Highlights

FREE STABILITY CLASS IN NOVEMBER
AK COMMERCIAL FISHING FATALITIES DECLINE
CREW SAVED BY CFVS PROGRAM AND TRAINING

Inside

NPFVOA
VESSEL SAFETY PROGRAM

Issue No. 118
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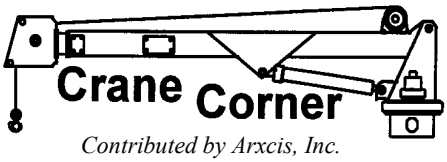
AMERICAN SEAFOODS IN-THE-WATER SURVIVAL TRAINING

Above: Crewmembers help each other into the liferaft during training.

Congratulations to American Seafoods Company! They were able to train 502 crewmembers this summer prior to their vessels leaving town. Crews of the American Dynasty, American Empress II, American Triumph, Katie Ann, Northern Jaeger, and Ocean Rover trained in donning an immersion suit, jumping into the water, practicing scenarios, and climbing into the life raft. Their crews were great to work with and we wish them a safe and successful trip!



Contributed by Arxcis, Inc.

PLANNING LIFTS

It is better to have a short safety meeting prior to a lifting operation to plan it properly than to have an investigation after to try to find out what went wrong. Consider the following accident: A load on a pallet was being lowered into the hold of a ship by a pedestal crane. As it descended, a corner of the pallet became caught on a stack of previously loaded boxes. The crane operator did not immediately see this and continued to lower the load. One of the nylon web slings became slack and the eye of the sling slipped off the crane hook causing the load to become unbalanced and fall, landing on a worker who was reaching up trying to steady the load. He was killed. What went wrong?

There were several things that contributed to this fatality. First, the operator should have used the help of a signal person. Second, there was not a working safety latch on the crane hook which is required to prevent exactly what went wrong, by keeping the sling's eyes on the hook when they become slack. Lastly, no one should ever be under a load as it is being lifted by a crane. Obviously, this lift was not properly planned. It is possible that they had been "successful" before doing lifts like these, but remember: just because you get away with doing something unsafe doesn't make it successful. You may be planting the seeds for a tragedy later on.

This issue of the *NPFVOA Vessel Safety Program Newsletter*
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ALASKA COMMERCIAL FISHING FATALITIES DECLINE, REFLECTING A NATIONAL TREND

Yereth Rosen, Pacific Fishing, June 2023

Commercial fishing in Alaska, long notorious as a dangerous and potentially deadly occupation, is getting safer, according to data presented recently to federal regulators.

Alaska fishing-related fatalities declined at a rate of 57 percent from 2013 to 2022, according to the presentation made in April to the North Pacific Fishery Management Council meeting in Anchorage.

Alaska, with 88 fishing fatalities from 2013 to 2022, accounted for slightly over a third of the nation's fishing-related deaths during the period, according to the presentation, made by Samantha Case and Richie Evoy, epidemiologists with the National Institute for Occupational Safety and Health.

The decline in Alaska fatalities mirrors a national trend, Evoy told the council. Although there are year-to-year fluctuations, nationally the rate of fishing fatalities has declined by about 42 percent since 2009, he said.

"Since 2009, you've seen a gradual decline in the rate of fatalities, which is pretty promising. But one thing to keep in mind is that commercial fishing continues to experience fatality rates at a much, much higher rate than a lot of other occupations in the U.S.," Evoy said. "This essentially means that commercial fishing is still one of the most hazardous occupations in the country."

Of the Alaska fishing fatalities recorded from 2013 to 2022, about a third resulted from vessel disasters, 28 percent from onboard accidents, 23 percent from falls overboard, 12 percent from onshore activity, and 5 percent during dive fisheries, Evoy told the council. Nationally, there were 235 fishing fatalities during the period, Evoy told the council, and the breakdown was a bit different, with higher percentages attributed to vessel disasters and falls overboard.

Since vessel disasters are the leading cause of Alaska fishing fatalities, it is useful to consider risk factors associated with such disasters, Case said in the presentation.

She reviewed recent research that she led that investigated factors correlated with Alaska vessel accidents. The research, detailed in a study published in 2020 that examined Alaska fishing accidents and disasters from 2010 to 2015, found some risk patterns, she said.

Vessels that had a reported casualty in the prior 10 years were three times as likely to be involved in disasters, Case said. Vessels with expired safety decals were 2.4 times as likely to be involved in disasters, she said. The study also found that vessels with steel hulls were more than three times as likely to experience disaster, although that factor was likely less about the hull material than the types of fishing conducted, she said. Vessels with steel hulls tend to be bigger and operate farther offshore or in winter conditions, she said.

Case said her study did not find that vessel age was a risk factor. The study found that vessels over 25 years old were not any more likely to be involved in accidents or disasters than newer ships, she said.

DANGERS OF AVOIDING LOAD LINE REQUIREMENTS

USCG Marine Safety Alert, May 5, 2023

A recent marine casualty resulting in the total loss of a crane barge, estimated at over 6 million dollars, is a stark warning of the risks involved with failing to adhere to load line regulations. The incident occurred approximately 18 miles offshore of Louisiana in the Gulf of Mexico while the crane barge was being towed in calm weather conditions. The barge was uncertificated without a load line and the operator did not request a Single Voyage Load Line (SVLL) Exemption from any Coast Guard unit before transiting beyond the Boundary Line. The Boundary Line is stipulated in 46 CFR Part 7, and non-load line vessels operating outside the Boundary Line are subject to penalties and fines stipulated in 46 USC 5116.

Over the course of the investigation, the Coast Guard discovered major modifications to the barge arrangement and other conditions which compromised its seaworthiness. This would have precluded issuance of a SVLL exemption until corrected. Additionally, prior to capsizing, the vessel made multiple voyages outside the Boundary Line without a load line, violating U.S. statutory requirements and placing the vessel and crew at risk.

Fig 1: Barge with crane loaded on board.

Fig 2: Barge after capsize.

As a reminder, whether inspected or not, most commercial vessels 79 feet and longer are required to have a load line when operating outside the Boundary Line. The Coast Guard **strongly recommends** that vessel Owners and Operators (and other relevant stakeholders):

- Review vessel requirements for load lines as specified in 46 Code of Federal Regulations (CFR) Subchapter E parts 41 through 47, and further explained on the Coast Guard's Load Line website and Load Line Policy Notes. Questions concerning load line requirements can be submitted to the USCG Naval Architecture Division (CG-ENG-2) at HQS-SMBCGENG@uscg.mil.
- Engage early with local Coast Guard when considering submission for a SVLL exemption. This process is critical for non-load lined vessels to ensure the seaworthiness of the vessel (i.e., condition of the hull, integrity of closures and satisfactory stability) for the duration of the intended voyage.

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

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by Investigators of Marine Safety Unit Houma and distributed by the Office of Investigations and Analysis. Questions may be sent to HQS-SMB-CGINV@uscg.mil.

DRY COMPRESSED AIR IS VITAL TO SAFE EQUIPMENT OPERATION

USCG Marine Safety Alert, June 9, 2023

A recent Coast Guard investigation involving a fire and subsequent loss of propulsion on board an inspected vessel serves as a reminder of safety issues caused by condensate forming in air lines. During the investigation, an underlying issue was discovered that caused the condensate to form in air lines that supplied compressed air to the vessel's air-operated engine throttle and clutch control systems. When the vessel is operating in cold weather, the condensate can freeze, potentially blocking the flow of compressed air, or cause the pneumatic engine throttle and clutch controls to stick or freeze.

There are many systems vital to vessel and personnel safety which depend upon the reliable, uninterrupted flow of contaminant-free compressed air. Propulsion control equipment (pneumatic engine starters, throttle controls, governors, air-operated clutch systems, etc.), and pneumatically operated air-blowers used in gas-freeing operations are just a few examples of such equipment.

Importance of Pressure Dew Point vs Ambient Operating Temperature

Condensate forming within the air lines of a compressed air system indicates that the compressed air has not been adequately dried for the ambient operating temperature to which the air lines are exposed. When compressed air is not adequately dried for its operating environment, the temperature of the compressed air can drop below its pressure dew point and water vapor in the air may condense. This results in contaminating the air lines with moisture, which can cause an unexpected failure of air-operated equipment due to the restriction or blockage in the flow of compressed air, excessive corrosion, and failure of internal components. When used with pneumatic blowers/tools, this condition may create other environmental hazards such as increased generation of static electricity. To ensure the safe and reliable operation of air-operated equipment, it is critical that the supplied compressed air is free of moisture and other contaminants.

A compressed air system properly designed for the operating environment will have an appropriate air dryer installed to remove moisture and reduce the pressure dew point of the compressed air to a threshold well below the temperature of the ambient operating temperature. This will ensure the temperature of the compressed air will never reach its pressure dew point, thus preventing water vapor in the air lines from condensing and the air lines becoming contaminated with moisture.

The Coast Guard **strongly recommends** that vessel owners and operators, inspectors, and third party surveyors:

- Identify compressed air systems vital to the safety of the vessel and/or personnel. Such systems include but are not limited to:
  - Engine starting, throttle control, and clutch control,
  - Pneumatic blowers or tools used by personnel working in or near flammable atmospheres,
  - Compressed air systems supplying the ship's horn,
  - Other equipment for which the unexpected interruption of compressed air could jeopardize the safety of the vessel and/or persons on board.
- For vessels which may operate in cold temperatures: verify that control and ship's service compressed air systems are properly equipped with air drying arrangements that will lower the pressure dew point (of the compressed air) below the operating temperature to which the air lines are exposed. This ensures that the temperature of the operating environment will not cause the temperature of the compressed air to reach its dew point and will prevent condensate and ice from forming within the air lines. For example, some dessicant and membrane dryers can reduce the pressure dew point of compressed air to minus 40°F, which would prevent the formation of condensate and ice in air lines exposed to cold temperatures. Moisture removal may also

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involve equipment such as compressor intercoolers, aftercoolers, air filters, dryer dessicant, sensors, and automatic drain traps, all of which should be properly maintained to ensure a moisture-free air supply.

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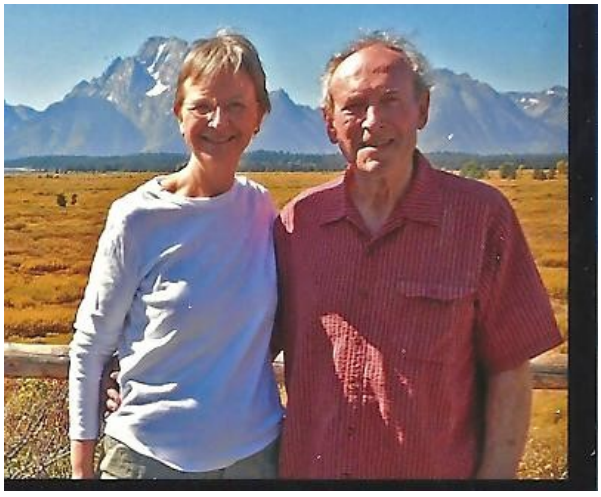
COAST GUARD RESCUES ONE PERSON FOUND STRANDED ON CHANNEL MARKER, RECOVERS ONE UNRESPONSIVE PERSON AFTER VESSEL CAPSIZES NEAR ASTORIA, OREGON

USCG 13th District, June 12, 2023

The Coast Guard rescued one person found stranded atop a channel marker and recovered an unresponsive person from the water after a vessel capsized June 11th on the Columbia River, near Astoria, OR. After Sector Columbia River watchstanders were notified, an Air Station Astoria aircrew aboard an MH-60 Jayhawk helicopter and a Station Cape Disappointment boat crew aboard a 29-foot Response Boat-Small II were launched. A rescue swimmer was deployed to hoist the stranded person before recovering the unresponsive person from a nearby shallow-water area inaccessible by boat. The person found stranded atop the dayboard was transported to awaiting EMS at Air Station Astoria as the unresponsive person was transported by boat to EMS at the East Mooring Basin.

RIP CHRIS BREEN, 9/10/2023

We are sad to announce that Chris Breen passed away. For years, he was the grief counselor for the Seattle Fishermen's Memorial. Chris Breen was a gifted priest from Ireland who entered the seminary after a short time as an adult layman. He was ordained in 1960 and recruited by the new Diocese of Yakima and with his talent and energy became the pastor of St. Paul's, Yakima Cathedral. He exited active ministry after a few years marrying wonderful Susan Blake who was a young nurse from the Midwest who settled in Yakima. They moved to Seattle and he became Executive Director of Big Brothers/Sisters. That agency was small potatoes (to use an Irish expression!) when he took over and he grew it to become a major non-profit recruiting some big league executives for his Board. After retiring from Big Brothers/Sisters Chris was a "life coach" for executives and also served on the Providence Seattle advisory board. Chris served as ecumenical Chaplain to our local commercial fishing fleet that travelled to Alaska. He would fly up when there was a death or accident and then minister to families impacted.



Above: Chris with his wife, Susan

F/V ASHTELLA RHELYN—CFVS PROGRAM & TRAINING SAVED CREWMAN'S LIFE

Mike Rudolph, Chief, Fishing Vessel Safety Branch, USCG-Sector Columbia River, May 23, 2023

Received a call from the skipper of F/V ASHTELLA RHELYN, Newport, OR, to report that the CFVS Team's work in Fishing Vessel Safety and his attendance at the Drill Conductor Course saved his crewman's life.

During the latest crab fishing trip, the skipper was at the helm and his two deckhands were recovering crab pots and stacking them on the stern. Deckhand1, a fisherman with 30+ years experience who opted NOT to take the drill conductor course, was on the very aft deck of the vessel stacking crab pots when he fell overboard. Deckhand2, who attended a prior drill conductor course, saw Deckhand1 go overboard and hollered, "Man Overboard!" The skipper, who attended the April 2023 drill conductor course in Newport, had a pre-developed plan of what to do and had practiced with his crew.

Deckhand2 threw the ring buoy to Deckhand1 and pulled him closer to the vessel. The skipper broke out a homemade MOB retrieval device consisting of a pool noodle, rubber hose, some line, and a clip. The skipper had Deckhand1 place the retrieval device around his back and under his arms. He was then hauled out of the water using the crab block. Deckhand1 got changed out of his wet clothes, didn't have any injuries nor any signs of hypothermia. He went right back to work. Whole evolution took about 3 minutes.

The owner is emphatic that the examiners on the dockside exams, the stuff he learned in the drill class and practicing with his crew all contributed to getting his crewman back aboard efficiently and without harm! A LIFE SAVED!

There are least three big takeaways from this incident:

1. CFVS Dockside Exam and skilled Examiners: The owner just bought this vessel earlier this year. In February and March he got dockside exams from Curt Farrell, LTJG Connor Michelli and MST2 Kelsey Rodgers. There was an extensive worklist from the first exam. An important item was to conduct regular drills with the crew by a trained individual and to have a plan, ahead of time, for man overboard retrieval. The examiners talked to the owner about ways to fashion a homemade retrieval device that can be used to get a person out of the water. All items were eventually corrected, and vessel received a CFVS Decal.

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2. Importance of Drills and Training: The skipper and Deckhand2 had attended AMSEA drill conductor courses. Deckhand1 didn't care to attend, since he has been fishing for more than 30 years. Attending a course, developing emergency plans, and practicing with the crew really paid off. The skipper and Deckhand2 say they never felt panicked nor in a fluster of what to do. Deckhand1 now plans to attend the next course.

3. MOB retrieval: Several years ago, the CFVS team made MOB retrieval an area of emphasis when a crewman died after falling overboard, and the crew had no quick method to get him out of the water. He died right next to the vessel. Curt Farrell drafted a policy that, before receiving a CFVS Decal, vessel operators must explain how they would get a person out of the water, and to show the actual device they would use. The ASHTELLA RHELYN had their homemade device at the ready and put it to good use.

Now, not everything always goes to plan. Deckhand1 was wearing an inflatable PFD underneath his raingear. It is the auto-activated type made by Mustang with a dissolvable bobbin (pill). It did not inflate. The device works after being immersed in the water, the bobbin dissolves, releasing the firing pin. It is possible, due to it being underneath raingear and the victim not going fully under the water, the bobbin was never exposed to enough water. During the drill classes, these devices are demonstrated in the pool, and they take about three seconds to activate after being fully immersed.

NTSB: INADEQUATE REPAIR LED TO SINKING OF FISHING VESSEL GRACE MARIE

The Maritime Executive, July 11, 2023

The National Transportation Safety Board (NTSB) has concluded its investigation into the sinking of the fishing vessel *Grace Marie* last year, and has concluded that an inappropriate hull repair was the likely source of the flooding that sent her to the bottom.

On July 6, 2022, the 45-year-old trawler *Grace Marie* got under way from Gloucester, Massachusetts and headed to her fishing grounds, located about 75 nm to the east. Her captain and crew had decades of experience, including many years aboard the same vessel.

After two days of fishing, the *Grace Marie's* hold was nearly full, and the captain got under way for the next location. At about 2150, the engine room bilge alarm sounded in the wheelhouse. This was routine, as water would accumulate from the stuffing box, overflow from the fish hold, and gray water from the vessel's sinks (the drain lines were routed into the bilge). A deckhand had been in the engine room to refill a fuel service tank a few minutes earlier, and he said that he saw nothing unusual. The captain started one of the space's three bilge pumps remotely and carried on.

At 2200, the engine room's high-high bilge alarm sounded, indicating that the water level was still rising. This was out of the ordinary, and the captain went to investigate with a deckhand. Both saw water rising steadily in the engine room's bilges, but they could not find the source of the leak. The captain started the other two bilge pumps and closed both of the boat's seacocks as a precautionary measure. However, the water continued to rise.

The *Grace Marie's* float-free EPIRB activated automatically at 0241, giving a good indication of the time and location of her sinking. A U.S. Coast Guard overflight confirmed the presence of a 350-by 150-foot oil sheen at the EPIRB coordinates after daybreak.

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The captain ordered the crew to prepare to abandon ship, and at 2210 the *Grace Marie* put out a mayday call. A nearby fishing vessel, the *Dawn T,* responded quickly and began a short transit to meet them. The crew all abandoned ship into a life raft at 2220, and the good samaritan vessel had them all aboard by 2234.

The crew remained on scene near their stricken boat for two hours, and saw *Grace Marie* take on a starboard list. At 0048, the vessel's lights went out, and *Dawn T* departed and headed for her home port.

No injuries were reported, but the vessel was a total loss, and was not salvaged or surveyed. The value of the loss was estimated at about $650,000.

After the sinking, NTSB began an investigation into the *Grace Marie's* sinking. (Commercial fishing vessel casualties are among NTSB's top priorities.) The vessel's last U.S. Coast Guard safety-gear inspection in 2020 had not found any deficiencies, and a 2018 hull survey found that the bottom was "in overall good condition for a vessel of its age." The crew had seen nothing wrong with the stuffing box, which had been operating normally.

NTSB's inspectors honed in on an item in the 2018 survey: the vessel had two 3/8" thick doubler plates on each side of the keel. These had been welded on about 8-10 years before the sinking because the hull condition in that area was "a little spotty," according to the owner. The vessel's master told investigators that "it was all doubler plate" under the engine room.

Doubler plate is permitted for temporary and permanent repairs aboard uninspected fishing vessels, but it is not recommended best practice, according to the Coast Guard. The USCG warns that doubler plates can concentrate hull stresses in the area of the repair, and also prevents inspection of the condition of the hull underneath. The Coast Guard generally finds that "where doublers have been used, they tend to proliferate as randomly placed patches which often serve only to cover up the deficiencies which would otherwise indicate the true condition of the hull." Instead, the service recommends cropping out wasted steel plate back to good material and installing new plate to bring the vessel back to specification.

Ruling out other possible explanations, NTSB concluded that the vessel likely went down because of "a failure of the doubler-plated hull below the engine room." The agency noted that doubler plates are common on uninspected fishing vessels, and advised that they are "not generally suitable as a permanent repair for a vessel's hull."

OIL SPILL LESSONS LEARNED – CORRODED DECK FITTINGS

Scott Wurster, Washington State Department of Ecology

Washington State Department of Ecology responds to oil spills to Washington waters and conducts investigations to understand causal factors and uncover prevention lessons learned. A recent hydraulic oil spill investigation on a fishing vessel was a reminder of the importance of inspecting deck fittings for corrosion. This is particularly important on vessels with dissimilar metals in fittings and protective cover plates over the hydraulic lines and deck fittings. These cover plates can make visual inspection difficult without removing the plates. Visual inspection is increasingly important when there are dissimilar metals in the fittings, which causes galvanic corrosion. Heightened vigilance related to inspecting and maintaining these lines and fittings can help prevent spills, improve safety, and avoid schedule delays. Other information about oil spill prevention can be found at: https://ecology.wa.gov/Regulations-Permits/Guidance-technical-assistance/Guidance-for-oil-industry/Vessel-information/Prevention-Resources#Regulatory

REDUCING COLLISION RISK BY IMPROVING SMALL VESSEL DETECTABILITY

NTSB Safety Alert, June 2023

The problem

- Small vessels constructed of wood or fiberglass are difficult to detect by radar.
- Even if producing a radar return, small vessels can be obscured by the trough of passing swells and make for intermittent radar targets.
- The NTSB investigated a casualty in which two vessels – a 23-foot-long center-console boat with a fiberglass hull and a 154-foot-long US Coast Guard cutter – collided because neither crew saw the other vessel approaching, either visually or by electronic means. Had the fiberglass boat been equipped with a radar reflector, it may have appeared on the cutter's radar, providing the cutter's crew an opportunity to detect the boat. Similarly, had the boat been equipped with an automatic identification system (AIS) transponder, the cutter's crew may have been aware of the boat.

What can you do?

Early detection of a vessel is one of the best ways to avoid collision. Owners of recreational boats and small commercial fishing vessels can use devices to improve their vessels' detectability by enhancing nearby traffic's awareness of their position.

- **Install a radar reflector, which is a device designed to create a strong reflection of radar energy in order to make it clearly visible on ships' radar screens. The reflector is mounted as high as possible on a boat, typically by hoisting the reflector from an existing or purposed mast.**
- **Use AIS Class B or B+ to provide identification and position information to vessels and shore stations, allowing small vessels to see and be seen by other ships operating in their area. An AIS transponder consists of a GPS receiver and a VHF data radio. The transponder transmits a vessel's GPS position on VHF channels dedicated to AIS.**
  - AIS Class B provides the safety and navigation benefits of AIS to smaller vessels – with lower cost and simpler installation.
  - AIS Class B transponders have a lower power output (maximum range of 8-10 miles to nearby vessels), are less expensive, and transmit a vessel's position less frequently than an AIS Class A transponder.
  - Recently, AIS Class B+ transponders were introduced. AIS B+ has greater range and transmits positions more frequently than a Class B transponder.
- **Radar reflectors and AIS Class B and B+ units are available at commercial and recreational marine suppliers; they are currently used on many small vessels such as sailing vessels, yachts, and power boats.**

PACIFIC MARINE EXPO – NOVEMBER 8-10, 2023

At Pacific Marine Expo, they put the business in the front, and the party in the back (literally!). After walking the show floor, make your way to the back of the event center for the **National Fisherman's Arena and Fisherman's Lounge + Happy Hour Bar.**

They'll be using this space to host a variety of special events, daily complimentary happy hour, and they've amped up the popular Fisherman of the Year contest, now known as **Coastal Challenge**. Are you and your crew interested in a friendly competition? The Coastal Challenge is for you! Not much of a competitor? They have bleachers and complimentary happy hour beers, perfect for cheering on teams as they compete to become Coastal Challenge Champions.

This event (and much, much more!) takes place at Pacific Marine Expo, make sure you claim your **complimentary pass** now! *Limited time only. Go to https://www.pacificmarineexpo.com to register.*

SEPTEMBER 2023-JANUARY 2024 CLASS SCHEDULE

STCW 5-Day Basic Training (BT)
$1,200 Members / $1,250 Non-members
Sept. 11-15, Oct. 9-13, Nov. 6-10, Dec. 4-8, Jan. 8-12

STCW Basic Training Refresher
$1,000 Members / $1,025 Non-members
Sept. 11/13/14, Oct. 10/11/12, Nov. 6/8/9, Dec. 4/6/7, Jan. 8/10/11

STCW Basic Training Revalidation
$875 Members / $900 Non-members
Sept. 13 & 14, Oct. 10 & 12, Nov. 8 & 9, Dec. 6 & 7, Jan. 10 & 11

Medical Emergencies at Sea
$140 Members / $155 Non-members
Sept. 11, Oct. 11, Nov. 6, Dec. 4, Jan. 8

2-Day Basic Fire Fighting
$685 Members / $710 Non-members
Sept. 12-13, Oct. 9-10, Nov. 7-8, Dec. 1-2, Dec. 5-6, Dec. 11-12, Jan. 9-10

Drill Instructor Workshop
$200 Members / $225 Non-members
Sept. 6, Oct. 4, Nov. 2, Dec. 1, Jan. 4

Shipyard Competent Person
$675 Members / $695 Non-members
Sept. 20-22, Oct. 18-20, Nov. 15-17, Dec. 13-15, Jan. 17-19

Shipyard Competent Person Refresher
$275 Members / $295 Non-members
Sept. 22, Oct. 20, Nov. 17, Dec. 15, Jan. 19

24-Hour HAZWOPER Technician
$425 Members / $450 Non-members
Sept. 25-27, Oct. 23-25, Nov. 27-29, Dec. 18-20, Jan. 29-31

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
Sept. 19, Oct. 17, Nov. 14, Dec. 12, Jan. 16

Stability
$175 members / $200 non-members
Nov. 10

STCW Medical Care Provider
$1,400 Members / $1,500 Non-Members
Nov. 28-Dec. 1

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

Check www.NPFVOA.org for details

Safety Bites & Member News

New Members

NPFVOA is pleased to welcome the following new members:

Associates: The Polytech

FREE Fishing Vessel Stability Class at Fish Expo!

Date: November 10, 2023
Time: 8:00 a.m. – 12:30 p.m.
Located near Lumen Field

The Stability class is free but preregistration is required.
A light breakfast is included.

To register: Call (206) 285-3383 or email info@npfvoa.org

Presented by:
HOCKEMA GROUP
Naval Architects · Marine Engineers · Electrical Engineers
NPFVOA Vessel Safety Program

NPFVOA's Fall Golf Tournament Fundraiser

Thursday, September 21st, 2023
The Golf Club at Redmond Ridge
1:00pm Start Time

Day of fun! Join us for our annual fall tournament—play golf, enjoy lunch on the course, then join us after for dinner and the post tournament raffle. Have fun and support maritime safety!

If you haven't attended our tournaments in the past and would like to this year, please email info@npfvoa.org to be added to our mailing list.

NPFVOA Vessel Safety Program Staff
Karen Conrad—Executive Director
Rebecca Hanratty—Program Coordinator

info@npfvoa.org www.npfvoa.org

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

North Pacific Fishing Vessel Owners' Association
1900 W Emerson, Suite 101
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Email: info@npfvoa.org Web: www.npfvoa.org

NPFVOA VESSEL SAFETY PROGRAM
MEMBERSHIP APPLICATION

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

Company Name: _____
Vessel Name: _____
Primary Contact Name & Title: _____
Address: _____
City, State, Zip: _____
Phone: _____
Fax: _____
Email: _____
Web Site: Would you like to receive information & updates via email? Yes No
Would you like us to link to you from our web site? Yes No

Please describe the services your company provides: _____

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

Vessel/Gear Type(s)	Target Fisheries

☐ Vessel (over 79 ft.)	$600	Benefits apply to all current crew members and management company.
☐ Vessel (60-79 ft.)	$300	Benefits apply to all current crew members and management company.
☐ Vessel (under 60 ft.)	$125	Benefits apply to all current crew members and management company.
☐ Associate	$400	Benefits apply to business personnel only; vessel crew ineligible at this level. (Appropriate for marine support industry, e.g., law firms, ship yards, fuel suppliers, etc.)
☐ Individual	$75	Benefits are limited to named individual and are non-transferable (Appropriate for crewmen and single-person business entities.)