

**AVOIDING ACCIDENTS ON DECK
MARITIME MARIJUANA USE POLICIES
ADVICE FROM A CG RESCUE SWIMMER**

**STCW FINAL RULE PUBLISHED
MARINE CASUALTY REPORTING
PUGET SOUND NO-DISCHARGE ZONE**



NPFVOA

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VESSEL SAFETY PROGRAM

A SPECK IN THE SEA

Paul Tough, The New York Times Magazine, 1/2/2014

Looking back, John Aldridge knew it was a stupid move. When you're alone on the deck of a lobster boat in the middle of the night, you don't take chances. But he had work to do. The hatch was covered by two 35-gallon Coleman coolers and the only way for Aldridge to move them alone was to snag a box hook onto the plastic handle of the bottom one, brace his legs, lean back and pull with all his might.

And the handle snapped.

Suddenly, Aldridge was flying backward, tumbling across the deck toward the back of the boat. Aldridge grabbed for the side of the boat as it went past; the water hit him like a slap. He went under, took a mouthful of ocean and then surfaced, sputtering. He yelled as loud as he could, but the diesel engines drowned out his screams. The boat moved due south at six knots and the navigations lights receded into the night. He was alone in the darkness and a single thought gripped his mind: This is how I am going to die.

The first thing you are supposed to do, if you're a fisherman and you fall in the ocean, is to kick off your boots. They are dead weight that will pull you down. But Aldridge realized they were lifting him up. As he bobbed in the Atlantic, he had an idea of how they might save his life.

Treading water, he reached down and pulled off his boots. He inverted the boots under his armpit. It worked; they were like twin pontoons helping him stay afloat.

The boots gave Aldridge a chance to think. He knew he was in a bad situation, but he had two hours until dawn. He set his first goal of staying afloat until sunrise.

A little after 6 a.m. when his crew woke up and could not find him onboard, they ran to the VHF radio and grabbed the microphone, switched to channel 16 and called for help: "Coast Guard, this is the Anna Mary. We've got a man overboard."

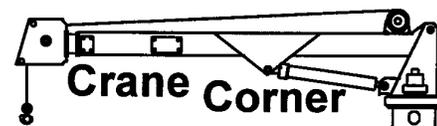
The challenge in Aldridge's case was that the search team had no clear idea when—and therefore where—he fell overboard.

The sun rose and Aldridge was cold, thirsty and tired. He'd been awake for 24 hours, but was still alive and afloat. He gave himself a new goal, to find a buoy. If Aldridge could make his way to a buoy, he would be more visible to searchers and it would be easier to stay afloat. The swell would carry him up a few feet and he would scan the horizon. He spotted a buoy and using the current was able to angle himself directly into it. He grabbed the rope and held on.

By noon, Aldridge had been in the water for almost nine hours. He was starting to shiver uncontrollably. Sea shrimp and sea lice were fastening themselves to his T-shirt and shorts claiming him as part of the sea.

Aldridge could see the helicopters and plane running their search patterns at least a mile to the east. He realized they thought he was still drifting. He took out his buck knife and cut the buoy line. He started swimming east until he reached another buoy. This was as far as he could go.

Continued on page 2



Contributed by Arxcis, Inc.

REPAIRING STRUCTURAL DAMAGE ON CRANES

Vessel mounted cranes are often subjected to severe weather and working conditions and as a result may suffer structural damage. This damage typically appears in the form of cracked welds, bent or deformed structural components and severely corroded members. Structural repairs must be done by qualified individuals and per written procedure which can normally be obtained from the manufacturer of the crane or provided by a licensed engineer. These procedures are a critical step in the repair process because they insure the structural integrity of the crane is not compromised. It is important to note that a crane's strength can actually decrease after a repair if it is not done properly. Only individuals certified to ANSI standard, AWS D14.3, should perform welding on a crane. It is recommended that a nondestructive test on welds on boom sections be performed to ensure the reliability of the weld.

Also, remember, when any welding is performed on a crane, the ground lead must be connected as close to the welding area as possible to prevent electrical current from being drawn across a bearing. This could result in possible damage to the bearing and additional costly repairs. Once all repairs have been completed, the crane will need to be inspected and load tested and a new certificate issued.

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Continued from page 1

The truth of working as a search and rescue helicopter pilot for the CG is that you don't get to do a lot of actual rescuing. In the last eight years, the pilot had never once pulled anyone alive from the water. Almost every time a person went overboard, he drowned.

At 2:31 p.m., the helicopter crew spotted Aldridge, sitting on a rope between two buoys and clutching his boots. After Aldridge was safely in the helicopter, the pilot flipped on the radio and announced, "We have your man."

*Read the entire story at the New York Times magazine.

Lessons Learned:

- Never work alone on the deck while the boat is on autopilot.
- If you need to work alone, wear a PFD.
- Consider spending the money on a Personal EPIRB.
- Try to sleep more than zero hours in a 24-hour period.

ATTENTION ON DECK! COMMERCIAL FISHING VESSELS

USCG Safety Alert, 12/31/2013

According to U. S. Bureau of Labor statistics, in 2012 commercial fishing was the second most dangerous occupation in the country, with over 117 fatalities per 100,000 workers. This alert serves to remind commercial fishing vessel owners, operators, and crew members of the dangers associated with working around moving deck machinery, rigging, and equipment.

A recent marine casualty resulting in the death of a crew member highlights the need to remain ever vigilant to unsafe practices and conditions. In this instance, the crew member was standing in a hazardous location on the vessel's working deck, near the stern between a section of interior bulwark and a large-diameter trawl wire which was supporting the weight of at least 1,400 pounds of deployed fishing gear. As the load on the wire increased and the direction of the load path shifted due to the sea state and the vessel's motion, the wire suddenly became taut against the vessel's bulwark where the crew member had been standing. As a result, the crew member was trapped in between and suffered fatal injuries. Although the investigation of this casualty is not complete and other causal factors may be discovered, initial findings indicate that failure to follow shipboard safety procedures and failure to recognize a dangerous situation may have contributed to this casualty.

The Coast Guard strongly recommends that owners, operators, and crew members of commercial fishing vessels implement the following common-sense safety measures:

- Develop and post safety plans that include identification of "pinch points" and other dangerous locations on deck;
- Regularly conduct onboard safety training emphasizing on-deck hazards and other potential dangers;
- Remain ever-vigilant to the changing nature of potential dangers in the presence of moving deck machinery, rigging, and equipment;
- Follow vessel safety procedures and avoid placing oneself in peril!

This alert is for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by the Fifth Coast Guard District, Portsmouth, VA. Questions may be addressed to LCDR Ken Morton, (757) 398-6284, or may be forwarded to D05-DG-Prevention-DPI-PFB-Staff@uscg.mil.

U. S. Bureau of Labor 2012 Census of Occupational Injuries: <http://www.bls.gov/iif/oshcf01.htm#rates>. The national occupational fatality rate is 3.2 deaths per 100,000 workers; logging is the most dangerous occupation with 128 deaths per 100,000 workers.

USCG – DISTANT WATER TUNA FLEET VESSELS

Bryant's Maritime Blog, 1/14/2013

The US Coast Guard seeks comments on CG-CVC Policy Letter 13-04, Distant Water Tuna Fleet (DWF) Vessels Manning Exemption Guidance. Comments should be submitted by 13 February. 79 Fed. Reg. 2464

INSPECTIONS AND COMPLIANCE DIRECTORATE: ENTANGLEMENT ACCIDENTS

USCG Safety Alert, 12/31/2013

A recent marine casualty involving a severe injury to a crewmember aboard an inspected passenger vessel reminds us that these hazards happen in any segment of the maritime industry. Moving, rotating, and reciprocating machinery may include (but are not limited to) rotating or spinning shafts, fan blades, fan or serpentine belts, gearing, hydraulic ram assemblies, couplings, arms, linkages, windlasses, drums, blocks, booms, and sheaves, etc. In this instance, a crewmember's hair became entangled with a rotating propeller shaft as the crewmember was on watch and conducting rounds. The crew member sustained life-threatening injuries and is permanently disfigured. Although the investigation of this casualty is not complete, initial observations serve to remind all vessel owner / operators, and crew members of the hazards onboard vessels of all types.

The Coast Guard **strongly recommends** that vessel owner / operators evaluate their vessels for the presence of moving, rotating, reciprocating or articulating machinery hazards, and implement documented common-sense policies, procedures, and safety measures:

- Never wear loose fitting clothing, jewelry or personal gear in the vicinity of such equipment;
- Keep long hair tied back to avoid entanglement;
- Install and maintain guards and protective equipment to prevent personnel contact;
- Post appropriate hazard signs;
- Never energize machinery unless certain that all personnel are well clear;
- Follow proper lock-out tag-out procedures when working near or on such equipment, and ensure it has been verified that local or remote motor controls have been tagged-out or disabled and completely de-energized;
- Develop procedural safeguards that eliminate, as far as practicable, personnel's need to be in proximity to hazardous machinery when in operation;
- Regularly conduct onboard safety training to emphasize safety procedures and the hazards of machinery, include deck and engine department, cargo equipment, and tools;
- Always be vigilant for new risks and dangers presented to your crews and passengers.

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USCG SEEKS PUBLIC COMMENT FOR A PROPOSED MARINE CASUALTY REPORTING NVIC

USCG Marine Safety Information Bulletin, 1/14/2014

The U.S. Coast Guard announces publication of a Federal Register notice seeking public comment on a proposed Navigation & Inspection Vessel Circular (NVIC) describing procedures and interpretations for existing marine casualty regulations.

The purpose of the NVIC is to provide guidance for maritime personnel regarding occurrences within the maritime domain that may constitute a reportable marine casualty in accordance with Title 46, Code of Federal Regulations, Part 4. Specifically, this NVIC will clarify terminology and phrases within the regulatory context, draw attention to helpful regulatory citations, and provide concise policy interpretations to assist involved parties in the casualty reporting process. This clarification is necessary to further the Coast Guard's goal of providing consistent national guidance and alleviate confusion across a diverse spectrum of industry stakeholders.

The Interim Rule and related materials may be reviewed at: <http://regulations.gov> docket number: USCG-2013-1047.

USCG PUBLISHES STCW FINAL RULE

www.marinelog.com, 12/24/2013

The U.S. Coast Guard announced the publication of the final rule “Implementation of the Amendments to the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, and Changes to National Endorsements” in the Federal Register.

This final rule will implement the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended (STCW Convention), as well as the Seafarer’s Training, Certification and Watchkeeping Code (STCW Code), to address the comments received from the public in response to the supplemental notice of proposed rulemaking and to incorporate the 2010 amendments to the STCW Convention, which came into force January 1, 2012. In addition, this final rule makes other changes not required by the STCW Convention or Code, but necessary to reorganize, clarify and update these regulations.

The major changes in this rule will:

- Clarify transitional provision for STCW endorsements and for the issuance of medical certificates.
- Provide additional training topics for STCW endorsements as part of approved formal training.
- Clarify the application of security requirements.
- Provide additional means for mariners holding a domestic tankerman endorsement to qualify for STCW tankerman endorsements.
- Remove the chief engineer (limited-near-coastal) endorsement.
- Exempt pilot vessels engaged in pilotage duty from STCW requirements.
- Amend requirements for sea service credit for cadets serving onboard academy training ships if sea service is part of an approved training program.
- Revise sea service requirements for Offshore Supply Vessel endorsements, provide the option to complete an approved course and provide a career progression path.
- Clarify the training requirements and definition for the position of Qualified Assessor.
- Add the endorsement for mate of ocean self-propelled vessels of less than 200 GRT.
- Add formal training requirements for STCW endorsements as electro-technical officer and electro-technical rating.
- Add provisions for mariners serving on STCW-compliant vessels to also hold an STCW endorsement.

COURT—UNSEAWORTHINESS DUE TO LACK OF SAFETY TRAINING

Bryant’s Maritime Blog, 1/22/2014

In an unpublished decision, the US Court of Appeals for the Second Circuit largely upheld an award of damages to the estate of a seafarer for injuries incurred on an anchor-handling vessel. The suit was brought alleging Jones Act negligence and unseaworthiness. Of interest, the appellate court sustained the district’s finding that the vessel was unseaworthy based on a finding that the crew was “incompetent for lack of training safely to perform the task at issue when presented with the particular combination of circumstances of an open stern tug with a stainless steel deck lacking non-skid paint and a vessel positioned abeam the sea.” Marasa v. Atlantic Sounding, No. 13-272-cv (2nd Cir., January 21, 2014).

USCG – MEDICAL CERTIFICATES FOR MARINERS

Bryant’s Maritime Blog, 1/8/2014

The USCG National Maritime Center (NMC) issued a notice advising that, in accordance with recent implementation of amendments to the STCW Convention, the Coast Guard will be issuing separate medical certificates to certify compliance by US merchant mariners with minimum medical standards.

RECREATIONAL AND MEDICINAL MARIJUANA USE POLICIES FOR MARITIME WORKERS

USCG Marine Safety Information Bulletin, 1/14/2014

The U.S. Coast Guard is providing this notice to ensure that mariners, marine employers, Medical Reviewing Officers and the public are knowledgeable of the continuing prohibition of marijuana use by those serving in safety-sensitive positions in the maritime transportation industry.

It is important to note that marijuana remains a drug listed in Schedule I of the Controlled Substances Act. It remains unacceptable for any safety-sensitive employee serving in the maritime industry and subject to drug testing under the Department of Transportation’s drug testing regulations to use marijuana. The Department of Transportation’s Drug and Alcohol Testing Regulation – 49 CFR Part 40 – does not authorize the use of Schedule I drugs, including marijuana, for any reason.

As such, Medical Review Officers will not verify a drug test as negative based upon learning that the employee used “recreational marijuana” or “medicinal marijuana.” Furthermore, mariners/employees that hold a Merchant Mariner Credential and fail a drug test due to recreational or medicinal marijuana usage will be subject to administrative action against their credential in accordance with federal regulations.

The Coast Guard’s regulation regarding recreational or medicinal drug usage is firmly aligned with the Department of Transportation’s regulation on the use of Schedule I drugs. For more information regarding DOT’s notices for “recreational marijuana” or “medicinal marijuana” please follow these links:

<http://www.dot.gov/odapc/dot-recreational-marijuana-notice>, <http://www.dot.gov/odapc/medicalmarijuana-notice>.

RESCUE SWIMMER SEMINAR

Karen Conrad, NPFVOA, 1/22/2014

On January 22, we held a seminar with Station Chief Steven Garcia, a rescue swimmer from Port Angeles, WA. During the seminar, he gave great advice; here are some of his ideas:

1. During a medevac, give the USCG as much information as possible. Continue to give updates every 15-30 minutes. Include the location and condition of the patient. If possible, have the injured person in an area where they can be easily accessible.
2. Have a photo of your vessel on a website. If you have an incident, let the USCG know where to access a photo of your vessel so they know what the vessel looks like and how the deck is laid out.
3. If your vessel starts having trouble, let the USCG know quickly and often what the issue is. Don’t wait. Notify them at the first sign of trouble.
4. People need to be trained. Your crew needs to practice donning an immersion suit and what it feels like to be in the water. Your crew should know what size suit fits them and where to find the correct suit in a panic and in the dark.
5. The best piece of safety equipment is your 406 MHz EPIRB beacon. Ideally every individual would have one, but try to have at least one in each liferaft. Have more than one onboard and take it with you if you leave the vessel.
6. All immersion suits should have a strobe light. The helicopter can locate a strobe light from 40 miles away. During the day, a mirror works great.
7. If you are in a liferaft and the rescue swimmer arrives, stay calm and stay in your place. They will quickly take the injured first and then smaller to larger body mass. Your job is to float; the rescue swimmer will get you in the basket. Stay in the basket until you are in the helicopter and are told to evacuate it.



NIOSH TACKLING FISHING INDUSTRY INJURIES

Lauren Rosenthal, KUCB, 1/28/2014

For more than 20 years, NIOSH has been working to prevent accidental deaths in the fishing industry. Now, these safety experts are tackling injuries – the kind fishermen are used to getting every season.

In her time at the National Institute for Occupational Safety and Health, Jennifer Lincoln says she's found a common cause behind the most serious fishing accidents. "If you ask me what leads to fatalities in the fishing industry, it's drowning," Lincoln said. "It's vessel losses and falls overboard." Lincoln directs the Alaska field office for NIOSH.

Their commercial fishing experts have been studying fatal accidents since 1991. Using their research, they've come up with a slew of mechanical gadgets – like door monitors and emergency winch stops – to make boats safer. But Lincoln says it's not clear if there's a button or sensor out there that can keep fishermen from getting hurt.

"What we don't know – what we don't have as much information about – are non-fatal injuries," Lincoln said. "Injuries aren't tracked like fatalities – in part, because they are so common. But getting hurt can have big implications for a fisherman, like lost time and wages," Lincoln said. "If a problem goes untreated at sea for too long, it can lead to more serious ailments."

And that can be painful. Jake Jacobsen has fished in the crab fleet. He can rattle off some gruesome accidents. "I know guys that have had their foot smashed and bones broken when we were fishing way out west in the Aleutians, and they just stayed on the boat and wrapped it in a plastic bag, and ran the crane until they get to town and have a doctor look at it," Jacobsen said.

Unalaska's clinic sees a lot of those patients. That's why Lincoln, from NIOSH, teamed up with a state epidemiologist to study the local patient load. Lincoln says they looked through the Unalaska clinic's medical charts from 2007 to 2008.

"What was interesting to me is that, in that two-year time period, a fisherman came in every other day to the clinic to be treated for a traumatic injury," Lincoln said. Most of the time, it was a sprain or contusion. It usually happened while they were catching fish or processing it. "They were hit by something, or struck by something, or crushed by something," Lincoln said. That could be fishing gear, or even a box of frozen fish stored aboard a processing vessel.

Those are pretty basic observations. Lincoln says there are some useful takeaways. "Sometimes there's a lot of time that goes by before they're seen at the clinic," Lincoln said. "So the people on the vessel need to be properly trained in managing the injury." Lincoln is sharing these results with safety officers at fishing companies. Eventually, she wants to be able to find the patterns in how fishermen get injured.

That would require a bigger pool of data, which Lincoln says NIOSH can get by teaming up with the state Fishermen's Fund and the Coast Guard. Once they figure out the underlying causes, NIOSH can start suggesting tools to cut down on accidents.

But they're never going to be able to eliminate them, says Jake Jacobsen. He started out as a fisherman and now oversees about 80 crab boats in the Inter-Cooperative Exchange. Jacobsen says ending the derby-style fishery made crabbing safer. But still:

"You get knocked around a bit out there, out on deck," Jacobsen said.

That leads to lots of small injuries. When accidents happen:

"If they're little things, fishermen are kind of disinclined to talk about it anyways," Jacobsen said. "You get over it."

And even if you can cut down on the risk of accidents, it's a lot harder to change the culture of fishing — the expectation of long hours, big payoffs, and the battle scars to show for it.

Stephanie Joyce contributed to this report.

OSHA APPOINTS DOROTHY DOUGHERTY AS THE NEW DEPUTY ASSISTANT SECRETARY

U.S. Department of Labor Trade Release, 1/30/2014

Assistant Secretary of Labor for Occupational Safety and Health Dr. David Michaels has appointed Dorothy Dougherty as the new deputy assistant secretary for the Occupational Safety and Health Administration.

Dougherty brings more than 32 years of federal experience to this position, having served for 22 years in OSHA and several years in the Mine Safety and Health Administration as an industrial hygienist and coal mine inspector.

Prior to becoming OSHA's deputy assistant secretary, she served as the director of the agency's Directorate of Standards and Guidance. Dougherty first joined OSHA as chief of the Compliance and Technical Guidance Division for the Office of Federal Agency Programs. She also served the agency in other capacities, including deputy director of technical support and executive assistant for the OSHA assistant secretary. A graduate of Old Dominion University with a Bachelor of Science degree in Environmental Health, she also holds a Master of Science degree in Safety from Marshall University.

"Dorothy's leadership and broad knowledge of the agency have already led to significant contributions to our agency and beyond," said Assistant Secretary Michaels. "We look forward to continuing to work with her in her new capacity."

Under the Occupational Safety and Health Act of 1970, employers are responsible for providing safe and healthful workplaces for their employees. OSHA's role is to ensure these conditions for America's working men and women by setting and enforcing standards, and providing training, education and assistance. For more information, visit www.osha.gov.

OTHER NEWS

I HATE THE MARINE ACCIDENT FORM

Capt. Alan Bernstein, www.workboat.com, 1/21/2014

I have a new and renewed abhorrence for the marine accident form.

The Coast Guard needs to have a national summit about form CG-2692—*Report of Marine Accident, Injury or Death*. Let's invite the major marine associations such as the PVA, AWO, OMSA and others to the summit. I will host it, set it up, and make all the arrangements. All the Coast Guard has to do is show up in good faith and listen.

The USCG needs to engage in a project to redesign and redefine the 2692 form. The industry is confused, Coast Guard field units are confused, and the form is confusing. I think the name is a misnomer for what the Coast Guard wants from form 2692. If information is the goal, then let the industry and Coast Guard come up with a form that everyone wants instead of one that does not provide what everyone needs.

There are several issues that the USCG and federal government must solve before the Coast Guard gets the information it seeks. First, create a form that is not available to the public and the press. Second, change the name to something less inflammatory. The current form is old, definitions are antiquated, and it is not up to date with what is happening in the maritime industry.

A serious marine casualty may NOT necessarily be a serious marine incident or vice versa. The form infers that there is a major problem. That may NOT be so.

The Coast Guard needs to assemble their brightest officers and regulation writers and begin working on this difficult issue. This may even require a rule change. If so, I encourage them to do it. The workboat industry needs this form to be reviewed and redesigned.

OTHER NEWS

FATIGUE AND LACK OF UNDERSTANDING OF SAFETY ISSUES CONTRIBUTED TO THE 2012 COLLISION BETWEEN TWO FISHING BOATS OFF LA PUSH, WASHINGTON

Transportation Safety Board of Canada News Release, Glenn Budden, 1/22/2014

The Transportation Safety Board of Canada (TSB) has released its final marine investigation report (M12F0011) into the collision between the Canadian fishing vessel *Viking Storm* and the American fishing vessel *Maverick* 30 miles off La Push, Washington, United States.

On 28 September 2012, the *Viking Storm* collided with the *Maverick* in thick fog 30 miles off La Push, Washington. The *Maverick* capsized and sank from the impact; 3 of the 4 crew members on board survived and were rescued by the *Viking Storm*. The fourth crew member was never found and is presumed drowned.

The investigation found that the *Maverick* had been drifting overnight without a lookout. It also found that the mate of the *Viking Storm*, because of accumulated fatigue, had not maintained a proper watch by all available means and had left the wheelhouse unattended just prior to the collision. It also determined that the high-pressure sodium lights on the *Viking Storm* had impaired the vision and the ability of the deckhand on the *Maverick* to determine the vessel's aspect and delayed his taking of evasive action. It finally noted that no sound signals were used by either vessel despite restricted visibility.

This accident illustrates how safety issues within the fishing community are complex and interrelated, as described in the TSB's Safety Issues Investigation into Fishing Safety in Canada (SII). It categorizes 10 significant safety issues, as well as complex relationships and interdependencies among them. In this accident, 6 of the 10 issues in the SII were at play. These were: fatigue, regulatory approach to safety, training, information distribution, cost of safety and unsafe work practices. Until the complex relationship and interdependency among safety issues within the fishing community is understood and addressed, the safety of fishermen will continue to be at risk.

Findings as to Risk

The safety of fishermen will be compromised until the complex relationship and interdependency among safety issues is recognized and addressed by the fishing community. If automatic identification systems (AIS) are used for vessel detection and collision avoidance without the use of other collision avoidance tools, vessels fitted with AIS and those without may be at risk. A vessel underway while displaying lights other than those intended for navigation may hinder the ability of other vessels to determine its aspect, placing both that vessel and other vessels at risk.

If a crew does not have a formal process for identifying and managing risks, there is a risk that operational decisions will be made without due regard to safety. If fishermen equate resting with sleeping in terms of its restorative capacity, there is a risk that they may underestimate the continuous hours of sleep necessary to restore their cognitive functions. Minimum safe manning requirements that do not consider the various aspects of fishing operations may result in crew members not being provided opportunities to achieve the required hours of rest.

Without a fatigue management plan that considers fishing operations and the need to ensure uninterrupted sleep, crew members may not be sufficiently rested to safely perform their duties. Without the basic elements of a safety management system, there is a risk that crew members may not have the guidance required to safely operate the vessel. If individuals are not free from the performance effects of alcohol and recreational drugs while serving on board a vessel, there is an increased risk that accidents will occur.

For more information: Visit the TSB website at <http://www.tsb.gc.ca> or contact Glenn Budden, Marine Investigator—Fishing Vessels Transportation Safety Board of Canada, 604-666-2712, glenn.budden@tsb.gc.ca

OTHER NEWS

FIDLEY WATCH: BLIVET

Pacific Maritime Magazine, 12/31/2013

In late November, an “informational” meeting with the Washington State Department of Ecology (Ecology) regarding the establishment of a Puget Sound No-Discharge Zone was well attended by people representing the commercial maritime industries that operate in Puget Sound. Where the State had expected thirty people, more than 60 showed up. The tone was set about 45 minutes in, by the presenter, Amy Jankowiak with Ecology, when she snapped to the room in general, “Do you want me to leave or do you want to listen?”

The State of Washington is concerned that the levels of fecal coliform bacteria in Puget Sound are dangerous to humans. Ecology officials believe that commercial vessel traffic is a large contributor to these elevated levels. Unfortunately, as Ms. Jankowiak admitted to the assembled vessel operators, Ecology doesn't actually have any data to back up the claim. Rather, Ms. Jankowiak explained to the group, the NDZ is needed because the State says it is.

The state's solution is to petition the US EPA to create a No-Discharge Zone throughout Puget Sound, forbidding any discharge of waste, either treated or untreated. The regulation will require all vessels to have a holding tank for sewage, or “black water,” and will no longer allow the USCG-approved Type II marine sanitation devices carried by most vessels larger than 65 feet. This would include tugs, passenger vessels and fishing vessels.

When asked about the effect this legislation would have on the vessels calling at Puget Sound Ports, Ms. Jankowiak suggested that vessels currently utilizing approved Type II devices could simply add a holding tank to carry sewage onboard until it could be pumped out at existing shoreside treatment facilities. She seemed dismissive of industry protestations that there are currently not nearly enough existing shoreside facilities to serve the vessels affected by the rule, and was unaware of any plans to increase the number of shoreside pump-out stations. Many questions were asked, including whether the State appreciated that a retrofit of a vessel for that kind of tankage would be in the \$100,000 to \$125,000-dollar range, if it could be accomplished at all, and would affect the tonnage of the vessel, as well as stability, cargo capacity and effective range. “That's the first I've heard of that problem,” Jankowiak said, admitting that the State hasn't consulted with any shipyards or naval architects, and was unaware of stability or tonnage issues. “We're trying to reach out to everyone we can,” she said.

The term “informational” applies to the meeting because the decision to petition the EPA for the NDZ has already been made, and the “input” from the audience won't have any bearing on the decision. Vessel owners would be required to comply with the new regulations unless they receive an “exemption” due to unique challenges to retrofit, including engineering and certification. This exemption would only be valid until the next time the vessel is drydocked, or 3 years, whichever comes first. The State isn't even required to have the comment period, according to Ms. Jankowiak; it is a courtesy provided to the stakeholders.

In reaction to the proposed NDZ, a coalition of affected stakeholders is producing a position paper with concerns that Ecology needs to address before moving forward:

- Ecology needs to articulate a scientific basis for its determination that areas of Puget Sound are at ecological risk from vessels' treated blackwater effluent.
- Any proposed solution needs to be proportional to the scope of the problem and the degree of risk. Vessels would need a fair and reasonable amount of time to retrofit their vessels with holding tanks, if necessary.
- A regulatory scheme that permits onboard treatment systems that perform to best-achievable protection standards should be strongly favored and considered. The State of Washington moved the public comment period to the middle of January. The draft petition can be found on Ecology's NDZ website: <http://tinyurl.com/bqm9g6d>. We urge you to make your voice heard if you hold a stake in the West Coast maritime economy.

We believe the entire discussion should be tabled until Ecology has actual and reliable data. In the country's current brittle economic conditions, the State of Washington's baseless disruption of much of the robust West Coast maritime economy is shortsighted and destructive, with negligible, if any, environmental benefit.

NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

Individuals:

Jonathan Thomas

Associates:

Bellegrove Medical

FEBRUARY – SEPTEMBER 2014 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

\$975 MEMBERS / \$1,075 NON-MEMBERS

Feb. 3-7, Mar. 3-7, Apr. 7-11, May 5-9, Jun. 9-13, Jul. 7-11, Aug. 4-8, Sept. 8-12

MEDICAL EMERGENCIES AT SEA

\$110 MEMBERS / \$135 NON-MEMBERS

Feb. 5, Mar. 5, Apr. 7, May 9, Jun. 13, Jul. 7, Aug. 8, Sept. 12

2-DAY BASIC FIRE FIGHTING

\$495 MEMBERS / \$515 NON-MEMBERS

Feb. 3-4, Mar. 3-4, Apr. 8-9, May 7-8, Jun. 11-12, Jul. 8-9, Aug. 6-7, Sept. 10-11

DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS

Feb. 12, Mar. 12, Apr. 17, May 15, Jun. 19, Jul. 17, Aug. 13, Sept. 19

SHIPYARD COMPETENT PERSON

\$475 MEMBERS / \$495 NON-MEMBERS

Feb. 12-14, Mar. 19-21, Apr. 16-18, May 14-16, Jun. 18-20, Jul. 16-18, Sept. 17-19

SHIPYARD COMPETENT PERSON REFRESHER

\$185 MEMBERS / \$195 NON-MEMBERS

Feb. 14, Mar. 21, Apr. 18, May 16, Jun. 20, Jul. 18, Sept. 19

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$195 MEMBERS / \$225 NON-MEMBERS

Feb. 20, Mar. 20, Apr. 23, May 28, Jun. 26

NAVIGATION: COLLISION AVOIDANCE

\$150 MEMBERS / \$200 NON-MEMBERS

CALL FOR DATES

8-HOUR SHIPBOARD DAMAGE CONTROL

\$250 MEMBERS / \$265 NON-MEMBERS

CALL FOR DATES

AB SEAMEN UNLIMITED

\$950 MEMBERS / \$950 NON-MEMBERS

CALL FOR DATES

4-DAY STCW MEDICAL CARE PROVIDER

\$995 MEMBERS / \$1,100 NON-MEMBERS

Feb. 18-21, Apr. 29-May 2

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

Feb. 24-26, Mar. 24-26, Apr. 28-30, May 19-21, Jun. 23-25, Jul. 28-30, Aug. 25-27, Sept. 22-24

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

Feb 4, Mar 13, Apr. 15

SAFETY BITES & MEMBER NEWS

GRENNAN TO HEAD GLOBAL DIVING & SALVAGE

Eric Haun, www.seadiscovery.com, 11/26/2013

After more than 30 years as founders and owners of Global Diving & Salvage, Inc., Tim Beaver and John Graham remain excited about the future of the company. This month, they announced the newest chapter in Global's history: Devon Grennan, President for the past four years, will now also take on the position of Chief Executive Officer. Mr. Beaver and Mr. Graham will maintain ownership and continue to serve on the Board of Directors, but will step down from direct operational involvement.

Grennan began his tenure in 1995 as a Marine Environmental Supervisor moving up the ranks to Environmental Division Manager and by 2005 was serving as the General Manager. In 2009, Global formed its senior management team and Mr. Grennan was moved into the position of President. As CEO/President his newest undertaking is to determine the overall strategic plan for the company and lead the senior management team and the Board of Directors in Global's mission to provide quality marine service and discover new opportunities to better serve the maritime industry.

Mr. Grennan received a B.A. in Political Science from the University of Washington in 1995. He has served on the Board of Directors of the Seattle Chapter of the Propeller Club, Board of Directors for North Pacific Fishing Vessel Owners' Association and the Spill Control Association of America. He has been involved with the American Salvage Association as well as the Marine Insurance Association of Seattle.

NOAA – NAUTICAL CHART DEVELOPMENT & DISTRIBUTION

Bryant's Maritime Blog, 1/2/2014

The National Oceanic and Atmospheric Administration (NOAA) seeks comments on planned changes to the printing and distribution of nautical charts, including digital charts. Through 22 January 2014, NOAA is providing free digital chart image files in PDF file format. Digital charts are also available as NOAA-certified Print-on-Demand charts. NOAA is providing high-resolution (400 DPI) raster navigational charts of selected areas for public testing and evaluation. An online seamless viewer of NOAA's electronic navigation charts is also available. Comments should be submitted by 3 February. 79 Fed. Reg. 112.

<http://www.nauticalcharts.noaa.gov/pdfcharts/>

SAVE THE DATE—NPFVOA GOLF TOURNAMENTS

Mark your calendars for our annual golf tournament fundraisers! This year, we will be playing on the following courses:

- The Harbour Pointe Golf Club in Mukilteo, WA
May 22, 2014
- The Golf Club at Redmond Ridge in Redmond, WA
September 10, 2014

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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STAFF

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REBECCA HANRATTY – PROGRAM COORDINATOR
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info@npfvoa.org www.npfvoa.org

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 32-HOUR MEDICAL CARE PROVIDER
- DRILL INSTRUCTOR WORKSHOP
- DRILL INSTRUCTOR WORKSHOP FOR SMALL VESSELS
- 24-HOUR HAZWOPER TECHNICIAN
- 8-HOUR HAZWOPER REFRESHER
- SPECIMEN COLLECTION CERTIFICATION
- SHIPYARD COMPETENT PERSON
- SHIPYARD COMPETENT PERSON REFRESHER
- 8-HOUR SHIPBOARD DAMAGE CONTROL
- ABLE SEAMAN
- OSHA MARINE 10-HOUR
- SHIPBOARD WATERTIGHT DOOR & HATCH TRAINING
- OSHA COMPLIANCE AT THE DOCK OR SHIPYARD
- ONBOARD SAFETY ORIENTATION
- 2-HOUR IN-THE-WATER SURVIVAL TRAINING
- CRANE OPERATIONS & MAINTENANCE
- NAVIGATION: COLLISION AVOIDANCE
- OUPV, 100-TON AND 200-TON LICENSE
- O/B FIRE TEAM TRAINING

ADDITIONAL CUSTOM COURSES TO FIT ALL YOUR
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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): _____

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, 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.)