

**CURT FARRELL TO RETIRE  
COMMERCIAL FISHING IS GETTING SAFER  
NMC NOW ACCEPTS ELECTRONIC SIGNATURES**

**INJURIES CAUSED BY WINCHES  
ENGINE ROOM EXHAUST HAZARDS  
CG WARNS FISHERMEN OF AIS VIOLATIONS**



# NPFVOA

Issue No. 117  
Spring 2023

## VESSEL SAFETY PROGRAM



### MAKING A SPLASH FOR SAFETY: MARITIME WORKERS PRACTICE SURVIVAL TECHNIQUES

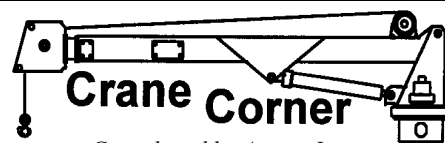
*By Erika Schultz, Seattle Times, March 14, 2023*

Thirteen people in survival suits jumped into the waters off Fishermen's Terminal Thursday morning in Seattle. They were learning how to survive in the event of a ship abandonment, as part of the North Pacific Fishing Vessel Owners' Association Vessel Safety Program.

The Coast Guard-approved courses teach safety and emergency preparedness to crews across the maritime industry, including shipyard workers, crews on commercial fishing boats, crews on research and passenger vessels and on other work boats.

During the Personal Survival Techniques course, participants learned how to deploy, board and flip a life raft, along with swimming techniques including how to create a human chain.

*Continued on page 6*



*Contributed by Arxcis, Inc.*

### INSPECTION AND USE OF LIFTING SLINGS

The most common lifting slings are: synthetic flat slings, synthetic round slings, fiber rope slings, chain slings, and wire rope slings. Each one has its advantages and disadvantages, so, before purchasing or using any sling, evaluate the conditions in which they will be used and consult the manufacturer in making a selection if you are uncertain. Each sling is required to be inspected prior to use, and just as important, after use. When a sling fails it is usually due to one of four things: damage during the lift, previous damage, overloading, or improper use. The first thing to look for during the inspection of any sling, is if there is a legible manufacturer tag attached. If not, do not use it. This tag has important information that is critical to its proper use, the least of which is, how much can it safely lift? Other information would be who the manufacturer is, what material is it made from, identification numbers and a brief description such as its length and diameter. Secondly, is there any damage to the sling that would give question as to its safe use? For synthetic slings it could be punctures or cuts, and damage from using around high heat or UV light. Check wire rope slings for corrosion, kinks or broken wires. Check chain for bent or twisted links, and damage from heat or corrosion. If you are uncertain as to the sling's condition, do not use it.

This issue of the *NPFVOA Vessel Safety Program Newsletter*  
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**NPFVOA**

## ENSURING PROPER CONFIGURATION OF DIGITAL SELECTIVE CALLING (DSC)-EQUIPPED RADIOS

*USCG Marine Safety Alert, March 2, 2023*

This Safety Alert is to remind marine radio users of the importance and value of properly configuring their Digital Selective Calling (DSC)-equipped Very High Frequency (VHF) radios to enable proper function during an emergency situation. When properly installed, DSC allows the mariner to simply hit the red DSC button in an emergency, resulting in the vessel's geographic coordinates and registered Maritime Mobile Service Identities (MMSI) number to be transmitted to nearby DSC enabled vessels and shore-based VHF towers.

During a marine casualty involving the loss of life aboard a commercial fishing vessel, it was found that the DSC-equipped VHF radio was not properly configured with the vessel's GPS system. While the Master was able to broadcast the vessel's position before sinking, having the DSC alert properly enabled could have provided the master more opportunity to focus on emergency operations and egress from the sinking vessel, while still continuously broadcasting an emergency signal over VHF.

The Coast Guard **strongly recommends** that vessel owners, operators, and crewmembers with DSC-equipped VHF radios:

- Obtain and properly register an MMSI number. Information to obtain/register an MMSI number can be found at <https://www.navcen.uscg.gov/maritime-mobile-service-identity>.
- Ensure that your GPS and DSC-equipped radio are interconnected. Doing so may save your life in a distress situation! All DSC-equipped radios, and most GPS receivers, have an NMEA 0183 two-wire data protocol which allows for any model of GPS to be successfully interconnected to any model of radio, regardless of manufacturer. Before interconnecting your radio & GPS, consult the owner's manuals. Additional information on how to interconnect DSC-equipped radios with GPS receivers can be found at: <https://www.navcen.uscg.gov/digital-selective-calling>.
- Confirm proper operation of your radio equipment. Testing procedures for your DSC-equipped radio can be reviewed in Marine Safety Information Bulletin (MSIB) 20-20 Change 1 which can be found at: <https://www.dco.uscg.mil/Featured-Content/Mariners/Marine-Safety-Information-Bulletins-MSIB/>.
- DSC functionality or operations questions may be submitted to the U.S. Coast Guard Navigation Center on its Contact Us webpage: <https://www.navcen.uscg.gov/contact/contact-us>.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirements. The Safety Alert was developed by the Marine Board of Investigation for the Commercial Fishing Vessel SCANDIES ROSE sinking and distributed by the Office of Investigations and Analysis. Questions may be sent to [HQS-SMB-CG-INV@uscg.mil](mailto:HQS-SMB-CG-INV@uscg.mil).

## CG RESCUES MARINER IN DISTRESS AS WAVE CAPSIZES VESSEL NEAR MOUTH OF COLUMBIA RIVER

*February 3, 2023*

The Coast Guard rescued a mariner in distress during a multi-unit response six miles west of the Columbia River mouth Feb. 3. Crews of Station Cape Disappointment and the National Motor Lifeboat School, along with an aircrew of the Advanced Helicopter Rescue School (AHRS), responded to the mariner's distress call. This was the first life saved by Petty Officer John "Branch" Walton, a rescue swimmer and student of AHRS. The mariner reportedly received minor injuries and was in stable condition when transferred from the CG's care. After the mariner was released to the care of emergency medical personnel, local authorities notified the CG that the individual is suspected to have stolen the vessel. The Astoria Police Department is leading that investigation.

## ENGINE ROOM EXHAUST HAZARDS ON FISHING VESSELS

*USCG Marine Safety Alert, February 15, 2023*

This safety alert addresses the importance of installing noncombustible materials in machinery space boundaries with dry exhaust systems. A recent marine casualty resulting in an engine room fire onboard a commercial fishing vessel identified significant hazards associated with main engine dry exhaust systems coming in direct contact with combustible materials, such as general-purpose resin on a wood Fiberglass Reinforced Plastic (FRP) vessel.

Some commercial fishing vessels are required to insulate combustibles from heated surfaces in accordance with 46 Code of Federal Regulations (CFR) 28.380(b) and ABYC P-1 requires fittings in contact with uncooled exhaust carriers to be noncombustible. However, there are currently no specific requirements for commercial fishing vessels to use fire retardant resin or to install noncombustible panels around machinery compartment boundaries.

When constructed of wood or general-purpose resin, a lack of noncombustible materials can lead to the main engine exhaust heating a wood/FRP deck, which can ultimately lead to a fire. In the above-mentioned vessel casualty, the main engine's dry exhaust caused the vessel's wooden deck to ignite and caused \$200,000 in damage.

The Coast Guard **strongly recommends** that commercial fishing vessel owners and operators:

- Ensure that dry exhaust piping passing through combustible bulkheads or partitions are insulated/shielded from combustible materials.
- Install noncombustible panels on existing vessels with general purpose resin.
- For new construction vessels, install noncombustible panels or fire-retardant resin around machinery compartment boundaries constructed of wood/FRP.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by Sector Delaware Bay Investigations Division and distributed by the Office of Investigations and Analysis. Questions may be sent to [HQS-SMB-CGINV@uscg.mil](mailto:HQS-SMB-CGINV@uscg.mil).

## CURT FARRELL TO RETIRE

Commercial Fishing Vessel Safety Coordinator Curtis Farrell retired from the USCG on March 8, after more than 42 years of combined active duty and civilian service. Since 2001, Mr. Farrell served at Marine Safety Unit Portland, Ore., working with commercial fishermen on safety and compliance. His work covered over 1,600 commercial fishing vessels operating in Oregon, SW Washington, and Southern Idaho.

During his time, he developed bold initiatives to advocate for the safety of the commercial fishing fleet. In the 90s and early 2000s, the West Coast Dungeness crab fishery had the highest fatality rate in the nation, two times higher than that of the Alaskan King crab fishery. He helped expand a pre-season safety check campaign for all Dungeness crab vessels in coastal Oregon and SW Washington. By blitzing the docks with a team of 24 people, they checked 200-300 vessels each year verifying their primary lifesaving equipment was compliant and ready-to-go. This included immersion suits, inflatable life rafts, and EPIRBs; ensuring drills were conducted and vessels weren't overloaded; and promoting the use of personal flotation devices while working on deck. Each year, dozens of deficiencies were corrected before the vessels departed port. This drastically improved safety equipment compliance, but not the rate of fatalities.

Not satisfied, he commissioned a study of fishing vessel fatalities that identified a lack in crew training. The fishermen were unwilling to travel to take training, so he worked with local fishermen and community leaders to bring the training to them. Since 2005, he has taught over 150 training sessions and trained over 2,000 fishermen in coastal towns throughout Oregon. Many have later shared stories of

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how their training saved themselves, their crew, or another vessel's crew. His mantra of "think like a survivor" has rung in the ears of fishermen who attended his class and then found themselves in an emergency situation.

Mr. Farrell performed over 1,400 Commercial Fishing Vessel Safety Exams in his 21-year civilian career, from Westport, Wash. to Brookings, Ore. He still holds the unit record for doing 26 vessel exams in one day.

Mr. Farrell began his CG career in 1980. After 10 years of enlisted service, he earned a commission as an officer and served in the marine safety field. He trained as a marine inspector and investigator and then was an instructor at the CG's training center in Yorktown, Va. He finished his active-duty career in Baltimore, Md. in 2000 and returned to his home state of Oregon where he was hired as a federal civilian employee for the CG.

Mr. Farrell leaves behind a legacy of the CG working with fishermen to achieve a common goal: come home safely to their families. The Dungeness crab fishery is no longer the deadliest in the U.S., many thanks to Curt. Taking the helm upon his departure will be his colleague of 16 years, Mr. Mike Rudolph.

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## **EPA MAY HAVE DEALT FINAL 'NAIL IN THE COFFIN' TO ALASKA'S PEBBLE MINE**

*By Timothy Puko, washingtonpost.com, January 31, 2023*

A contentious gold and copper mine project in Alaska may now be off the table after the Biden administration formally restricted mining in the area to protect one of the world's biggest salmon spawning grounds.

The Environmental Protection Agency announced it has used a provision of the Clean Water Act to block the project, Pebble Mine, and similar operations from the Bristol Bay watershed in Alaska's southwest. The decision completes a proposal the administration issued in May. Since then, the agency determined that mining discharge would cause unacceptable damage to the region's fisheries, it said.

It's the latest in a series of moves from the federal government and Alaska Native groups that could doom a project to tap ore once valued at \$300 billion to \$500 billion. The EPA and the U.S. Army Corps of Engineers—under first the Trump and then the Biden administrations—have both now rejected the development, creating multiple barriers to reviving it that experts say will be difficult to overcome.

Executives at the Pebble partnership—the sole asset of Vancouver-based Northern Dynasty Minerals, Ltd.—said they would continue on.

"Unfortunately, the Biden EPA continues to ignore fair and due process in favor of politics," John Shively, the partnership's chief executive, said in a statement. "This preemptive action against Pebble is not supported legally, technically, or environmentally. As such, the next step will likely be to take legal action to fight this injustice."

Others declared the project to be history. "This is the final nail in the coffin for the Pebble Mine," said Sen. Maria Cantwell (D-Wash). She added the mine "would have devastated Bristol Bay salmon" and the thousands of families that depend on that fishery.

The new EPA protections prohibit Pebble's developers or other similar miners from dumping mine waste into three smaller watersheds that are part of the Bristol Bay network. That is necessary to protect both the region's fisheries and its culture, the agency said.

Environmentalists and Native groups, which first sought the move more than a decade ago, cheered it this week. Alaska Native groups have vigorously opposed construction and want the developers to abandon the project to protect the local fishing industry and land they consider sacred.

"Today's announcement is historic progress," said Alannah Hurley, executive director of United Tribes of Bristol Bay, a consortium of tribal governments.

## **FISHING VESSEL FACING \$208K IN OSHA FINES**

*By Guy Burdick, EHS Daily Advisor, February 17, 2023*

The owner and operator of a 472-ton Alaskan seafood processing vessel faces \$208,983 in Occupational Safety and Health Administration (OSHA) penalties, the agency announced February 16. OSHA cited Christos Tsabouris and East West Seafoods LLC for two repeat serious violations, 17 serious violations, and one other-than-serious violation on the F/V Pacific Producer.

During a joint inspection in Seattle with the U.S. Coast Guard, OSHA inspectors found murky, brown water in the ship's drinking water system; crew members being served expired food; water used to process fish leaking into dry food storage and the galley's dining area; and other unsanitary conditions throughout the vessel.

OSHA also discovered that employees were exposed to electrical hazards throughout the vessel, including broken outlets and outlets near water, damaged and improperly installed electrical equipment, exposed wiring, and ungrounded extension cords. Inspectors also found the vessel had no fire suppression system, exposing the crew to fire hazards.

East West Seafoods has a history of OSHA violations. The agency cited the employer in 2012, 2014, and 2018, when inspectors found similar sanitation hazards; electrical and fire hazards; and a lack of lockout/tagout, machine guarding, and fall protections. Inspectors also identified an ammonia leak in 2018.

"Alaskan fishing industry workers depend on their employers for vessels that don't jeopardize their safety and health," Jack A. Rector, OSHA's acting Seattle regional administrator, said in a statement. "For more than a decade, our inspectors have found disgusting and dangerous conditions aboard the F/V Pacific Producer, and the well-being of crews aboard the vessel are at great risk because of its owner's failures."

OSHA's Region 10 office has a local emphasis program (LEP) for floating seafood processors. Fishing is one of the nation's most dangerous industries, according to the Labor Department's Bureau of Labor Statistics.

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## **NATIONAL MARITIME CENTER NOW ACCEPTING ELECTRONICALLY SIGNED DOCUMENTS**

*USCG, January 23, 2023*

In keeping with our goal to continuously improve our services to mariners, the National Maritime Center (NMC) will now accept electronic signatures (e-sign) on all CG-719 series forms and all supporting documentation therein for merchant mariner credentials (MMCs), medical certificates, and course approvals. Mariner applicants may e-sign applications and supporting documentation using software-generated electronic signatures (e.g., Microsoft Word, Adobe Acrobat, etc.) on the CG-719 series of forms and other supporting documentation to include, but not limited to, sea service, assessments, mariner training documentation, and qualified assessor and designated examiner requests. However, any submission missing signatures will be returned to the mariner or course provider.

Requirements to e-submit your MMC application to a regional examination center, or to MEDAIP@uscg.mil for medical certificate applications, have not changed.

E-mailing your application and e-signing your documents is the preferred method for submission. Please note: While the Coast Guard can accommodate e-mails with attachments up to 35MB in size, verify any size restrictions your e-mail provider may have prior to sending. Missing information will cause applications to be delayed or rejected.

If you have any questions, please contact the NMC Customer Service Center by e-mailing IASKNMC@USCG.mil.





# SAFETY

## AMPUTATIONS, BROKEN BONES AMONG THE INJURIES CAUSED BY WINCHES ON FISHING BOATS

By Yereth Rosen, Alaska Beacon, February 13, 2023

For crews working on fishing boats in Alaska, danger lurks in a helpful and possibly innocent-looking device: the winch.

Winches are hauling devices on which cables are wound. On fishing boats, they are used to lift anchors, nets and other objects. The combination of speed, force and close quarters on deck can lead to accidents involving them.

Over a 20-year period, there were 125 serious injuries to Alaska fisheries from winches, including amputations and crushed bones, according to a newly published study by experts from the Centers for Disease Control and Prevention. The study is published in the *Journal of Agromedicine*.

The study tracked winch-related traumatic injuries from 2000 to 2020 that were reported to the Alaska Fishermen's Fund, the state-administered entity that administers fishing-related injury and illness claims. Because the tally is limited to reports filed to the fund, it is almost certainly an undercount, and possibly a significant undercount, the study said.

Of the reported 125 injuries, over 80% of the injuries occurred on boats fishing for salmon, with events over several gear types, the study found. Topping the gear-type list were boats using purse seines, nets that surround fish and are drawn together to pull them from the water. Reported injuries also occurred in the drift gillnet fleet and the setnet fleet, which use nets in different ways, as well as on boats that use longline baited hooks or pots to harvest fish. About half of the injuries were caused by anchor winches, a third by deck winches and the remainder by other types of winches.

In most cases, the injuries happened when body parts were caught in or compressed by winches or the cables attached to them, the study said. Hands, wrists and arms were the body parts most frequently injured, though there were also injuries to other body parts, including skull fractures. Amputated fingers were among the most commonly reported injuries, though there was one case of an arm amputation. About half of the reported injuries were to fingers.

The study did not assess or rank the severity of reported injuries, said lead author Tristan Victoroff, a CDC epidemiologist. "However, some of the injuries we found, such as amputations ... and crushing injuries, can be severe enough to end a fishing season ..." or even a fishing career, Victoroff said by email.

There is some awareness in the fishing industry of winch dangers, particularly in the seine fleet, but not much data is available to show how often entanglements occur, he said. "What our study showed is that winch injuries can and do happen with some regularity in Alaska, across different winch types and fisheries," he said.

The study includes some recommendations for improved safety.

Equipment can help, it said. For purse seine boats, emergency stop devices, called "e-stops," are recommended for deck winches. "Being able to stop the winch as fast as possible could make the difference in preventing a severe injury," Victoroff said. For anchor winches, guiding rods could help prevent injuries that occur when anchors are being pulled up by their chains, the study said.

Enhanced safety training is also recommended, especially because many of those at risk on fishing boats are relatively inexperienced. The injury statistics reflect the dangers to the young; more than half of the 125 reported traumatic injuries over the period were to workers under 30.

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In general, crew members should have completed marine safety training within the past five years and be up to date on their U.S. Coast Guard-required certifications, Victoroff said. "It's critical that crew are prepared to respond to adverse events that may occur, whether from winch injuries or other types of emergencies," he said.

## REPORTING SEXUAL MISCONDUCT ON U.S. VESSELS

*Marine Safety Information Bulletin, February 9, 2023*

Sexual misconduct that occurs onboard U.S. flagged vessels harms mariners, interrupts safe operations, and often leads to accidents, lost careers, and a lifetime of trauma for the survivors who endure the abuse. The Coast Guard is committed to investigating and pursuing appropriate enforcement actions for all reports of sexual misconduct on U.S. flagged vessels. This MSIB supersedes the Assistant Commandant for Prevention Policy's MSIB 11-21 "Reporting Sexual Assaults on U.S. Vessels" issued on December 16, 2021.

Recent changes to the law now require the responsible entity of a vessel, defined as the owner, master, or managing operator, to report any complaint or incident of harassment, sexual harassment, or sexual assault to the Coast Guard that violates company policy. To help facilitate reporting, the Coast Guard has consolidated reporting for all types of sexual misconduct and established multiple reporting options. The reporting options include a *CGIS Tips App*, and/or the email address [CGISTIPS@uscg.mil](mailto:CGISTIPS@uscg.mil) which can be used by all reporting sources, including bystanders and survivors, who have access to a smart phone or the internet. The reports, which can be anonymous or for attribution, are received and reviewed by the Coast Guard Investigative Service (CGIS). An investigation will be initiated for all reports received and someone will provide follow-up communications with all reporting sources who provide contact information. The Coast Guard also maintains a 24/7 watch, which can field reports of sexual misconduct via the National Command Center (NCC) phone number at 202-327-2100. CGIS will leverage all available resources to immediately initiate a criminal investigation for a sexual crime occurring on a U.S. flagged vessel anywhere in the world. The Coast Guard will respond to any reports of sexual misconduct with trained investigators and will hold offenders accountable through criminal prosecution and/or actions against U.S. Coast Guard issued merchant mariner credentials (MMCs).

The *CGIS Tips App* can be downloaded from a mobile provider's marketplace using the following QR code:



If the responsible entity in charge of a U.S. flagged vessel makes a report, including providing detailed contact information for further follow-up, of a sexual misconduct incident through CGIS Tips, via the CGIS email at [CGISTIPS@uscg.mil](mailto:CGISTIPS@uscg.mil), or the NCC's phone line the report will satisfy the reporting requirements of 46 U.S. Code § 10104(a).



## COMMERCIAL FISHING IS GETTING SAFER: IS IT A CAREER FOR YOU?

By Jose Antunes, *nationalfisherman.com*, February 2, 2023

Fishing is safer today, the statistics suggest, and the second fatality-free commercial fishing season in Alaska confirms a trend that must be credited to the fishing industry. New funding announced aims to expand the safety of fishermen and offer better career options. Is fishing a career for you?

A report from the Coast Guard 17th District Commercial Fishing Vessel Safety office published by the end of 2022 revealed that the commercial fishing industry in Alaska had its second operational fatality-free year. It's the second fiscal year that this happened, the first being in 2015, and it clearly shows a statistical trend: commercial fishing has been getting safer.

According to the U.S. Coast Guard, these 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.

In 2015, for the first time, no one in Alaska died commercial fishing in a vessel-related incident. History repeated itself in 2022, and, according to Scott Wilwert, commercial fishing vessel safety coordinator for the Coast Guard 17th District, "most all the credit to the fishing industry when it comes to staying safe and alive."

A fishing vessel safety expert, Wilwert added that "the efforts of Coast Guard fishing vessel examiners and maritime training organizations like the Alaska Marine Safety Education Association (AMSEA) and the North Pacific Fishing Vessel Owners' Association (NPFVOA) also play a vital role in preparing fishermen to survive an incident at sea and utilize the equipment they have onboard during an emergency."

Although commercial fishing is a dangerous activity anywhere in the world, Alaska poses special challenges. Between 1980 and 1988, an average of 31 fishermen died in Alaska each year.

According to the National Institute for Occupational Safety and Health (NIOSH), the federal government agency responsible for conducting research and making recommendations for the prevention of work-related injury and illness, "commercial fishing is consistently one of the most dangerous occupations in the US, with a rate of 117 fatalities per 100,000 workers reported during 2012, 36 times higher than the average workplace fatality rate of 3.2 per 100,000."

NIOSH has been researching commercial fishing safety in Alaska since the early 1990s. Alaska's commercial fishermen work in one of the world's harshest environments and experience conditions that have a strong impact on their safety. One-third (399) of all work-related deaths that took place in Alaska during 1990–2014 occurred in the fishing industry.

NIOSH maintains the Commercial Fishing Incident Database (CFID) and has published a series of reports on commercial fishing fatalities in four US regions: Alaska, West Coast, East Coast, and the Gulf of Mexico.

According to the organization "fishing fatality rates vary substantially by fishery. Alaskan fisheries differ in geographic location of fishing grounds, type of harvesting equipment and techniques, time of year, and duration. Crabbing is particularly hazardous, because harvesting of most crab species in Alaska generally takes place during the winter months, with short daylight hours and often in rough weather conditions."

Having a second fiscal year without any death represents a milestone and Wilwert says, "we definitely want to keep this momentum going through calendar year 2022 and beyond," adding that "the linear trend of operational fatalities in the commercial fishing industry in Alaska has been steadily downward and we want to

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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."

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.

The Coast Guard also encourages owners and operators to review and be knowledgeable of the general maintenance and upkeep of their vessels. Minor hull leaks and machinery failures should be properly repaired and documented. Vessel operators need to be fully aware of the operating constraints that may pertain to their vessels, including awareness of the risks of both overloading a vessel, icing, and operating outside the restrictions of their stability letters as well as the crew's ability.

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## COAST GUARD WARNS FISHERMEN OF IDENTIFICATION SYSTEM VIOLATIONS

By Ethan Myers, *The Astorian*, February 1, 2023

As the commercial Dungeness crab season opens on the North Coast, U.S. Coast Guard Sector Columbia River is urging fishermen to resist the temptation to disable their identification systems. The Automatic Identification System, or AIS, is a maritime navigation safety communications system that transmits vessel identity, position, course, navigational status and other information to shore stations, other ships and aircraft.

The U.S. Coast Guard has a role in monitoring the crab fleet.

With some exceptions, all self-propelled vessels that are 65 feet or longer, engaged in commercial activity and within 12 nautical miles of shore are required to keep the system in operation.

"AIS is essential for safe navigation and bolsters America's security posture. Beyond the requirements of the law, AIS helps keep mariners safe and our ports secure," Lt. Cmdr. Colin Fogarty, the enforcement chief for the sector in Warrenton, said in a statement.

"Particularly during crab season, weather and visibility are poor on the Oregon and Washington coasts. AIS permits vessels to show their location and avoid collisions."

During some fishing seasons, particularly for crab and halibut, some fishermen turn off their vessel's identification system in order to protect their fishing location, Fogarty said.

In December, Sector Columbia River issued a fine to a commercial fishing vessel near the mouth of the Columbia River after detecting that its identification system was deactivated. The penalty was \$5,000, but since the captain declined to accept the notice, the case has been referred to a Coast Guard hearing officer and the fine could reach upward of \$40,000.

Sector Columbia River has not released the name of the vessel while the investigation is ongoing. "When we detect a vessel not following AIS requirements, we will pursue enforcement action," Fogarty said. "Five-thousand dollars is a significant fine to pay for a secret crabbing spot, but it's still cheaper than the safety of the crew." The violation marks the 13th Automatic Identification System violation since 2021 — nine in 2021 and four in 2022.

Without revealing specific tactics and procedures, Fogarty said the Coast Guard relies on its intelligence division to constantly track vessels and monitor the use of identification systems. Because of safety risks, Fogarty said, the sector takes the violations very seriously and is proactive in advising fishermen to keep their systems on.

"We hate giving out these penalties," Fogarty told *The Astorian*. "The way I tend to see it is, it's a fisherman's job to catch fish, it's my job to catch violators of the law. As long as our two businesses don't conflict — I want them to go out there, I want them to catch fish, but I need them to be safe for the security of our port."

## APRIL – SEPTEMBER 2023 CLASS SCHEDULE

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

\$1,200 MEMBERS / \$1,250 NON-MEMBERS

Apr. 3-7, May 8-12, Jun. 5-9, Jul. 10-14, Aug. 7-11, Sept. 11-15

### STCW BASIC TRAINING REFRESHER

\$1,000 MEMBERS / \$1,025 NON-MEMBERS

Apr. 3/5/6, May 8/10/11, Jun. 5/7/8, Jul. 10/12/13, Aug. 7/9/10, Sept. 11/13/14

### STCW BASIC TRAINING REVALIDATION

\$875 MEMBERS / \$900 NON-MEMBERS

Apr. 5 & 6, May 10 & 11, Jun. 7 & 8, Jul. 12 & 13, Aug. 9 & 10, Sept. 13 & 14

### MEDICAL EMERGENCIES AT SEA

\$140 MEMBERS / \$155 NON-MEMBERS

Apr. 3, May 8, Jun. 5, Jul. 10, Aug. 7, Sept. 11

### 2-DAY BASIC FIRE FIGHTING

\$685 MEMBERS / \$710 NON-MEMBERS

Apr. 4-5, May 9-10, Jun. 6-7, Jul. 11-12, Aug. 8-9, Sept. 12-13

### DRILL INSTRUCTOR WORKSHOP

\$200 MEMBERS / \$225 NON-MEMBERS

Apr. 10, May 4, Jun. 1, Jul. 20, Aug. 3, Sept. 6

### SHIPYARD COMPETENT PERSON

\$675 MEMBERS / \$695 NON-MEMBERS

Apr. 12-14, May 17-19, Jun. 14-16, Sept. 20-22

### SHIPYARD COMPETENT PERSON REFRESHER

\$275 MEMBERS / \$295 NON-MEMBERS

Apr. 14, May 19, Jun. 16, Sept. 22

### 24-HOUR HAZWOPER TECHNICIAN

\$425 MEMBERS / \$450 NON-MEMBERS

Apr. 24-26, May 22-24, Jun. 26-28, Jul. 24-26, Aug. 28-30, Sept. 25-27

### 8-HOUR HAZWOPER REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

ON FIRST OR LAST DAY OF 24-HOUR CLASS

### SPECIMEN COLLECTION CERTIFICATION

\$150 MEMBERS / \$175 NON-MEMBERS

Apr. 18, May 16, Jun. 20, Jul. 18, Aug. 15, Sept. 19

### STABILITY

\$175 MEMBERS / \$200 NON-MEMBERS

May 3

### 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

### *Continued from front page*

They also learned how to put on one-piece, Neoprene immersion suits, which cover the entire body except for the eyes and nose. The suits are required to have a light and a whistle, and are designed to keep a person's body warm for hours and keep them afloat.

NPFVOA Executive Director Karen Conrad said the course helps people "build confidence" that their survival suits will work, and practicing will create muscle memory for emergency situations.

The organization started volunteer safety programs with the U.S. Coast Guard in the early 1980s when the commercial fishing industry launched a concerted effort to create safer working conditions. Conrad estimated about 49,000 people have participated.

"You want to make sure that the fishing industry is safe for all workers so at the end of the day they come home," Conrad said. "We want everyone to come home."

The Seattle Fishermen's Memorial offers fishing crews a partial tuition rebate for certain safety programs for Washington state fishermen and vessels. For more information, visit: [seattlefishermensmemorial.org](http://seattlefishermensmemorial.org) and click on the "Safety" tab.

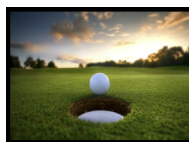
We hope everyone is staying safe and healthy!  
Please call us with any of your training needs!  
(206) 285-3383

### NPFVOA'S SPRING GOLF TOURNAMENT FUNDRAISER

Thursday, May 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

REBECCA HANRATTY—PROGRAM COORDINATOR

[info@npfvoa.org](mailto:info@npfvoa.org)

[www.npfvoa.org](http://www.npfvoa.org)

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.*



## **2023 BOARD OF DIRECTORS**

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## **NPFVOA VESSEL SAFETY PROGRAM**

### **COURSES INCLUDE:**

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

**ADDITIONAL CUSTOM COURSES TO FIT ALL YOUR SAFETY TRAINING NEEDS!**



# ***NPFVOA Vessel Safety Program***

**Affordable, Hands-on Safety Training  
in Seattle's Fishermen's Terminal**



**See our full schedule at [www.npfvoa.org](http://www.npfvoa.org)  
To register, call (206) 285-3383 or email [info@npfvoa.org](mailto:info@npfvoa.org)**



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Fishermen's Terminal  
Seattle, WA 98119  
(206) 286-3383 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.)  |