

PERSONAL LOCATOR BEACONS  
RESCUE SWIMMERS SAVE HURRICANE VICTIMS  
2ND OPERATIONAL FATALITY-FREE YEAR IN AK

ILLEGAL USE OF PAPER CAPTAINS  
HIDDEN CORROSION ON DECK FITTINGS  
GAO REPORT ON USCG FV SAFETY EFFORTS



# NPFVOA

Issue No. 116  
Winter 2022

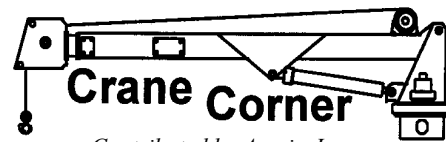
## VESSEL SAFETY PROGRAM



### NTSB TOURS THE PINNACLE

Thomas B. Chapman, Captain Morgan J. Turrell, and Ivan Cheung from the National Transportation Safety Board (NTSB) came to Seattle in September. Their goal was to further educate themselves on our large maritime industry in order to improve their ability to investigate marine accidents and make better safety recommendations. While they were here, they toured training facilities, the ferries, passenger vessels, and towing vessels. We arranged a tour of the crab vessel the Pinnacle. NPFVOA board member Mark Casto generously gave them a full tour of the vessel and answered all their questions.

Thank you Mark!



Contributed by Arxcis, Inc.

### WHAT CAN YOUR CRANE SAFELY LIFT?

This is a question that should not be difficult to answer. Each crane should have a load chart that is visible to the operator that shows how much the crane can lift at different boom lengths and radii. For example, on a model MCK 1250 the load chart shows that its maximum capacity with the boom retracted is 24,000 lbs at 10 feet radius, but at 50 feet radius the capacity drops to 2,100 lbs. This latter rating is required to be stenciled on the boom such as: SWL 2,100 lbs @ 50 feet. The load chart also shows the different capacities between these two ratings. Note, the crane's maximum rating is limited to the capacity of the hoist line. So, if your hoist line capacity is 7,400 lbs then the load you are lifting should not exceed that. In order to increase that capacity, you would need to go to a two-part line which would double your hoist line capacity from 7,400 lbs to 14,800 lbs. To determine the capacity of your hoist line, divide its breaking strength by its safety factor. So, when you order the hoist line be sure to get a wire rope certificate from the distributor showing what type of rope it is, its construction (core, number of strands and wires) and what its breaking strength is. Divide the breaking strength of the rope by its safety factor, which for cranes on vessels is 5:1, which will be its capacity.

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

## USCG MARINE SAFETY ALERT: HIDDEN CORROSION ON DECK FITTINGS CAN CAUSE DANGEROUS FAILURES

September 1, 2022

A recent marine casualty that resulted in a severe injury to a crewmember onboard a United States flagged cargo vessel brought to light a dangerous and potentially fatal situation involving D-ring lifting points.

While positioning a removable hatch cover on the vessel (Figures 1 and 2), three of the four D-ring securing straps failed (Figures 3 and 4), causing an uncontrolled snap-back of the lifting sling assembly that struck the crewmember in the head. The three fractured securing straps showed similar failures with a significant amount of corrosion beneath the paint and on the underside of the straps. It is likely that just one D-ring failed initially, which would have instantly doubled the load on the two adjacent corner D-rings, both of which were apparently weakened and subsequently failed. Without proper and periodic inspection and replacement, corrosion and stress can eventually lead to deck fitting failures.

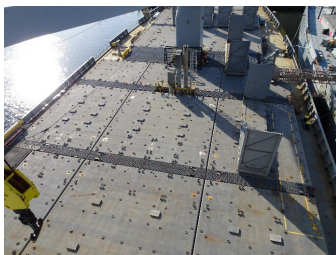


Fig. 1. Deck Configuration



Fig. 2. Ex. D-Ring Configuration

After the incident, the Coast Guard verified that the arrangement of the hatch cover lifting points was in accordance with all available drawings and design schematics. There were no records of any pull-tests or other testing conducted on these lifting points since their installation in the mid-1980s. There were also no records of any D-ring replacements, indicating that these have likely been in an exterior weather deck environment for several decades. Although there are requirements for design and in-service testing of mooring fittings and cargo-handling cranes and associated gear, there are no prescriptive periodic testing or inspection requirements for general purpose D-rings or their securing straps. Consequently, similar failures may occur in the absence of an established inspection and maintenance program.

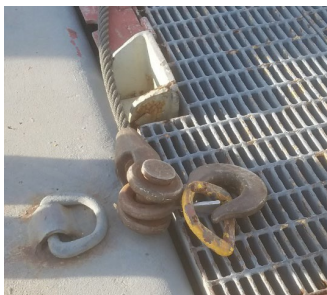


Fig. 3. Separated D-Ring



Fig. 4. Failed Securing Strap

The Coast Guard **strongly recommends** that vessel owners, operators, and other maritime stakeholders:

- Immediately identify high-risk D-rings and similar lifting-point fittings. High risk factors include: Age, weather exposure, and lifting load. These factors will cumulatively cause corrosion losses on the fitting, increasing its stress and fatigue vulnerability during each lifting cycle.
- Thoroughly inspect all high-risk lifting points for damage, hidden corrosion, and wastage. Audio gauging, pull-testing, or even replacement may be appropriate.

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- Consult with the manufacturer's instructions to ensure safe lifting limits are in place and that the effects of service life are considered in their determination.
- Establish a maintenance schedule for periodically inspecting all lifting points and audio gauging or testing any fittings as they age into high-risk status.

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

## COAST GUARD RESCUE SWIMMERS CREDITED WITH SAVING FLORIDIANS

by Crystal Kupper, [militaryfamilies.com](https://militaryfamilies.com), October 5, 2022

Aviation Survival Technician 2<sup>nd</sup> Class Zach Loesch didn't always plan on being a rescue swimmer in the Coast Guard. Instead, he hoped to become a Navy SEAL. After a crazy few days in Florida, however, Loesch has approximately 18 Hurricane Ian survivors who are certainly glad he went with his second option. "It's a really crazy feeling to have someone who thinks they're going to die see you and know you're the reason they're not going to die anymore," he said. "I really love being there for people when they're at their darkest moments."

### Hero's recognition

Loesch and his fellow rescue swimmers from Coast Guard Air Station Clearwater did exactly that. They headed down on Monday, Sept. 26, 2022, to create a staging area in hurricane-hammered counties before Ian even made landfall. The storm gave them plenty of opportunities to help people, including an older couple trapped in a house. Lowered down from a helicopter, Loesch eventually kicked through a wall to find the husband and wife. The woman was disabled and uses a specialized wheelchair. The Coastie not only rescued the couple, but went back down for the chair, attaching it to his body as his crew reeled him back up. "I was just doing the same thing that all my other rescue buddies were doing," he said. "One of my friends ended up hoisting a pet snake — I was actually pretty glad that wasn't my mission."

Loesch's bravery, honed through more than 100 previous rescue missions, was rewarded with a phone call from President Biden last week. "I told him how proud of him I was and thanked him for all the work he and his Coasties are doing to save lives," Biden announced in a press conference. Loesch said he felt honored to get a call from the Commander in Chief.

## COAST GUARD RESCUES TWO, TOWS DISABLED VESSEL TO OREGON

[nationalfisherman.com](https://nationalfisherman.com), September 13, 2022

Two Oregon fishermen were stranded 180 miles off Coos Bay, Oregon, when their troller lost all propulsion in a storm with 40-knot winds and 8- to 12-foot seas.

Coast Guard watchstanders at the 13th District command center in Seattle received a report that the 66-foot fishing vessel *Lodestar* had lost power. The watchstanders diverted the *Stratton*, a 418-foot Legend-class cutter on patrol, to rescue the fishermen.

The *Stratton* and its crew arrived on scene and placed the *Lodestar* in tow. Proceeding back toward Coos Bay, the *Stratton* crew rendezvoused with a 47-foot motor lifeboat crew from Coast Guard Station Coos Bay approximately 45 miles off Coos Bay.

The lifeboat crew took the *Lodestar* under tow and brought the vessel and fishermen back to shore.





# OTHER NEWS

## USCG REPORTS SECOND OPERATIONAL FATALITY-FREE YEAR FOR AK COMMERCIAL FISHING INDUSTRY

kinyradio.com, October 25, 2022

Juneau, Alaska (KINY) – The Coast Guard 17th District Commercial Fishing Vessel Safety office reported the second fatality-free commercial fishing season in Alaska for the fiscal year 2022.

The Coast Guard said the first fatality-free year in the Alaskan fishing industry occurred in 2015. The statistics are measured in the federal fiscal year, which runs from October 1st through September 30th. An operational fatality is defined as a death occurring as a result of an incident at sea, such as a man overboard, a sunken or lost vessel, or an on-deck accident, to name a few.

“I give most all the credit to the fishing industry when it comes to staying safe and alive,” said Scott Wilwert, Commercial Fishing Vessel Safety Coordinator, Coast Guard 17th District. “The efforts of Coast Guard fishing vessel examiners and maritime training organizations like the Alaska Marine Safety Education Association and the North Pacific Fishing Vessel Owners’ Association also play a vital role in preparing fishermen to survive an incident at sea and utilize the equipment they have onboard during an emergency.”

Fishing vessel owners and operators are reminded of the importance of properly maintaining their vessel’s lifesaving equipment, ensuring that all crewmembers working on deck are wearing personal flotation devices, and conducting regular shipboard drills to maintain the crew’s proficiency at operating shipboard emergency equipment.

“We definitely want to keep this momentum going through calendar year 2022 and beyond,” said Wilwert. “The linear trend of operational fatalities in the commercial fishing industry in Alaska has been steadily downward and we want to continue to work with the industry to keep it that way. Dangers are ever present in the fishing industry and are the reason we’re encouraging mariners to remain vigilant when it comes to crew training and safety.”

The Coast Guard is encouraging owners and operators to review and be knowledgeable of the general maintenance and upkeep of their vessels.

They said minor hull leaks and machinery failures should be properly repaired and documented. Further, vessel operators need to be fully aware of the operating constraints that may pertain to their vessels, including awareness of the risks of overloading a vessel, icing, and operating outside the restrictions of their stability letters as well as the crew’s ability.



## JERRY DZUGAN TO STEP DOWN FROM AMSEA

nationalfisherman.com, October 11, 2022

Jerry Dzugan, the longtime director of the Alaska Marine Safety Education Association, announced he will step away from the helm in January 2023.

“After thirty-six years, Jerry looks forward to teaching more, developing marine safety curricula, and spending more quality time with his sailboat, S/V Wyldewind,” according to a statement from AMSEA.

A 2021 *National Fisherman* Highliner, Dzugan is one of the nation’s foremost educators and advocates for marine safety training.

During Dzugan’s tenure as executive director, AMSEA developed Coast Guard-accepted curricula that has been taught to hundreds of marine safety instructors and more than 20,000 fishing vessel drill conductors, in classes on every U.S. coast. Hundreds of fishermen have used the skills learned to keep themselves and their crewmates safe in vessel disasters and other emergencies at sea.

AMSEA will continue “its role as the leading marine safety education organization for commercial fishermen,” according to association officials.

## NTSB ADVOCACY UPDATE: BLUE DRAGON FISHING VESSEL ACCIDENT HIGHLIGHTS VALUE OF EPIRBs, FIRE PREVENTION STRATEGIES

NTSB, September 8, 2022

This week, we issued Marine Investigation Report 22/20 about our investigation of the Nov. 10, 2021 fire aboard the fishing vessel *Blue Dragon*. The *Blue Dragon* was under way conducting longline fishing operations in the North Pacific Ocean when the vessel caught fire. The six crewmembers and a National Marine Fisheries Service (NMFS) observer unsuccessfully attempted to fight the fire. They abandoned the vessel and were rescued by a Good Samaritan vessel. No injuries or fatalities were reported in connection with the fire that resulted in more than \$500,000 in damages to the vessel.

The NTSB determined the probable cause of the fire aboard the *Blue Dragon* was from an unknown source, likely electrical in nature, which ignited the wooden wheelhouse console. Contributing to the extent of the fire damage was the substantial use of combustible materials in the joinery, outfitting, and furnishings in the wheelhouse and accommodation spaces.

### What You Should Know

We identified two lessons learned from this investigation:

- Substandard electrical installation and outfitting—including bare wires, unsecured wire nuts, overloaded circuits, loose wiring, and household wiring not designed for marine use—is a common cause of shipboard/vessel electrical fires. Additionally, batteries have been identified as ignition sources of fires in multiple modes of transportation.
- Personal locator beacons helped validate the position of the vessel’s emergency position indicating radio beacon, and a SEND (satellite emergency notification device) helped responders identify the nature of the emergency.

We issued a safety recommendation to the U.S. Coast Guard to require the use of personal locator beacons to enhance chances of survival following the sinking of the cargo vessel *El Faro* in 2015 and reiterated the recommendation after the fishing vessel *Scandies Rose* sank off Sutwik Island, Alaska in 2019. The recommendation remains open. Once again, we concluded that personal locator beacons would aid in search and rescue operations by providing continuously updated and correct coordinates of crewmembers’ locations.

### What You Can Do

Vessel owners and operators should ensure electrical systems are adequately designed, installed, and maintained in accordance with established marine standards to prevent fires.

Additionally, they can enhance the safety of their crews by equipping their vessels and crews with these additional satellite technologies to supplement EPIRBs.

# SAFETY

## USCG MARINE SAFETY ALERT: MODIFICATIONS TO FISHING VESSEL LIFTING GEAR

October 11, 2022

A recent marine casualty resulting in a death and injury on board a commercial fishing vessel serves as a reminder of the dangers associated with modifying lifting gear on fishing vessels. Significant modifications to the main and auxiliary booms of a purse seine fishing vessel contributed to the catastrophic failure of the vessel's mast. Failures of masts, booms, and lift cables have frequently occurred on purse seine vessels resulting in loss of life and severe injuries. Over the years, numerous casualties have occurred onboard a variety of fishing vessel types due to modifications to lifting gear or changes in vessel operations (e.g., new fisheries). Significant alterations or repairs to a vessel's hull, boom, or towing points may adversely affect structural integrity and load bearing limits.

Owners and operators of commercial fishing vessels must ensure that planned structural modifications to increase lifting capacity or that could alter vessel stability are completed under the oversight of a qualified individual such as a professional engineer or naval architect. Safety Alert 02-12 provides additional guidance to prevent overloading lifting gear and Safety Alert 11-08 provides additional guidance to identify and address stability concerns on fishing vessels.

The Coast Guard **strongly recommends** that vessel owners and operators (or other relevant stakeholders):

- Know design limits of load bearing structures and winches, hoist, and haul components.
- Conduct a new stability review when a vessel changes operations (e.g., new fisheries) or if significant weight changes are made to the vessel as a result of adding or removing equipment.
- Ensure planned structural modifications are completed under the oversight of a qualified individual (i.e., a professional engineer or naval architect).
- Commercial fishing vessel examiners, marine investigators, and surveyors are encouraged to maintain an acute awareness to these issues and initiate corrective actions, as needed.

## NTSB: LOOSE HATCH COVER MAY HAVE CAUSED THE LOSS OF THE EMMY ROSE

*The Maritime Executive, September 13, 2022*

The National Transportation Safety Board has concluded that the capsizing of the fishing vessel *Emmy Rose* – which went down with all hands off Massachusetts in late 2020 – was likely due to an unsecured hatch cover on its lazarette, which could have allowed rapid flooding when water accumulated on deck.

In the early hours of November 23, 2020, *Emmy Rose* was under way off Provincetown, Massachusetts with about 50,000 pounds of fish in her holds. She was headed to Gloucester, with winds of 20 knots and following seas of about six feet in height. At 0130 hours, the U.S. Coast Guard's Boston command center received an EPIRB signal from the vessel; no other communication came in, and the four members of the crew were never found. The wreck was later located in 800 feet of water some three nautical miles west of her last known position, intact and upright on the seafloor.

According to the *Emmy Rose*'s manager, the hatch cover for the lazarette – located between the stern ramps on the trawler's back deck – had no securing mechanisms at all, contrary to the requirements of the vessel's stability booklet. The force of waves over the

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transom in following seas could have knocked off the cover and allowed seawater to flood into the compartment, according to NTSB.

Accumulation of water on deck may have been exacerbated by closed restrictor plates on many of her freeing ports, which would have limited the outflow of water from the deck. As she settled lower in the water, downflooding could have progressed into the fish hold, which had a weathertight (but not watertight) wooden hatch cover.

An analysis by the U.S. Coast Guard Marine Safety Center determined that this could have resulted in a stern-first sinking.

To address the identified risks, NTSB called on the U.S. Coast Guard to expand the scope of commercial fishing vessels' third-party safety inspections to include an examination of freeing ports and hatch covers.

The agency also reiterated its previous call for mandatory personal locator beacons (PLBs) for all mariners and fishermen.

"Had the crewmembers of the *Emmy Rose* carried personal locator beacons on board and had they been able to activate them and abandon the vessel, search and rescue crews would have had continuously updated and correct coordinates of individual crewmembers' locations, thus enhancing their chances of survival," NTSB concluded.

## A NEW US GOVERNMENT ACCOUNTABILITY OFFICE REPORT ON THE USCG'S COMMERCIAL FISHING VESSEL SAFETY EFFORTS

*Government Accountability Office, November 2, 2022*

You can access the full report—entitled **COAST GUARD: Additional Actions Needed to Improve Commercial Fishing Vessel Safety Efforts**—here: <https://www.gao.gov/products/gao-23-105289>

Here is what we found:

- The Coast Guard has employed various efforts to promote commercial fishing vessel safety including through dockside exams and engaging with industry. The Coast Guard also conducts at-sea boardings of fishing vessels to enforce compliance with safety requirements; however, its policy on at-sea enforcement of the dockside exam requirement is unclear.
- The Coast Guard has not fully implemented 17 of the 22 key statutory requirements related to commercial fishing vessel safety that were enacted from fiscal years 2011 through 2021. Currently, the Coast Guard has various efforts underway to implement most of these 17 requirements. However, it does not intend to implement the requirement to establish an alternate safety compliance program for older vessels.
- Lastly, the Coast Guard has not fully incorporated key performance management practices for its commercial fishing vessel safety program that would allow it to better assess its efforts to enhance safety. For example, it has not established performance goals that fully address its strategic goals, nor set realistic targets for its performance goals, or used performance data to assess progress towards program goals.

If you are interested in learning more about this report, please contact Heather MacLeod at [MacLeodH@gao.gov](mailto:MacLeodH@gao.gov) or 202-512-8777, or GAO's Office of Public Affairs at 202-512-4800.



## PERSONAL LOCATOR BEACONS ARE THE NEXT STEP IN LIFESAVING

by Kirk Moore, *nationalfisherman.com*, October 5, 2022

Small as a cellphone and costing less than \$400, personal locator beacons should be required equipment for every mariner working on U.S. vessels.

That's been the insistent position of the National Transportation Safety Board since its joint investigation with the Coast Guard into the *El Faro* disaster of 2015.

The cargo vessel sank in hurricane Joaquin off the Bahamas, en route from Jacksonville, Fla., to San Juan, Puerto Rico. All 33 crew were lost; during a week-long search one unidentifiable body was seen, but could not be recovered.

Among the lengthy recommendations out of the NTSB *El Faro* report, there was this short notation: "Require that all personnel employed on vessels in coastal, Great Lakes, and ocean service be provided with a personal locator beacon to enhance their chances of survival."

The NTSB has been louder recently.

The National Oceanic and Atmospheric Administration's Search and Rescue Satellite Aided Tracking system (SARSAT) relays distress signals from emergency position indicating radio beacons (EPIRBs) that float free and activate when vessels suddenly sink. Essentially pocket EPIRBs, personal locator beacons signaling to satellite networks can guide rescuers to individual survivors at sea.

The NTSB again says it's time for the Coast Guard to make personal locator beacons (PLBs) mandatory equipment for mariners. In its latest accident analysis, the agency recounts one more example when the Maine groundfish trawler *Emmy Rose* sank suddenly with her crew of four in November 2020. None of the four men were found. The NTSB reiterated its call for the Coast Guard to require personal locator beacons to be carried by commercial fishermen and other mariners.

Coming after the *El Faro* cargo ship disaster in 2015 with 33 lost, and the 2019 *Scandies Rose* fishing vessel sinking in Alaska with five lost, the *Emmy Rose* was the latest example of how PLBs could have led rescuers to missing mariners, NTSB officials say. "It shouldn't take three marine tragedies to recognize the vital importance of personal locator beacons," said NTSB Chair Jennifer Homendy in a statement announcing the *Emmy Rose* report. "Given their wide availability and relatively low cost, I urge all fishing vessel operators to provide crewmembers with PLBs today – don't wait for a mandate from the Coast Guard. If the *Emmy Rose* crew had access to these devices, perhaps some of them would still be with us today."

Just days before the *Emmy Rose* report, the NTSB released one with a happier ending. The Hawaii-based longliner *Blue Dragon* was fishing for swordfish and tuna about 350 miles off the coast of California at 11:30 p.m. Nov. 9, 2021, when a suspected electrical fire erupted in the wheelhouse.

A National Marine Fisheries Service observer was on board, and happened to go into the wheelhouse as the fire started. He alerted the captain and crew. They tried to fight the flames spreading rapidly through the wheelhouse woodwork, but had to abandon ship. They were able to get the *Blue Dragon*'s life raft and EPIRB ready to deploy. The observer went to his berth to retrieve a bag with his NMFS-issued survival suit, EPIRB, PLB, and satellite emergency notification device (SEND), a Garmin inReach. He used the SOS button on the Garmin and texted a "fire" message, and manually activated the *Blue Dragon*'s EPIRB and his own PLB.

Alerts from the emergency locator devices began coming into Garmin's International Emergency Response Coordination Center in Montgomery, Texas, and the Coast Guard Rescue Coordination

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Center in Alameda, Calif. The Garmin center contacted the Coast Guard with the observer's SEND text information – the first indication there was a fire.

The NTSB says the beacons played a critical role in the survival and speedy rescue of the *Blue Dragon* crew after the fire cut off their wheelhouse communications and knocked out vessel power, the report notes.

The 623-foot Portugal-flagged bulk carrier *NordRubicon*, en route from Vietnam and located 80 miles northwest of the beacons' location, diverted to assist at the Coast Guard's request and brought the *Blue Dragon*'s crew on board to continue to California.

The NOAA satellite rescue network has been racking up more success stories as the technology becomes more affordable, with PLBs now commonly available at outdoor equipment retailers.

During 2021, alerts from EPIRB and PLB devices resulted in 330 U.S. lifesaving rescues, according to NOAA. Among those cases, 195 were water rescues, 29 were from aviation incidents and 106 responded to emergencies on land. Alaska had the most SARSAT rescues with 55, followed by Florida with 52 and California with 37.

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## USCG HALTS ILLEGAL USE OF "PAPER CAPTAINS" IN WA-BASED TUNA FISHING OPERATION

USCG 13<sup>th</sup> District Public Affairs, October 26, 2022

ASTORIA, Ore. – The Coast Guard ceased the use of illegal foreign nationals on a commercial fishing vessel that operated out of the State of Washington, Wednesday, Oct. 19.

A Coast Guard Sector Columbia River law enforcement team inspected an 89-foot fishing vessel and determined that the vessel was in violation of the Jones Act—specifically, they were in violation for utilizing a "paper captain."

Paper captain is a term applied to an individual listed on documents as a U.S.-flagged vessel's captain but in actuality serves as a deck-hand or in a similar lower-level capacity. It is the law (46 USC §12131) that a documented vessel be under the command of a U.S. citizen.

Many fishing vessels have engaged in a pattern and practice of hiring foreign nationals to serve on U.S. commercial fishing vessels in the capacity of captain, while U.S. nationals identified as captains on paper serve in subordinate roles.

Many of these violations have been supplemented by underlying fraudulent documents designed to avoid detection and mask the illegal operation.

"The employment of a foreign national as captain aboard a U.S.-flagged commercial fishing vessel is illegal," said Lt. Cmdr. Colin Fogarty, the enforcement chief at Coast Guard Sector Columbia River in Warrenton, Oregon. "The practice of utilizing paper captains subverts U.S. laws and regulations designed to protect hard-working American fishermen and mariners."

In addition to violating the Jones Act, the vessel had several safety violations including: expired firefighting equipment; expired, degraded immersion suits; an inoperable Emergency Position Indicating Radio Beacon (EPIRB) hydrostatic release; and failure to conduct safety drills.

The Coast Guard issued a Notice of Violation for \$3,000.00 and the vessel's Certificate of Documentation was rescinded for violating the Jones Act.

Since 2020, the Coast Guard has detected a total of 10 Paper Captain Violations, primarily in the tuna fleets that operate throughout the Pacific Ocean. In total, Sector Columbia River and sister units have issued nearly \$40,000 in fines directly linked to employment of foreign nationals as captains.

## JANUARY – JUNE 2023 CLASS SCHEDULE

### STCW 5-DAY BASIC TRAINING (BT)

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

Jan. 9-13, Feb. 6-10, Mar. 6-10, Apr. 3-7, May 8-12, Jun. 5-9

### STCW BASIC TRAINING REFRESHER

\$950 MEMBERS / \$975 NON-MEMBERS

Jan. 10/11/13, Feb. 6/8/9, Mar. 6/8/9, Apr. 3/5/6, May 8/10/11, Jun. 5/7/8

### STCW BASIC TRAINING REVALIDATION

\$825 MEMBERS / \$850 NON-MEMBERS

Jan. 10 & 13, Feb. 8 & 9, Mar. 8 & 9, Apr. 5 & 6, May 10 & 11, Jun. 7 & 8

### MEDICAL EMERGENCIES AT SEA

\$135 MEMBERS / \$150 NON-MEMBERS

Jan. 5, Jan. 11, Feb. 6, Mar. 6, Apr. 3, May 8, Jun. 5

### 2-DAY BASIC FIRE FIGHTING

\$650 MEMBERS / \$675 NON-MEMBERS

Jan. 6-7, Jan. 12-13, Feb. 7-8, Mar. 7-8, Apr. 4-5, May 9-10, Jun. 6-7

### DRILL INSTRUCTOR WORKSHOP

\$200 MEMBERS / \$225 NON-MEMBERS

Jan. 4, Feb. 2, Mar. 3, Apr. 10, May 4, Jun. 1

### SHIPYARD COMPETENT PERSON

\$675 MEMBERS / \$695 NON-MEMBERS

Jan. 18-20, Feb. 15-17, Mar. 15-17, Apr. 12-14, May 17-19, Jun. 14-16

### SHIPYARD COMPETENT PERSON REFRESHER

\$275 MEMBERS / \$295 NON-MEMBERS

Jan. 20, Feb. 17, Mar. 17, Apr. 14, May 19, Jun. 16

### 24-HOUR HAZWOPER TECHNICIAN

\$425 MEMBERS / \$450 NON-MEMBERS

Jan. 23-25, Feb. 27-Mar. 1, Mar. 27-29, Apr. 24-26, May 22-24, Jun. 26-28

### 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

Jan. 17, Feb. 14, Mar. 21, Apr. 18, May 16, Jun. 20

### STABILITY

\$175 MEMBERS/\$200 NON-MEMBERS

Call to schedule

### STCW MEDICAL CARE PROVIDER

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

May 2-5

### **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

#### ONBOARD DRILL INSTRUCTOR WORKSHOP

COST DEPENDS ON CREW SIZE

## 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:** ALASKA CHIEFTAIN, U.S. Seafoods, LLC

**Individuals:** James Mize, Golden Alaska Seafoods, LLC

## GW MARITIME MEDICAL ACCESS

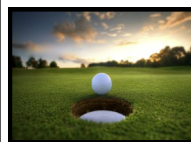
Our 4-Day STCW Medical Care Provider course has long been taught by instructors from the GW Maritime Medical Access program who fly out from Washington, DC just to teach our mariners. We typically hold this class twice a year, once in late fall and once in spring, and our next class is scheduled for May 2-5, 2023. Some of you may not be aware that GW Maritime Medical Access has been delivering remote medical advisory services to the maritime industry for over 30 years. See the enclosed flyer for more information on their program, and call or email to sign up for the next class!

## NPFVOA'S SPRING GOLF TOURNAMENT FUNDRAISER

*Thursday, May 25, 2023*

*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](mailto:info@npfvoa.org) to be added to our mailing list.

### NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD—EXECUTIVE DIRECTOR

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For your convenience, current and past issues of our newsletter are available online at [npfvoa.org](http://npfvoa.org).

*This newsletter is published quarterly by the North Pacific Fishing Vessel Owners' Association (NPFVOA) Vessel Safety Program and is free to members.*

*To receive a subscription, please consider joining NPFVOA by completing the membership form on the back page and mailing it to NPFVOA with the appropriate fee.*

*Memberships are annual, and all contributions are tax deductible.*

*NPFVOA is a 501(c)(3) non-profit association.*



## 2022 BOARD OF DIRECTORS

**Tim Vincent—President**  
Vincent Maritime Services

**Dave Shoemaker**  
Galaxy Consulting

**Mark Casto**  
F/V Pinnacle & Owners

**Marty Teachout**  
Trident Seafoods

**Andrew Heater**  
O'Hara Corporation

**Tim Van Hofwegen—Treasurer**  
NW Farm Credit Services

**Darrin Manor**  
Bristol Bay Reserve

**Sean Testa —Technical Advisor**  
Snow & Company

**James Mize**  
Golden Alaska Seafoods

**Jim Woeppel—Legal Counsel**  
Helsell Fetterman

**Rich Morgan**  
**Lauren Frey**  
Arthur J Gallagher Risk  
Management, Inc.

**Scott Robinson**  
CPR Management Services, LLC

## 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!**



**Fishermen's  
Finest®**

Recipient of the Port of Seattle  
**Sustainable Century Award**



"As commercial fishermen we are stewards of the fishery. It is an important public resource and it is our responsibility to manage it respectfully, sustainably and to reduce our carbon footprint to the maximum extent practicable."

– CEO, Helena Park





North Pacific Fishing Vessel Owners' Association  
1900 W Emerson, Suite 101  
Fishermen's Terminal  
Seattle, WA 98119  
(206) 265-3383 Fax: (206) 286-9332  
Email: [info@npfvoa.org](mailto:info@npfvoa.org) Web: [www.npfvoa.org](http://www.npfvoa.org)

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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

- |                                                |       |                                                                                                                                                                                  |
|------------------------------------------------|-------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <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.<br>(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<br>(Appropriate for crewmen and single-person business entities.)                                              |