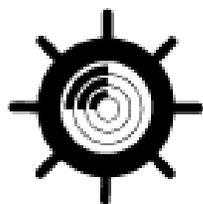


REPORT ON LADY MARY SINKING
 GLOBAL HARMONIZED SYSTEM DEADLINE 12/1
 GARBAGE & OIL DISCHARGE STICKERS AVAILABLE

WINTER SNOW LOAD DANGER
 NO MORE PAPER NAUTICAL CHARTS
 HAZARDOUS CHEMICAL PROTECTION RESOURCES



NPFVOA

Issue No. 83
 Fall 2013

VESSEL SAFETY PROGRAM



KITSAP READINESS RESPONSE CENTER

November 13, 2013

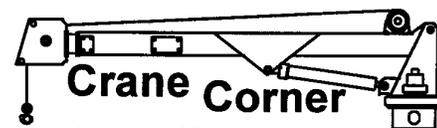
It has been five years since the NPFVOA Vessel Safety Program and the Readiness Response Center teamed up to offer an outstanding Damage Control course.

The Kitsap Readiness Response Center is a state of the art facility that includes classroom spaces, a live-fire and flooding training building, seven outdoor firefighting props, and an outdoor damage control prop. The combination live-fire and flooding training building can burn and flood simultaneously and is the only known training facility of its kind.

Now, NPFVOA is partnering with the Kitsap Readiness Response Center for exceptional fire training. NPFVOA is US Coast Guard approved to use the RRC for the live fire lab portion of our STCW 2-day Basic Fire Fighting. This is great for our clients since it gives them more variety and choices.

Other courses we are offering are a Portable Fire Extinguishers course, General Shipboard Fire Fighting, General Shipboard Fire Fighting Team Training and Advanced Shipboard Fire Fighting.

Continued on page 2



Contributed by Arxcis, Inc.

FABRICATING SYNTHETIC FIBER ROPE SLINGS

Synthetic fiber rope slings are often made by the vessel's crew and are commonplace in the fishing industry. These slings are made from various types of rope material, including nylon, polyester, polypropylene, and spectra to name a few. The fabrication of these slings falls under the guidelines of chapter 9-4 of the ASME B30.9 standard. The employer must verify that you have an industry-accepted procedure for the splicing of eyes of the various types of rope material being used and that those that are splicing the rope not only follow procedure, but are capable of making a quality splice. These slings, like other lifting gear, are required to be load rated and anyone who uses one should know what that rating is for the vertical, choker and basket hitches. To determine the rating of a sling you must find out what its breaking strength is and the safety factor for its use. The manufacturer of the rope should furnish you with this information. The breaking strength divided by the safety factor will give you its safe working load. For example, if the breaking strength of the rope was 30,000 lbs and its safety factor was 6:1 then its capacity in the vertical would be 5,000 lbs. In lieu of capacity tags, OSHA has verbally agreed to allow the vessels to post placards displaying samples of the rope material, along with the rated capacity for each of the three basic hitches, in the work area.

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

Vigor Industrial
 NPFVOA Member since 2013



Continued from page 1

Portable Fire Extinguishers is a four hour course that will familiarize students with the proper application and performance of various portable fire extinguishers.

General Shipboard Firefighting is a one day course consisting of four hours of classroom instruction and four hours of live fire. The classroom sessions include the chemistry of fire, personal protective equipment, SCBA, portable fire extinguishers and fire team organization. The field exercise includes interior fire attacks. It also demonstrates the use of portable fire extinguishers. There is a wild hose demonstration with recovery procedures. This course is designed to give the students a chance to fight several different types of fires.

General Shipboard Fire Fighting Team Training is a one day course designed for organized shipboard firefighting teams. The first half of the day is spent in the classroom, where the students learn firefighting tasks, fire team organization, de-smoking equipment and procedures, PPE and SCBA. The second half of the day consists of shipboard fire. You will fight multiple fires and single fires in various parts of the burn building. This course is outstanding for building fire team proficiencies and promoting teamwork.

Advanced Shipboard Fire Fighting is an in-depth four day firefighting course that teaches tactics and equipment use. The course combines classroom training with hands-on applications. There are several general quarters drills combined with numerous firefighting scenarios. A mass conflagration drill is conducted on the fourth day. Other hands-on sessions include operation and use of the PECU, active and post fire de-smoking evolutions and fighting fires with the P-100.

Custom courses can be created to meet all your needs. We can arrange engine room firefighting, laundry room, berthing and galley fires. Search and rescue can be added to any training. Flooding scenarios can also be added to any firefighting course, or as a separate full day event.

Call NPFVOA today to schedule your training today!

UPDATED: NOAD SCHEMA 3.3 ANNOUNCEMENT

NVMC, 10/30/2013

As part of ongoing efforts to enhance maritime domain awareness, we continue to improve handling of essential data contained within Notices of Arrival and Departure (NOAD). On Tuesday, 26 November 2013, an updated NOAD schema will be released that incorporates improvements in consolidated longshore data reporting. Also, beginning that date, submissions containing invalid or otherwise erroneous longshore activity data will be rejected, necessitating correction and resubmission. When NOAD Schema 3.3 is released on 26 November 2013, NOAD Schema 3.1 and older versions will no longer be supported.

You will find a DRAFT copy of Schema 3.3 in Resource Files on the developer's site at: <https://developer.nvmc.uscg.gov/>. At this point it is being provided for informational and planning purposes only and it is still subject to change.

Please note that while every effort is being made to ensure these updates are final as of this writing, there exists the possibility for additional changes as needed or at the direction of the program office. Any such changes or additions will be made available as soon as they are provided to or identified by the SANS team. The SANS team will announce when the test web service and the test email are available.

HOUSE – BILL INTRODUCED RE COMMERCIAL VESSEL DISCHARGES

Bryant's Maritime Blog, 11/18/2013

Representative LoBiondo (R-NJ) introduced the [Commercial Vessel Discharges Reform Act of 2013](#) (H.S. 3464) to amend the Federal Water Pollution Control Act with respect to discharges incidental to the normal operation of certain vessels. (11/13/13).

CAPTAIN'S NAP CRASHES CRABBER

www.thedutchharborfisherman.com, Jim Paulin, 11/8/2013

An unfortunate nap caused the destruction of a fishing boat and fuel spill the night of Halloween, but no injuries were reported to the crew of the crabber that crashed ashore within sight of Dutch Harbor.

The crab boat Arctic Hunter ran aground outside of Unalaska last week after the captain fell asleep at the wheel, according to the U.S. Coast Guard. "He reported that he fell asleep at the wheel, and the vessel ran aground," said Coast Guard spokesman Shawn Eggert in Anchorage.

Vessel owner Jim Stone said the boat had completed its king crab fishing season, and was on its way out to sea to retrieve crab pots when the vessel grounded.

"We're horrified by the incident, and absolutely thrilled that nobody got hurt," Stone said.

All six crew members were safely removed by the Good Samaritan fishing vessel Saga, Eggert said.

"MULTIPLE FACTORS" CAUSED SINKING OF LADY MARY, USCG REPORTS

MarineLink.com, 8/30/2013

The U.S. Coast Guard released the report on the investigation into the March 24, 2009, sinking of the fishing vessel Lady Mary approximately 65 miles southeast of Cape May, N.J.

The investigation revealed that the Lady Mary's sinking and the loss of the crew was not due to one single factor, but rather a combination of numerous unsafe preconditions and a few unsafe decisions.

As one example, a number of modifications were made to the vessel over the years and their cumulative effect subtly lowered existing safety margins. Also, a lack of training, lack of experience, language barriers, fatigue, vessel loading, drug use, insufficient watertight integrity, compromised vessel subdivision and weather all played a role. The unsafe decisions made on the morning of March 24, 2009 included the decisions to drift, to leave the lazarette hatch open and to leave two freeing ports blocked by solid covers.

The investigation also revealed the Lady Mary's sinking was a survivable event. The vessel was outfitted with a full complement of functioning lifesaving equipment and there was time for the captain or crew to broadcast a coherent Mayday, press one of the Digital Selective Calling alert buttons and/or launch a flare. Due to the lack of sufficient training, the captain and the crew were unprepared to deal with emergency situations and that negatively affected their ability to take actions to provide for their survival.

While there were defenses available to prevent unsafe conditions from developing onboard the Lady Mary, they either failed or were missing and thus were not able to alter the course of these catastrophic and tragic events. There were some defenses that could have been used onboard the vessel by the captain and crew, and some that could have been used by the vessel owner to improve the workplace before the vessel got underway. In addition, there were a number of regulatory defenses that also could have been used by outside organizations to help prevent unsafe preconditions from developing.

The investigation report in its entirety is available online at the Coast Guard's Homeport page.

COAST GUARD SAFETY ALERTS

AMSEA, November 2013

All Coast Guard Alerts, Flyers & Notices can be found by: 1) Go to fishsafe.info. 2) Navigate to left of the fishsafe homepage and click the gold lettering that says "ALERTS, Flyers, & Notices" you should be transferred to Coast Guard Homeport web page. 3) Click "Alerts" on right side of page you will see all the applicable Alerts, Flyers & Notices that have been posted. Click the Alert Notice of interest!



The following stickers are now available at NPFVOA. Please stop by the office if you would like to pick some up for your vessel.

DISCHARGE OF OIL PROHIBITED

The Federal Water Pollution Control Act

Prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States, or the waters of the contiguous zone, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States, if such discharge causes a film or discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil penalties and/or criminal sanctions, including fines and imprisonment.

Report all discharges to the National Response Center at 1-800-424-8802 or to your local U.S. Coast Guard office by phone or VHF radio Channel 16.




The discharge of all garbage, most importantly all forms of plastic, is prohibited into the navigable waters of the United States and into all other waters except as specifically allowed below. A person who violates these requirements is liable for civil and/or criminal penalties.

<p>Within 3 nautical miles of land</p> <p>Discharge of all garbage is prohibited.</p>	<p>3 to 12 nautical miles from land</p> <p><u>Permitted</u> Ground food waste that is able to pass through a screen with openings no larger than 1 inch.</p>	<p>12 or more nautical miles from land</p> <p><u>Permitted</u> Food waste. Wash water. Cargo residues and cleaning agents may be discharged en route if not harmful to the marine environment.</p>
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Regional, state, and local restrictions on garbage discharges also may apply.




COAST GUARD REMINDS MARINERS OF THE DANGERS OF SNOW LOADS ON VESSELS IN ALASKA

USCG News Release, 11/13/2013

The Coast Guard encourages harbor users to be aware of the dangers of snow loads on their vessels this winter in Alaskan ports. Every year Valdez gets hit hard with snowfall. In 2012, Valdez received more than 300 inches of snow by the middle of January. Mix rain with that and the snow load danger increases, especially on boats moored in small boat harbors. In years past, at least one boat per winter has sunk in the Valdez small boat harbor due to inattention to snow load or lack of proper maintenance. The same issue has affected vessels in the harbors in Kodiak, on the Alaska Peninsula and in Southeast Alaska.

Here are a few steps mariners should take to ensure the safety of their vessel during periods of heavy snowfall:

- Remove snow and ice accumulation, including clearing scuppers
- Check shaft packing for excess leakage
- Perform routine checks for signs of loose or deteriorating planks on wooden hulled vessels
- Conduct a routine inspection of automatic bilge pumps
- Visually inspect all thru-hull fittings for damage or loose connections
- Remove unnecessary fuel from the boat if you are going to be away for an extended period of time
- Verify and update vessel owner contact information with the Valdez Small Boat Harbor
- Arrange reliable snow removal for both the boat and the finger pier which it occupies all winter
- For more information contact Lt. Allie Ferko at Allison.e.ferko@uscg.mil or 907-835-7209.

GOOD SAMARITANS RESCUE 5 MARINERS FROM LIFE RAFT IN BERING SEA, ALASKA

USCG News Release, 10/20/2013

KODIAK, Alaska — Good Samaritans aboard the 98-foot fishing vessel Aleutian Beauty rescued five fishermen from a life raft in the Bering Sea.

The good Samaritans, responding to a Coast Guard issued urgent marine information broadcast, were first on scene about 69 miles west of Adak and rescued the crewmen from the life raft.

Coast Guard 17th District command center watchstanders in Juneau received a personal locator beacon alert followed by an EPIRB alert prompting callouts to the vessel, issuance of the UMIB and the launch of Kodiak-based Coast Guard aircraft in Kodiak and deployed to Cold Bay and Sitka.

“The assistance of good Samaritans like the crew of the Aleutian Beauty is vital to saving lives in Alaska where we are regularly faced with harsh conditions and vast distances,” said Lt. Colin Boyle, a search and rescue controller with the 17th District command center. “Preparedness is integral to survival and the Western Venture crew were proactive with their use of survival gear allowing them to stay alive until good Samaritans and our HC-130 Hercules airplane crew arrived on scene.”

Weather conditions on scene were reportedly 22 mph winds with seas up to four feet and good visibility.

The Coast Guard reminds all mariners to ensure they have required emergency equipment aboard their vessel, to register their EPIRBs and to conduct emergency drills at least once a month.

Vessel owners and operators are encouraged to get their free dockside commercial fishing vessel safety exams. Exams are available by calling Coast Guard Sector Anchorage at 907-271-6700, Coast Guard Sector Juneau at 907-463-2448 or the nearest Coast Guard marine safety detachment. More information about fishing vessel safety and the associated regulations is available at www.fishsafe.info.

COAST GUARD RESCUES MARINERS IN DISTRESS

KTVA CBS 11 News, 11/14/2013

The crew of a fishing vessel adrift in the Bering Sea was rescued by the U.S. Coast Guard, nearly a week after a mechanical failure disabled their boat.

According to a statement released by the Coast Guard, the 166-foot Alaska Mist was drifting about 30 miles northwest of Amak Island with 22 crew members aboard. The master of the Seattle-based vessel called for commercial assistance and advised the Coast Guard of the situation.

After Coast Guard watchstanders at the 17th District command center issued an urgent marine information broadcast, the tug Resolve Pioneer departed Dutch Harbor to assist. The Alaska Mist’s sister vessel, the Pavlof, reached the disabled boat first and was able to slow its drift until the Resolve Pioneer arrived.

The Coast Guard Cutter Woesche arranged for the evacuation of non-essential crew members that night, and a Kodiak-based Jayhawk completed the operation the next day.

The Woesche crew towed the disabled Alaska Mist and its remaining crew to Unalaska Island, where the Resolve Pioneer then towed it on to Dutch Harbor.

USCG – NEW HQ MAILING ADDRESS

Bryant’s Maritime Blog, 9/11/2013

The US Coast Guard issued a message providing the new mailing address for USCG Headquarters. After many years of being located at Buzzards Point, the headquarters has relocated across the Anacostia River to the historic St. Elizabeths Hospital site. [ALCOAST 365/13](mailto:ALCOAST365@uscg.mil). Follow the link for more details: http://www.uscg.mil/announcements/ALCOAST/365-13_alcoast3.txt.



NEW OSHA RESOURCE ILLUMINATES LIGHTING PRACTICES TO PROTECT SHIPYARD WORKERS

OSHA Quicktakes, 11/1/2013

A new OSHA fact sheet provides information on protecting workers on shipyards: “[Safe Lighting Practices in the Shipyard Industry](#)” (PDF) alerts employers to the importance of well-lighted workplaces and features a reference table with minimum required lighting levels for shipyard workers, requirements for temporary lighting and situations that may pose a risk of fire or explosion.

OSHA GHS DECEMBER 1ST DEADLINE QUICKLY APPROACHING

Parker, Smith & Feek, 11/7/2013

The first phase of the [Global Harmonized System \(GHS\)](#) standards takes effect on December 1, 2013. This is an entire revision of the [Hazard Communication Standard \(29 CFR 1910.1200\)](#) regarding chemical safety in the workplace.

The United Nations developed this system to classify hazardous chemicals and communicate those hazards via labels and safety data sheets. In an ever growing global economy, this system will help all parties in the supply chain to communicate and understand hazards. The new system subdivides physical and health hazard classes into sub-categories based upon severity. They also form new formats for safety data sheets and labels.

The regulation requires training of all affected employees prior to 12/01/13. The training must cover the new labels and [Safety Data Sheets \(SDS\)](#) [formerly Material Safety Data Sheets] formats in addition to the previously required employee training regarding workplace chemical safety.

Training should include:

- Type of information the employee would expect to see on the new labels.
- How an employee might use the labels in the workplace.
- General understanding of how the elements work together on a label.
- Training on the format of the SDS.
- How the information on the label is related to the SDS.

Be aware of the revised Hazard Communication Standard (HCS):

Effective Completion Date	Requirement(s)	Who
December 1, 2013	Train employees on the new label elements and safety data sheet (SDS) format.	Employers
June 1, 2015 December 1, 2015	Compliance with all modified provisions of this final rule, except: The Distributor shall not ship containers labeled by the chemical manufacturer or importer unless it is a GHS label	Chemical manufacturers, importers, distributors, and employers
June 1, 2016	Update alternative workplace labeling and hazard communication program as necessary, and provide additional employee training for newly identified physical or health hazards.	Employers
Transition Period to the effective completion dates noted above	May comply with either 29 CFR 1910.1200 (the final standard), or the current standard, or both	Chemical manufacturers, importers, distributors, and employers

Courtesy of the United States Department of Labor



NEW EDUCATIONAL RESOURCES RELEASED TO BETTER PROTECT WORKERS FROM EXPOSURES TO HAZARDOUS CHEMICALS

OSHA Quicktakes, 11/1/2013

Each year, tens of thousands of American workers are made sick or die from occupational exposures to hazardous chemicals. While many chemicals are suspected of being harmful, OSHA’s exposure standards are out-of-date and inadequately protective for the small number of chemicals that are regulated in the workplace. To help keep workers safe, OSHA has launched two new web resources.

The first resource is a step-by-step toolkit to identify safer chemicals that can be used in place of more hazardous ones. The [Transitioning to Safer Chemicals toolkit](#) provides employers and workers with information, methods, tools, and guidance on using informed substitution in the workplace.

OSHA has also created another new Web resource: the [Annotated Permissible Exposure Limits](#), or annotated PELs tables, which will enable employers to voluntarily adopt newer, more protective workplace exposure limits. Since OSHA’s adoption of the majority of its PELs more than 40 years ago, new scientific data, industrial experience and developments in technology clearly indicate that in many instances these mandatory limits are not sufficiently protective of workers’ health.

“From steel mills to hospitals, from construction sites to nail salons, hazardous chemical exposure is a serious concern for countless employers and workers in many, many industries, in every part of this nation,” said Dr. David Michaels, assistant secretary of labor for occupational safety and health. “With these new resources, OSHA is making sure that all business owners have access to information on safer exposure limits and safer alternatives to help protect their workers and their bottom lines.” To learn more, read the [press release](#) and Dr. Michaels’ [new post on the DOL blog](#). For more information, see the OSHA website: [www.osha.gov](#).

NEW STUDY FINDS LINK BETWEEN OCCUPATIONAL SAFETY AND HEALTH AND IMPROVED FINANCIAL PERFORMANCE

OSHA QuickTakes, 9/16/2013

In a study published by the *Journal of Occupational and Environmental Medicine*, researchers have found that superior management of worker safety and health is linked to improved stock market value and returns. The study compared the performances of companies who had won an award for effective injury and illness prevention with those of the 500 leading companies publicly traded in the U.S. stock market over a 15-year period. The safety award winning businesses outperformed the other firms, proving that preventative safety and health management correlates directly with a company’s bottom line.

NOTICE OF PROPOSED RULEMAKING FOR RESPIRABLE SILICA PUBLISHED IN FEDERAL REGISTER

OSHA QuickTakes, 9/16/2013

On Sept. 12, the notice of proposed rulemaking for respirable crystalline silica was published in the Federal Register. OSHA invites and strongly encourages the public to participate in the process of developing a final rule through written comments and participation in public hearings. The public will have until Dec. 11, 2013 to submit written comments on the proposed rule. Hearings on the proposed silica rule are scheduled to begin on March 4, 2014 at the Department of Labor’s Frances Perkins Building in Washington, DC. Members of the public who wish to participate in public hearings must submit a notice of intention to appear by Nov. 12, 2013. To read the notice of proposed rulemaking, visit <https://federalregister.gov/a/2013-20997>. Additional information on the proposed rule, including five fact sheets, and procedures for submitting written comments and participating in public hearings is available at [www.osha.gov/silica](#).

OTHER NEWS

NOAA: END OF TRADITIONAL PAPER NAUTICAL CHARTS

NOAA, 10/28/2013

NOAA's Office of Coast Survey, which creates and maintains the nation's suite of over a thousand nautical charts of U.S. coastal waters, announced major changes ahead for mariners and others who use nautical charts. Starting April 13, the federal government will no longer print traditional lithographic (paper) nautical charts, but will continue to provide other forms of nautical charts, including print on demand charts and versions for electronic charting systems.

Since 1862, those lithographic nautical charts—available in marine shops and other stores—have been printed by the U.S. government and sold to the public by commercial vendors. The decision to stop production is based on several factors, including the declining demand for lithographic charts, the increasing use of digital and electronic charts, and federal budget realities.

“With the end of traditional paper charts, our primary concern continues to be making sure that boaters, fishing vessels, and commercial mariners have access to the most accurate, up-to-date nautical chart in a format that works well for them,” said Capt. Shep Smith, chief of Coast Survey's Marine Chart Division. “Fortunately, advancements in computing and mobile technologies give us many more options than were possible years ago.”

NOAA will continue to create and maintain other forms of nautical charts, including the increasingly popular Print on Demand (POD) charts, updated paper charts available from NOAA-certified printers. NOAA electronic navigational charts (NOAA ENC®) and raster navigational charts (NOAA RNC®), used in a variety of electronic charting systems, are also updated weekly and are available for free download from the Coast Survey website. NOAA will also announce a new product; full-scale PDF (Portable Digital Format) nautical charts, available for free download on a trial basis online.

JOE BUNDRANT APPOINTED CEO OF TRIDENT SEAFOODS

Seafood.com News, John Sackton, 11/5/2013

In an internal communication to employees, Trident founder and chairman Chuck Bundrant announced that Joe Bundrant is appointed CEO, to report to Chuck and the Board, effective Nov. 4th. A year ago Trident announced that Joe would be leading the company following the retirement of President Paul Padgett, who has served in that role since 2008. Paul will be continuing to serve as a strategic advisor to the new management team through the end of pollock A season in 2014. Chuck Bundrant said “I am confident that Joe is prepared to take on the task of leading Trident Seafoods, that he will carry on the great traditions and successes that the company has enjoyed, and that he will help Trident improve and grow for generations to come.” Joe said he was “honored and humbled to take the helm of a such a remarkable company” founded by his father. And he’s “blessed to be surrounded by so many incredible people who have literally built this company from the ground up and are the very best at what they do.”

“This 40th anniversary year of Trident has been a very challenging one for the seafood industry with surimi, block and pollock roe prices declining worldwide, while costs and regulations are increasing. Trident Seafoods is not immune to these pressures, but we are blessed to be diversified and financially stable during a time when much of our industry is struggling.” Chuck continued in the email. “Despite the challenges, this is an exciting time in our history. We have a dedicated team of skilled people who are proud and committed to delivering quality seafood...from the source to the plate.”



OTHER NEWS

GAS FROM ROTTING FISH INJURES FISHING BOAT CREWMEN WHILE BOAT DOCKED IN ROCKLAND HARBOR

www.penbaypilot.com / Holly S. Edwards, 8/23/2013

ROCKLAND — Rockland Fire and EMS and Thomaston Ambulance crews were called to the O'Hara bait shop on Front Street, along Rockland's waterfront, for a report of at least two injured fishing boat crew inside a fishing boat's hold.

Rockland Asst. Fire Chief Adam Miceli said, “Thankfully they had just brought them out onto the deck from down below as we arrived.”

Miceli said the incident started just before 1 p.m. when one of the crew of *Starlight* began descending a ladder into the hold and was overcome by toxic fumes. Miceli said the crewman fell off the ladder and landed in the bottom of the hold, where he remained unconscious. A second crewman headed down to help and he too was overcome.

“The second crewman did not lose consciousness, but he was unable to do anything but cough and try to catch his breath,” said Miceli. “He couldn't help the first guy and he couldn't help himself get out.”

What happened next, said Miceli, was textbook perfect. A third crewman donned a breathing mask and brought another mask down to the conscious crewman, who quickly began to recover enough to get out of the hold with some assistance. The masked rescuer also put fresh air onto the unconscious man and they began pumping fresh air into the hold, to help clear the very poisonous and flammable gas. Very quickly, they were able to get a rope around him and with help from other rescuers; they were able to get him up onto the deck and into fresh air.

Miceli said the first injured crewman never regained consciousness at the scene.

“At first they thought it was Freon gas, but we got a gas monitor inside the hold and it registered the gas as hydrogen sulfide, which is a product of decaying organic matter, such as fish,” said Miceli. “The gas is heavier than air, so the concentration of the hydrogen sulfide was greater at the bottom of the hold, and we estimate the first man was down there for 7-10 minutes. I don't know how bad the concentration was at the bottom, where he was laying, but it's a given he was down in the worst of it the longest.”

The unconscious male was taken to Pen Bay Medical Center by a Rockland ambulance, and he was immediately transferred to Maine Medical Center via a Lifeflight of Maine helicopter. The second man was also taken to Pen Bay by a Thomaston ambulance and the third man, who went into the hold, as well as the other three rescuers topside, were all uninjured or refused transport to the hospital.

Miceli praised the quick and accurate thinking of the crew and being able to move the victims out of harm's way.

“With only four of us on duty and the potential to have to rescue people as well as treat them, this could have really turned into a much bigger situation,” said Miceli. “They did exactly the right thing in donning masks and bringing fresh air to the others. This could have been a quickly taxing and overwhelming situation for us, so when we got there and didn't have to get them out, we were able to immediately tend to their medical needs.”

SAFETY AWARENESS – KINA REPP

Karen Conrad, 11/11/13

On November 8, 2013, motivational speaker Kina Repp honored us by speaking at our seminar.

In the summer of her junior year, Kina and her friend decided to head to Alaska to work in a cannery. At the first cannery, her job was to clean the conveyor belt. This task set off a chain of horrifying events that dramatically changed her life.

Kina's message addressed the importance of training, safety procedures, and that a great attitude can keep you and the people around you safe. You should never underestimate the power you have to change someone's life.

NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

Vessels:

NORTHERN LEADER

NOVEMBER 2013 – JUNE 2014

CLASS SCHEDULE

STCW 5-DAY BASIC SAFETY TRAINING (BST)

\$950 MEMBERS / \$1,050 NON-MEMBERS

Nov. 11-15, Dec. 9-13, Jan. 6-10, Feb. 3-7, Mar. 3-7, Apr. 7-11,
May 5-9, Jun. 9-13

MEDICAL EMERGENCIES AT SEA

\$100 MEMBERS / \$125 NON-MEMBERS

Nov. 13, Dec. 11, Jan. 3, Jan. 8, Feb. 5, Mar. 5, Apr. 7, May 9, Jun. 13

2-DAY BASIC FIRE FIGHTING

\$485 MEMBERS / \$510 NON-MEMBERS

Nov. 14-15, Dec. 9-10, Jan. 6-7, Feb. 3-4, Mar. 3-4, Apr. 8-9,
May 7-8, Jun. 11-12

DRILL INSTRUCTOR WORKSHOP

\$100 MEMBERS / \$125 NON-MEMBERS

Nov. 7, Dec. 6, Jan. 3, Jan. 15, Feb. 12, Mar. 12, Apr. 17,
May 15, Jun. 19

SHIPYARD COMPETENT PERSON

\$475 MEMBERS / \$495 NON-MEMBERS

Nov. 20-22, Jan. 15-17, Feb. 12-14, Mar. 19-21, Apr. 16-18,
May 14-16, Jun. 18-20

SHIPYARD COMPETENT PERSON REFRESHER

\$185 MEMBERS / \$195 NON-MEMBERS

Nov. 22, Jan. 17, Feb. 14, Mar. 21, Apr. 18, May 16, Jun. 20

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$175 MEMBERS / \$200 NON-MEMBERS

Nov. 19, Dec. 20, Jan. 23, Feb. 20, Mar. 20, Apr. 23,
May 28, Jun. 26

NAVIGATION: COLLISION AVOIDANCE

\$125 MEMBERS / \$150 NON-MEMBERS

DEC 5

8-HOUR SHIPBOARD DAMAGE CONTROL

\$235 MEMBERS / \$250 NON-MEMBERS

Nov. 5, Nov. 19, Dec. 16, Jan. 3

AB SEAMEN UNLIMITED

\$850 MEMBERS / \$850 NON-MEMBERS

NOV 4-9

4-DAY STCW MEDICAL CARE PROVIDER

\$985 MEMBERS / \$1,100 NON-MEMBERS

DEC. 17-20

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

Nov. 18-20, Dec. 9-11, Dec. 16-18, Jan. 27-29, Feb. 24-26,
Mar. 24-26, Apr. 28-30, May 19-21, Jun. 23-25

8-HOUR HAZWOPER REFRESHER

\$150 MEMBERS / \$175 NON-MEMBERS

ON FIRST OR LAST DAY OF 24-HOUR CLASS

SPECIMEN COLLECTION CERTIFICATION

\$100 MEMBERS / \$125 NON-MEMBERS

NOV 5, NOV 18, DEC 19, JAN 10, FEB 4, MAR 13

SAFETY BITES & MEMBER NEWS

IN MEMORY OF MARVIN STONE: 1927-2013

Karen Conrad, 8/5/2013

Marvin will be remembered as a man who epitomized the American dream: to work hard, join with like-minded people in business, and provide a good life for their families. In his lifetime he witnessed the evolution of the Alaskan fisheries from sailboats to factory trawlers. Marvin Stone continues to be an inspiration for the next generation. He will be greatly missed.

LARGE FISHING VESSEL CHRISTENED IN KETCHIKAN

Anchorage Daily News, 10/7/2013

KETCHIKAN, Alaska — The first large commercial fishing vessel built in Alaska has been christened. A ceremony for the Petersburg-based Arctic Prowler was held Saturday at the shipbuilder, Ketchikan Shipyard. The ship was commissioned by Alaska Longline Co., and is the fourth in its fleet. The Ketchikan Daily News reports (<http://is.gd/Ion6Dz>) the ship is 136 feet long and 40 feet wide. The Arctic Prowler has two 1,000-horsepower, eight-cylinder engines. On-board freezers can hold about 735,000 pounds of fish. Crew members can process fish on board the Arctic Prowler, and the ship is designed to accommodate long fishing trips in the Bering Sea.

PACIFIC MARINE EXPO—VISIT NPFVOA IN BOOTH 1024

Pacific Marine Expo welcomes members of NPFVOA Vessel Safety Program to the show Nov. 20-22 in Seattle.

For over 40 years, Pacific Marine Expo has been the longest running show for the Northwest commercial marine industry. At Pacific Marine Expo you can do it all; meet and troubleshoot with product experts, negotiate directly with multiple suppliers, discuss the latest advancements in vessel technology, and locate the yard that will work on your schedule.

This year's show will include hundreds of exhibits, new products and several new and returning special events, including a daily happy hour. This show is THE place where you can get your business done and have a great time. Pre-registered visitors are automatically entered to win one of three \$500 American Express Gift Cards when you pick up your badge at the show.

Visit www.pacificmarineexpo.com for show information, including online registration, event schedule, session descriptions and speakers, the complete exhibitor list, special events, parking information, travel information and more.

2013 HIGHLINER, CAPT. ROBERT HEZEL

NPFVOA, 11/14/2013

Our congratulations go out to Captain Robert Hezel who was named one of the National Fishermen of 2013. He is a captain aboard the U.S. Intrepid. With a crew of 42, the 185-foot Intrepid works most of the year in the Bering Sea and Gulf of Alaska. The fish are headed, gutted, and frozen at sea. He runs a top-performing boat and his crew has the highest praise for his performance. He listens. He cares, he's safe.

THANK YOU!

We greatly appreciate the following donations from our members and friends in the industry:

- Premier Pacific Seafoods—Immersion Suits
- Survitec Group—Immersion Suits, PFDs, Immersion Suit Rolling Rack

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.

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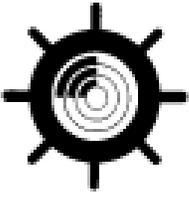
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**NPFVOA VESSEL SAFETY PROGRAM
 MEMBERSHIP APPLICATION**

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	Vessel/Gear Type(s)	Target Fisheries
Length (feet): _____		
Tonnage (GRT): _____		

- 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, i.e. 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.)