vessel disaster, and the second leading cause of death was falling overboard.

The Seattle-based Fishermen's Memorial organization aims to prevent accidental fisher deaths. Each year the organization honors local fishers who lost their lives at sea by adding their names to the Fishermen's Memorial monument at Fishermen's Terminal. Their ultimate goal is to stop adding names. Part of that effort includes organizing an annual Fishermen's Memorial Safety Fair to educate new and seasoned fishers on effective methods to mitigate hazards. The event is free for fishers to attend, and programming is delivered through combined efforts from multiple industry partners, including the U.S. Coast Guard, Discovery Health MD, MITAGS, Emerald Marine, North Pacific Fishing Vessel Owners' Association, and more. Below are some of the safety demonstrations and exercises that were available to fishers at this year's event.

Man Overboard (MOB)



More than 200 fishers died from falling overboard between 2000-2016 in the United States. None were wearing a life jacket and 59% of the falls were unwitnessed. Meet Oscar, a bright orange dummy that simulates the average

weight of a fisher who has fallen into the water — he is extremely heavy, but smartly dons a life jacket. Keep the following tips in mind to stay safe on the water:

1. Always wear a life jacket on deck. Life jackets improve your chance of survival and visibility in the water.
2. Try to avoid being on deck alone. MOB situations most commonly occur when a crew member is alone on deck at night or while checking equipment.
3. Have a MOB rescue plan. Many crews are alarmingly unprepared to handle a MOB situation. Every crew should create and practice a plan that works with their specific setup and resources.

Proper flare use, handling, and storage



In an emergency situation, flares can save your life. But they're of no use if they're improperly deployed or stored. At this safety station, we learn about different types of flares, the best flares to use for specific

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situations, and proper flare handling and disposal. Key takeaways:

1. Get the right flares for your boat.
2. Make sure everyone onboard knows where the flares are stored and how to use them.

Plugging leaks fast



In this interactive demonstration, members of the U.S. Coast Guard demonstrated how to quickly plug vessel leaks by using a mix of recommended supplies and common items found onboard. While inside a specialized tub that simulated a leaking vessel, participants

worked together to plug multiple leaks. They were able to practice speed, resourcefulness, and communication. Key lessons:

1. Plan for emergency leaks by bringing extra planks, plugs, and tools.
2. Fix leaks fast. A minor leak or two can quickly compound into a bigger problem that may not be fixable while at sea.

Fire safety



The Maritime Institute of Technology and Graduate Studies (MITAGS) training team explained common sources of onboard fires (mostly electrical issues or kitchen accidents), provided detailed information about the various classes of fire

extinguishers and the appropriate use for each, and allowed fishers to practice extinguishing a gas fire. Lessons learned:

1. Know and follow the legal requirements for the number and type of fire extinguishers required on board.
2. Make sure everyone onboard knows where fire extinguishers are located and how to use them.

Gumby suit training



A gumby suit, aka survival or cold water immersion suit, is an essential piece of survival equipment for fleet members. The suits are made of foam rubber and designed to be watertight to stave off hypothermia and keep the wearer afloat

until rescuers arrive. The North Pacific waters off the Alaskan coast are frigid year-round. In the unfortunate event where crew members must enter the water, each typically has about 90 seconds to properly put on the gumby suit. At this safety station, participants practiced donning gumby suits both in and out of the water.



COAST GUARD INSPECTORS FOUND MORE DEFICIENCIES ON U.S.-FLAGGED VESSELS IN 2021

By Bridget Johnson, *hstoday.us*, June 24, 2022

U.S. Coast Guard inspectors spotted 31,200 deficiencies during 19,474 inspections on U.S.-flagged vessels during 2021, an average increase of one identified deficiency per vessel from the previous year.

The Coast Guard's 2021 Flag State Control Annual Report said that the 15 percent increase in deficiencies was seen during a 6 percent increase in the total number of inspections logged in the Coast Guard's Marine Information Safety and Law Enforcement database.

"The performance of the United States commercial vessel fleet is immensely important to preserving the safety and security of the United States Maritime Transportation System (MTS) that accounts for over \$5.4 trillion of our Nation's annual economic activity and supports over 30 million jobs," Assistant Commandant for Prevention Policy Rear Admiral John W. Mauger wrote at the beginning of the report. "The MTS is increasingly complex and three enduring drivers shape our operating environment: (1) increasing MTS capacity; (2) public demand for sustainability and environmental stewardship; and (3) the use of ever-more complex technologies and operating concepts to improve efficiencies and profitability."

The average age of ships in the domestic fleet is 27 years old, with barges averaging 17 years of age, passenger vessels at 28 years old, cargo ships at 29 years, and research/school ships being the oldest with an average age of 35 years.

Passenger vessels accounted for 11,007 inspections and 20,545 discovered deficiencies, with towing vessels undergoing 3,336 inspections that revealed 5,871 deficiencies. Cargo ships were subjected to 1,107 inspections and 1,965 deficiencies were uncovered, while barges underwent 3,295 inspections resulting in 1,481 discovered deficiencies. Research vessels were subjected to 105 inspections but had the highest average of deficiencies per vessel at 4.74.

There were 1,880 reportable marine casualties — including collision, allision or grounding; material failure or malfunction; loss/reduction of vessel propulsion steering; or personal injury or death — reported in 2021 involving 2,196 inspected vessels. The highest personal casualty rate was for vessels conducting Outer Continental Shelf (OCS) activities, accounting for 31.6 percent of the category's marine casualties, while 24 percent of passenger vessel casualties involved personal injury or death. Cargo ships' greatest casualty was material failure or malfunction at 60.1 percent. Barges sustained collision, allision or grounding 55.6 percent of the time.

There were 71 flag state detentions in 2021, occurring when "technical or operational-related deficiencies exist that individually or collectively indicate a serious failure, or lack of effectiveness, of the implementation of the Safety Management System." This most often happened due to a fire safety issue, followed by issues with propulsion and auxiliary machinery, lifesaving appliances, working and living conditions, or structural conditions.

"As we look ahead to 2022, the U.S. Coast Guard is eager to continue our cooperation with the towing vessel industry to finalize inspection and certification of all towing vessels," Mauger said. "We will also work to improve the safety standards for our small passenger vessel fleet through the continued use of our risk-based inspections regime and the implementation of the interim rule published in December 2021 which adds additional fire safety requirements for certain small passenger vessels."

During 2021, the report said, USCG staff members recorded over 290,000 interactions with the commercial fishing industry, with

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outreach efforts including dock walking, newsletters, social media, and official correspondence. The Coast Guard's Commercial Fishing Vessel Safety (CFVS) National Communications Plan "promotes two-way communications, in efforts to develop mutual and professional relationships with a common goal of prevention and safety."

While USCG only maintains records for fishing vessels that are enrolled in the decal examination program, the Coast Guard estimates that there are over 51,000 commercial fishing vessels in domestic service. Of the 7,460 exam deficiencies issued in 2021, 7,275 were for fish-catching vessels, 123 were for fishing tenders, and 62 were for fish-processing vessels.

FUEL SAFE

PROPER LOOKOUTS CAN HELP PREVENT VESSEL ACCIDENTS

By Lori Crews, *Washington State Department of Ecology*

Every year collisions, allisions, and groundings happen when boats are underway without keeping a proper lookout. Below are some best practices based on lessons learned from these accidents:

- Have a proper lookout — ensure that someone with situational awareness is looking where the vessel is heading and using all available means to assess danger.
- Have a proper radio watch — keep the radio turned on, tuned to the emergency channel, and at a volume high enough to hear. If working on deck, a speaker mounted outside can help you hear calls in time to take action.
- Be prepared to warn another boat to your presence without relying on the radio. This might include a horn or light.
- Never assume the other vessel will do the right thing by moving out of your way. Be prepared to take evasive action if needed.

IMPERIAL IMMERSION SUIT – POTENTIAL ISSUE

USCG, MSIB Number 01-22, July 1, 2022

The 17th Coast Guard District wants to raise awareness of a potential safety issue with Imperial Immersion Suits, distributed by SURVITEC.

Coast Guard examiners have discovered what appears to be an issue of glue delamination or lack of adhesion on recently manufactured Imperial immersion suits. The delamination/adhesion issue was noticed in the area where the zipper assembly meets the "face-piece" and again on the footpads.

Upon notification on June 28, 2022, 17th Coast Guard District Commercial Fishing Vessel Safety Office subsequently reached out to SURVITEC, who is the main distributor for Imperial immersion suits and informed them of the Coast Guard's findings. Shortly after, SURVITEC reported that they had found a similar issue in an Imperial immersion suit in their inventory that was from a different lot number than the ones initially identified in Alaska. SURVITEC is pursuing the issue with the manufacturer and future guidance regarding this issue is forthcoming.

At this time, it is undetermined as to the extent and seriousness of this issue as well as how many potential lot numbers of these suits may be affected. The 17th Coast Guard District recommends that vendors, owners and examiners of Imperial immersion suits take a close look at these suits when conducting visual and tactile inspections and exercise caution until amplifying guidance on the use and/or disposition of these immersion suits can be obtained and distributed.

AUGUST – DECEMBER 2022 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

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

Aug. 3-5 & 7-8, Sep. 13-17, Oct. 4-8, Nov. 8-12, Dec. 6-10

STCW BASIC TRAINING REFRESHER

\$950 MEMBERS / \$975 NON-MEMBERS

Aug. 4/5/8, Sep. 13/15/17, Oct. 4/6/8, Nov. 8/10/12,
Dec. 6/8/10

STCW BASIC TRAINING REVALIDATION

\$825 MEMBERS / \$850 NON-MEMBERS

Aug. 4&8, Sep. 15&17, Oct. 6&8, Nov. 10&12, Dec. 8&10

MEDICAL EMERGENCIES AT SEA

\$135 MEMBERS / \$150 NON-MEMBERS

Aug. 5, Sep. 13, Oct. 4, Nov. 8, Dec. 6

2-DAY BASIC FIRE FIGHTING

\$650 MEMBERS / \$675 NON-MEMBERS

Aug. 7-8, Sep. 16-17, Oct. 7-8, Nov. 11-12, Dec. 9-10

DRILL INSTRUCTOR WORKSHOP

\$200 MEMBERS / \$225 NON-MEMBERS

Aug. 23, Sep. 22, Oct. 19, Nov. 14, Dec. 12

SHIPYARD COMPETENT PERSON

\$675 MEMBERS / \$695 NON-MEMBERS

Sep. 7-9, Oct. 12-14, Nov. 16-18, Dec. 14-16

SHIPYARD COMPETENT PERSON REFRESHER

\$275 MEMBERS / \$295 NON-MEMBERS

Sep. 9, Oct. 14, Nov. 18, Dec. 16

24-HOUR HAZWOPER TECHNICIAN

\$425 MEMBERS / \$450 NON-MEMBERS

Aug. 29-31, Sep. 19-21, Oct. 24-26, Nov. 28-30, Dec. 19-21

8-HOUR HAZWOPER REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

ON FIRST OR LAST DAY OF 24-HOUR CLASS

SPECIMEN COLLECTION CERTIFICATION

\$150 MEMBERS / \$175 NON-MEMBERS

Aug. 23, Sep. 6, Oct. 11, Nov. 15, Dec. 13

STABILITY

\$175 MEMBERS / \$200 NON-MEMBERS

Nov. 18

STCW MEDICAL CARE PROVIDER

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

Dec. 5-8

PLEASE CALL US TO SCHEDULE THE FOLLOWING CLASSES:

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$280 MEMBERS / \$300 NON-MEMBERS

8-HOUR SHIPBOARD DAMAGE CONTROL

\$365 MEMBERS / \$375 NON-MEMBERS

SAFETY BITES & MEMBER NEWS

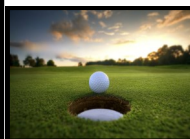
We hope everyone is staying safe and healthy!
Please call us with any of your training needs!
(206)285-3383

NPFVOA'S FALL GOLF TOURNAMENT FUNDRAISER

Thursday, September 15, 2022

The Golf Club at Redmond Ridge

1:00pm 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.

Hockema Group and NPFVOA present:

FISHING VESSEL STABILITY & ICING

- ◆ When: Friday, November 18th, 2022 (during Pacific Marine Expo)
- ◆ Place: Silver Cloud Hotel (1046 1st Ave. S)
- ◆ Time: 8:30 a.m. to 12:30 p.m. (with a light breakfast spread at 8:00 a.m.)

The cost is free, but preregistration is required.

Call 206-285-3383 or email info@npfvoa.org to sign up

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- SHIPYARD COMPETENT PERSON REFRESHER
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North Pacific Fishing Vessel Owners' Association
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NPFVOA VESSEL SAFETY PROGRAM MEMBERSHIP APPLICATION

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

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

Would you like to receive information & updates via email? Yes No
Would you like us to link to you from our web site? Yes No

Please describe the services your company provides: _____

Vessel Information

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

| Vessel/Gear Type(s) | Target Fisheries |
|---------------------|------------------|
| | |
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- | | | |
|--|-------|--|
| <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.) |