

**AED READINESS—ARE YOU DRILLING?
SURVIVAL CRAFT AT ISSUE IN HOUSE BILL
SAFETY MATTERS: TIME FOR A QUICK REVIEW**

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Issue No. 85
Spring 2014

VESSEL SAFETY PROGRAM

PFDs SAVE THREE

National Fisherman, Boats & Gear Blog, Michael Crowley, 4/17/2014

Over the course of two summers, Shannon Ford attended two funerals, both for salmon fishermen who went into the water and drowned. That isn't unusual for Alaska's salmon fishermen: 47 salmon fishermen perished between 2000 and 2012 in man-overboard accidents.

Ford — who runs a setnet operation on Bristol Bay from her aluminum skiff, Paul Revere — and her two crewmen, Doug Ward and Tyler Schuldt, could have bumped that number up to 50 on the night of June 26, 2010, when the Paul Revere, having hung up a setnet line, was swamped by a wave, then flipped over on top of Ford, Ward and Schuldt.

The only reason their fellow fishermen didn't go to funerals for the trio is because they were wearing Mustang self-inflatable PFDs. For two hours the PFDs kept them afloat until first Ward and then Schuldt and Ford were able to stumble ashore and get help.

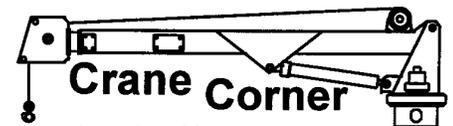
It's a saga aptly captured in the just released video from the National Institute of Occupational Safety and Health: "Paul Revere: A Story of Survival in Bristol Bay." It's available on the NIOSH website and at NIOSH's YouTube channel. The 10-minute video starts with Ford and Ward relating the events that led to the skiff's overturning and then describing how, while being carried along by a strong current, they managed to stick together and devise a plan of action.

They could spend time taking stock of their situation, said Ward, and figuring out what to do to get out of the water, instead of worrying about staying afloat and conserving energy, because the PFDs were keeping them afloat.

"Instantly it molds to you and holds in your core heat while supporting your head," said Ford. "And it's a mental boost: I can concentrate on directing us towards shore. None of our energy or mental focus was wasted."

But watch the video for yourself as they describe passing numerous setnet camps, all the while signaling with a flashlight, yelling and firing off rounds from a 357 handgun — all to no avail. Looking beyond Alaska, that 2000 to 2012 figure for man-overboard fatalities is 191 nationwide. Only one was wearing a PFD.

Setnet capsizе survivors Don Ward, Shannon Ford and Tyler Schuldt proudly display their Mustang Survival PFDs; Photo by Kenneth Becker



Contributed by Arxcis, Inc.

PEDESTAL CRANE SAFETY

Unfortunately, there have been several crane related accidents on vessels recently which may have been avoided had proper safety policies and practices been followed. Consider the following as you try to determine the adequacy of your crane safety program:

Safety around the crane begins with a company safety policy that is available, understood, monitored *and* enforced; the crane must be properly maintained and inspected and a record kept of annual and periodic inspections as well as repairs; each person who operates the crane, rigs the load or gives hand signals to the operator must be trained, qualified and authorized; there should be a pre-lift meeting that involves all of those involved in the lift to discuss every aspect of the lift; proper PPE should be used such as hard hats, gloves, and proper foot ware; rigging hardware and slings that are used should be in good condition, load rated and used according to manufacturer's recommendation; the area around the lift should be adequately marked, monitored or barricaded to keep unauthorized personnel out of harm's way; critical lifts should be identified and properly planned.

Critical lifts are not only lifts that approach the maximum capacity of the crane but may also include the following: lifts out of eyesight of the operator; lifts from one vessel to another; lifts in bad weather; lifting personnel in a man basket; lifts of hazardous or potentially dangerous materials; lifts out of water; and lifts of long, wide loads or that are difficult to control.

This issue of the *NPFVOA Vessel Safety Program Newsletter*

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USCG – COMPATIBILITY OF FIRE EXTINGUISHER COMPONENTS

Bryant's Maritime Blog, 3/14/2014

USCG Sector Hampton Roads issued a safety alert regarding compatibility of CO₂ fire extinguisher components. During the fighting of a small ship-board fire, a CO₂ extinguisher failed to operate properly. Fortunately, a second fire extinguisher accomplished the job. Investigation revealed that an obsolete and incompatible diffuser had been installed in the CO₂ extinguisher at some time in the past. It is recommended that fire-fighting servicing companies check all CO₂ extinguishers for compatibility of parts on a regular basis.

USCG – POLICY LETTER RE ON-LOAD RELEASE MECHANISMS

Bryant's Maritime Blog, 3/12/2014

The US Coast Guard issued a policy letter providing guidance to assist US -flag ship owners and operators in complying with recent SOLAS amendments requiring all ships subject to SOLAS, regardless of build date, to identify and replace existing on-load release mechanisms (release hooks) that do not comply with specific provisions of the International Life-Saving Appliances (LSA) Code.

COURT – NO DOUBLE RECOVERY OF DAMAGES

Bryant's Maritime Blog, 3/12/2014

The US Court of Appeals for the Fifth Circuit ruled that an insurer who makes voluntary Longshore and Harbor Workers Compensation Act (LHWCA) payments to an injured employee on behalf of a shipowner/ employer is entitled to recover these payments from the employee's settlement of Jones Act claim against the shipowner/employer based on the same injuries for which the insurer has already compensated the injured employee. Chenevert v. Travelers Indemnity, No. 13-60119 (5th Cir., March 7, 2014).

COURT – LHWCA ATTORNEY FEES

Bryant's Maritime Blog, 3/12/2014

The US Court of Appeals for the Fourth Circuit denied petitioner longshoreman's claim for payment by defendant employer of his attorney fees because the employer commenced payment of compensation within the 30 -day time limit provided for in the Longshore and Harbor Workers' Compensation Act (LHWCA) even though that payment was not in the full amount sought by petitioner. Lincoln v. Ceres Marine Terminals, No. 13-1594 (4th Cir., March 11, 2014).

USCG – NOAD SCHEMA 3.4

Bryant's Maritime Blog, 4/22/2014

The USCG National Vessel Movement Center (NVMC) issued a notice stating that Notice of Arrival and Departure (NOAD) Schema 3.4 has been released, incorporating improvements in vessel response plan data reporting. NOAD Schema 3.2 has been retired and will no longer be accepted for submission.

USCG – PREEMPTION ASSESSMENT FRAMEWORK

Bryant's Maritime Blog, 4/21/2014

The US Coast Guard issued a notice stating that it will host public meetings in Arlington, Virginia (13 May) and Seattle (16 May) to receive comments on its proposed rulemaking addressing the Coast Guard's assessment framework for, and a restatement of its position regarding, the federalism implications of regulations issued under the authority of various statutes within Title 33 and 46 of the United States Code. Written comments must be submitted by 26 May. 79 Fed. Reg. 22071.

COAST GUARD RELEASES INVESTIGATION OF TUNA BOAT SINKING

Saipan Tribune, 3/27/2014

HONOLULU—The US Coast Guard released the results of its investigation into the June 2010 sinking of the US flagged Distant Water Tuna Fleet vessel Majestic Blue 2,100 miles southwest of Hawaii.

The investigation revealed 22 crewmembers safely abandoned ship and were rescued by a sister ship but the master and chief engineer remain missing and are presumed deceased.

The investigation was unable to determine the exact cause of flooding that originated in the steering compartment where steel work was previously performed during an overseas shipyard visit.

However, the investigation determined that the immediate secondary cause of the sinking was due to a shipboard practice of leaving watertight doors open. This caused continued progressive flooding through the open doors throughout the vessel.

In addition, response to the flooding was hampered because the engineering officers could not read or communicate in English and were unfamiliar with emergency response procedures. Under special legislation afforded to the Distant Water Tuna Fleet only the vessel's captain needed to be a U.S. citizen.

The Coast Guard investigating officer recommended and the Coast Guard commandant concurred that a large fishing vessel of this size should receive additional oversight.

"A benefit of sharing a report of investigation is an opportunity for all fishermen and mariners to learn something from this casualty," said Cmdr. Jonathan Maiorine, chief of inspections and investigations for the Fourteenth Coast Guard District. "By reevaluating their own onboard procedures for training, communications and emergency drills we hope to prevent similar tragedies in the future."

The entire report of investigation is available for download on the Coast Guard Homeport website under the investigations tab.

USCG AUTHORIZATION BILL CLEARS HOUSE

Aaron Martin, <http://riponadvance.com>, 4/2/2014

The House of Representatives approved legislation that would authorize US Coast Guard operations for fiscal years 2015 and 2016.

House Homeland Security Committee Vice Chair Rep. Candice Miller (R-Mich.) said passage of the Howard Coble Coast Guard and Maritime Transportation Act is necessary to ensure the Coast Guard's continued role in national security and maritime industry.

"This legislation is a necessary step to ensure that they have the resources to support their continued mission and can replace and/or modernize aging assets," Miller, the chairwoman of the House Homeland Security Subcommittee on Border and Maritime Security, said. "We must now work with our appropriators and counterparts in the Senate."

The legislation would authorize replacement and modernization of aging Coast Guard assets and implement fewer regulations that hinder US maritime transportation competitiveness.

Under the measure, the Coast Guard would be prohibited from imposing new regulations on small businesses that operate on isolated waters where the Coast Guard does not have a presence, unless advance notification is made and public comments are heard.

Owners of fishing vessels and small commercial vessels would be exempt from having to obtain an EPA permit to discharge substances like rainwater runoff, air conditioner condensate and bilge water from their vessels under the bill.

"For over two centuries, the brave servicemen and women serving in the Coast Guard have protected our maritime interests, which is why it is so important that we ensure they have the resources they need to do their job," Miller said. "I am pleased with the House passage of this important authorization and pledge to continue to fight to protect their safety and operational capabilities."



OUT-OF-WATER SURVIVAL CRAFT AT ISSUE IN HOUSE BILL

Gary Stoller, USA TODAY, 4/15/2014

Marine safety experts are angry about a House vote this month to change a provision of a law Congress adopted in 2010 to make travel on the water safer. On April 1, the House passed a USCG re-authorization bill with a provision that will require newly built ferries and other passenger boats operating in cold water to carry survival craft such as life rafts to keep people out of the water when they must abandon ship.

The provision passed by the House differs from the 2010 law, which would have forced all boats required to carry survival craft — whether new or old, or operating in any water temperature — be outfitted with out-of-the-water survival craft by 2015.

“Those seeking to repeal this requirement are not looking out for the best interest and lives of the public, particularly children, the elderly and the disabled,” says John Cullather, former staff director of the House Subcommittee on USCG and Maritime Transportation who helped draft the 2010 law before he retired. Many passenger boats now are permitted to be outfitted with floats that do not keep survivors out of the water and do not protect against hypothermia.

Joe Kasper, a spokesman for Rep. Hunter Duncan, R-Calif., chairman of the Subcommittee on USCG and Maritime Transportation, says USCG studies have shown that requiring out-of-the-water survival craft for more boats would not save more lives. Requiring more boats to carry such equipment, he says, “will lead to substantial costs on small businesses — many of which will need to have their vessels rebuilt to accommodate the space and loads necessary to carry such survival craft.” USCG spokesman Carlos Diaz says the agency won’t comment on the issue because it is “pending legislation.”

The House bill was received by the Senate on April 2 and referred to its Committee on Commerce, Science, and Transportation. In a report to Congress last August, the USCG said it would cost existing vessels \$154.3 million to replace life floats and other apparatus with out-of-the-water survival craft. The 10-year cost, which would include servicing and maintaining the added equipment, would be \$350.2 million, the agency said.

The USCG said 504 people were killed or missing in 224 “vessel casualties” and “immersions in the water” from 1991 through 2011. Nearly 90% of the casualties occurred in commercial fishing vessels, the agency said. The USCG said “it could not be determined conclusively” whether out-of-the-water survival craft would have prevented any deaths in the accidents it analyzed.

Deborah Hersman, outgoing chairman of the NTSB, which investigates marine accidents, says that “accident after accident” continue to show “the need for out-of-the-water survival equipment.”

The NTSB recommended such equipment be required in 2009 after investigating an engine fire that broke out on the Queen of the West, which was carrying 177 people on the Columbia River in Oregon in April 2008.

“Had the vessel fire spread more quickly, the passengers and crew would have had to evacuate into the 44-degree water wearing only lifejackets for flotation,” Hersman wrote in an Oct. 25 letter to House Reps. John Garamendi, D-Calif., and Elijah Cummings, D-Md. “With the nearest assistance about two hours away, the effects of hypothermia would have quickly set in, and the passengers and crew would have had a high risk of injury and death.” Out-of-the-water survival equipment “will save lives” and “is long overdue,” Hersman says. “The industry has been tone-deaf on this issue.”

In a written statement, the Passenger Vessel Association, which says its members carry more than 200 million passengers annually, says the industry has an “excellent safety record” and it supports House passage of the bill. The group says out-of-the-water safety craft “may not be appropriate or necessary in geographic areas where vessels operate in warm water” or in “protected waters” such as rivers, harbors and lakes, with “readily available third-party help.”

Marine safety advocate Richard Hiscock, a former senior staff member of the House Subcommittee on USCG and Maritime Transportation, says keeping survivors out of the water is essential in any water temperature.

Continued next column

Continued from last column

Rescue may not be immediate, and infants, children and the elderly are particularly susceptible to hypothermia, even in warm water, he says. Staying out of the water reduces the risk of drowning and protects people with disabilities, he says.

“When a terrible casualty involving a tour boat, a whale-watch vessel or a harbor ferry occurs, forcing passengers and crew to abandon the vessel to survival craft that don’t keep them out of the water, we will look back and say: ‘Why didn’t we anticipate such a low-probability, high-consequence event?’” Hiscock says the 1912 sinking of the Titanic should be a reminder, because the British Board of Trade thought the ship didn’t need life-boats for all passengers and crew before it sank on its maiden voyage. “It was supposed to be ‘unsinkable’ and it was believed there were so many vessels transiting the North Atlantic that a rescue vessel would always be at hand,” Hiscock says. “It didn’t work out that way.”

SAFETY MATTERS: TIME FOR A QUICK REVIEW

Commercial Fisheries News Editorial, 2/24/2014

Taking up the theme of fishing vessel safety can be a hazardous thing to do in a Commercial Fisheries News editorial since it entails walking that fine line between helpfully calling readers’ attention to a fundamentally important topic and alienating them with nagging. However, this month’s “Along the Coast” column features a particularly pointed example of the wisdom of being prepared.

On Feb. 12, Devin Pesce, a 19-year-old who was crewing on his dad’s lobster boat, accidentally stepped into a snake’s nest of trawl rope as it paid out. The rope grabbed him by the ankle, yanked him over the transom, and dragged him beneath the waves into bitter cold water.

Fortunately for everyone, his father and another crewman managed to quickly bring him up and aboard — and, when they realized that he had stopped breathing, they had the CPR skills to bring him back to life.

That’s what good training gives you: the ability to do the right thing fast in an emergency.

Looking through our archives, we find that we have regularly published safety advice for nearly 15 years thanks to the contributions of Ann Backus of the Harvard School of Public Health, who writes our “FISH SAFE” column, and Fred Mattern, an experienced fisherman and fishing vessel safety instructor, who writes our “SAFE BOAT — SMART BOAT” column. They have produced a remarkable body of work, covering an enormous range of subjects. Some are a little complicated, like the physics involved in vessel stability or the chemistry behind deadly oxygen depletion incidents in confined spaces. But a lot of the advice is about easy things that everyone who sets foot on a boat can and should do.

First and foremost, wear a PFD when working on deck. There are less-cumbersome wearable inflatable models available these days. While a PFD may not have helped Pesce, this simple device can keep your head above water in most man-overboard situations, protecting you from sucking cold water into your lungs when the “automatic gasp reflex” kicks in. The flotation it provides can keep you on the surface long enough for your crewmates to get a life ring to you or for rescuers to find you.

Keep a knife on your body that you can reach if you need to cut yourself free of entangling rope. Take a good look at your survival suit. Make sure it fits and the zipper zips. Practice getting into it. Stow it where you can get it if you need it.

Beyond that, much of the safety advice boils down to this: Get good training and drill, drill, drill until your reaction in an emergency is automatic. This particularly applies to man-overboard, abandon-ship, firefighting, and flood-control procedures.

Finally, a lot of the advice is simple common sense for vessel owners and captains. Set up a schedule for maintaining equipment. Adopt protocols for dealing with icing conditions. Install a reachable emergency shutoff on every winch. Take steps to reduce the risk of flooding. And, be sure that your crew’s first aid and CPR training is up to date. We feel strongly that promoting fishing vessel and crew safety is one of the most important things we do. For that reason, we have begun posting archived “FISH SAFE” and “SAFE BOAT” columns in full on our website.

OSU STUDY: CHANGES IN PROCESSING, HANDLING COULD REDUCE COMMERCIAL FISHING INJURIES

Albany Democrat-Herald, 4/16/2014

CORVALLIS – Handling frozen fish caused nearly half of all injuries aboard commercial freezer-trawlers and about a quarter of the injuries on freezer-longliner vessels operating off the coast of Alaska, new research from Oregon State University shows.

Many of those injuries and others aboard the two types of vessels could be prevented with the right interventions, and the research methods used in the study could help identify and reduce injuries and fatalities in other types of commercial fishing, said researcher Devin Lucas. His findings were published in the “American Journal of Industrial Medicine.”

“We’ve drilled down to such a detailed level in the injury data that we can actually address specific hazards and develop prevention strategies,” said Lucas, who recently received his Ph.D. in public health from OSU’s College of Public Health and Human Sciences and works for the National Institute for Occupational Safety and Health (NIOSH) in the Alaska Pacific office.

Lucas’ study is the first scientific assessment of the risk of fishing on freezer-trawlers and freezer-longliners. In both types of vessels, the processing of fish is handled on-board. The vessels had reputations for being among the most dangerous in commercial fishing in part because of a few incidents that resulted in multiple fatalities.

However, an analysis of 12 years of injury data showed that fishing on the freezer vessels was less risky than many other types of commercial fishing, which is one of the most dangerous occupations in the United States, Lucas said. The rate of injury on freezer-trawlers was about the same as the national average for commercial fishing, while the rate aboard freezer-longliners was about half of the national average.

“The reality is that many fisheries elsewhere in the US, including Oregon Dungeness crabbing, are much more dangerous,” Lucas said.

His review of injury data indicated that the majority of injuries in the freezer-trawler fleet occurred in the factories and freezer holds, while the most common injuries in the freezer-longliner fleet occurred on deck while working the fishing gear. Injuries from processing and handling fish were also common on the longliners, the research showed.

Study co-author Laurel Kincl, an assistant professor of environmental and occupational health and safety in the College of Public Health and Human Sciences, said the methods used in the research, including describing and categorizing the types of injuries, can now be applied to other commercial fishing industries to identify safety issues and pinpoint areas for prevention.

“Not all commercial fishing is the same,” Kincl said. “You have different equipment, different processes.”

Kincl said researchers are hoping to build from this research and explore other fishing-related injuries and prevention strategies. The Dungeness crab industry is one area that may be explored and another is land-based fish-processing, she said.

COAST GUARD, NIOSH PARTNER TO PROMOTE SAFETY FOR COMMERCIAL FISHING INDUSTRY

Jack Kemerer, USCG, 3/27/2014

The US Coast Guard and the National Institute for Occupational Safety and Health, or NIOSH, have renewed their joint commitment to promote safety in the commercial fishing industry. By extending a 2008 memorandum of agreement, the two organizations will continue joint efforts on casualty analysis and risk management within the commercial fishing industry, along with work on the National Occupational Research Agenda for NIOSH.

OWNER FACES PRISON TIME IN DEATH OF WORKER FROM FALL

Fred Hosier, SafetyNewsAlert.com, 4/15/2014

Federal officials have charged the owner of an asphalt plant with violation of a safety standard causing the death of an employee. If convicted, the owner could go to jail.

Martin Romano, President of MR Asphalt Inc. of Victor, MT, pleaded not guilty to the charge. If convicted, he faces six months in prison and a \$10,000 fine.

The US Attorney’s Office in Montana leveled the same charge against the company. It faces a \$500,000 fine if convicted.

Employee William Irby Jr., 54, was checking asphalt levels from the top of a tank at the company’s facility one day in September 2012. Irby fell 15 feet, hitting his head on a concrete structure supporting the tank. Irby died from his injuries.

OSHA issued 16 citations to MR Asphalt:

- 1 willful violation for failing to provide a guardrail or fall protection on the working surface;
- 13 serious violations including: failing to provide training on hazardous chemicals, exposing workers to electrical hazards, and leaving defective ladders in service, and;
- 2 other-than-serious violations for failing to record each work-related fatality, injury or illness and notify OSHA within eight hours of an occupational fatality.

OSHA initially issued \$54,000 in fines, but the company settled for \$36,500.

“By ignoring fall protection requirements, this employer showed plain indifference and intentional disregard to worker safety,” said Jeff Funke, director of OSHA’s Billings, MT Area Office.

When criminal charges are sought

Just over a year ago, we reported on what one law firm said was now necessary for OSHA to refer a case to the US Justice Department for criminal prosecution:

- an employee fatality
- a willful violation, and
- the employer is alleged to have falsified documents and lied to OSHA regarding the fatality.

This case fits those requirements. The lie alleged in this case would be a lie of omission: The company didn’t report the death within the required time period and didn’t record the fatality as required by OSHA.

Criminal charges involving employee deaths are still rare, but they are becoming more common under the current administration. Even if OSHA refers cases, the US Justice Department makes the final decisions on whether to seek criminal charges against an individual and/or the company.

OTHER NEWS

AED READINESS – ARE YOU DRILLING?

MD Solutions International Newsletter, 3/6/2014

AED drills are important to ensure the readiness of your organization’s early defibrillation program. During a drill, all aspects of your team’s response to a cardiac arrest should be assessed. Some of the elements that a drill should measure are the timeliness of alerting emergency medical services (EMS), the time for the AED and in-house responders to arrive at the scene, and how much time is required to deploy the AED and deliver a shock. Drills often identify areas that require attention before an actual event occurs.

OTHER NEWS

SEWOL BECOMES 100TH PASSENGER VESSEL LOST SINCE 2002

Rob Almeida, *gcaptain.com*, 4/16/2014

As an exclamation point on the seriousness of the tragedy that unfolded offshore South Korea, the sunken RoRo-Passenger (RoPax) vessel Sewol is officially the 100th passenger vessel lost since 2002.

The exact cause of this vessel's demise is unclear, however one thing is rather clear – she lost stability and sank taking with her a significant number of passengers.

Ships that carry vehicles require a significant amount of flat space to park those vehicles. This open area is also located relatively close to the waterline. In sinking incidents which have befallen similar ships such as the *Herald of Free Enterprise* and *Estonia*, both of which resulted in a significant number of deaths, the primary cause was due to loss of stability from the “free surface effect” of having water sloshing around these large open compartments. When even an inch or two of water covers the decks of these open compartments, the destabilizing effect is immediate. In 1987, when water poured into the *Herald of Free Enterprise*, covering her cargo hold, she capsized in 90 seconds, killing 193 passengers and crew.

This danger inherent to RoPax vessels such as the Sewol was most certainly not apparent to the passengers who were aboard.

SOLAS Regs

Following the Costa Concordia disaster, amendments were made to the International Convention for the Safety of Life at Sea (SOLAS) regulation III/19 which requires musters of newly-embarked passengers prior to or immediately upon departure, instead of “within 24 hours,” as stated in the current regulations. This amendment is not expected to enter into force until 2015 however. Considering the lack of deployed lifeboats from the Sewol, it seems quite possible the passengers didn't know where to go or what to do when the incident occurred.

Lesson to be Learned

Statistically speaking, there's a really good chance this won't be the last ferry disaster of 2014. Ferries all over the world are being operated far beyond their useful lives or outside their operational envelopes with far too many people on board. For ferry and passenger vessel operators who are serious about protecting the lives of their passengers, they need to really dig deep into analyzing the risks of their operations and come up with solutions to mitigate them. I believe that these risks and mitigating actions should be detailed and submitted to their respective Flag State for review and tracked on a ship-by-ship basis to ensure that the operators do what they say they will do.

F/T ALASKA OCEAN CREW MEMBER DIES IN EXPLOSION

Unalaska Community Broadcasting, *Lauren Rosenthal*, 3/13/2014

The Coast Guard and Unalaska police are investigating a fatal accident that took place aboard a 376-foot factory trawler. Police chief Jamie Sunderland says crew members on the Alaska Ocean were doing some repair jobs at about 9 p.m.

“It looks like an acetylene tank was leaking inside of a cabinet, which was ignited by some nearby welding,” says Sunderland.

The resulting explosion blew a door off its hinges. It struck one of the crew members—48-year-old Franz Dalquen of Arizona.

“He was pronounced dead just a few minutes later—about a half hour later—by the medic on the vessel,” says Sunderland.

Sunderland says the Alaska Ocean was about 125 miles outside Unalaska at the time of the accident. The vessel made it back to port, where they were met by Unalaska police. Sunderland says the police have already ruled out foul play.

OTHER NEWS

HELP! CAN YOU SEE ME?

National Fisherman, Boats & Gear: Michael Crowley, 3/20/2014

“They need to see you to get you, and flares don't do that,” says Jim O'Meara of North American Survival Systems, giving advice on an at-sea rescue. What's the best way to bring someone to your position?

All seagoing commercial boats and larger pleasure boats are required to carry a type of pyrotechnic distress signal — usually flares. But a flare has a limited life span, about 4 minutes once it's shot off.

“Three flares onboard makes you legal,” says O'Meara, who operates out of Washington's Bainbridge Island. “Three flares are only good for 12 minutes. Nobody, ever, has been rescued in 12 minutes.”

O'Meara's company designs and markets electronic flares and strobes to be used in rescue situations. He's more than a little annoyed with how the Coast Guard downplays the usefulness of electronic flares and strobes.

The Coast Guard refers to them as electronic visual distress signal devices, and in a non-pyrotechnic flares marine information note [MIN 464 (M+F)], O'Meara feels their role is downplayed in a search and rescue situation.

The Coast Guard says it is researching their effectiveness, but they can't be carried as a substitute for pyrotechnic flares “on vessels to which mandatory carriage applies.”

At the end of the marine information note and almost as an afterthought, it's written that an “EDVS may be carried and used as a locating device, though their limitations should be recognized.”

Because of the short period a flare is visible, O'Meara says, it is “inherently flawed, but the word has never gotten out that you can have something in addition to a flare.”



When a flare goes off, “you know someone is in trouble over there, but then it goes out, and you've got to be able to find them.” Instead of a 4-minute life span, O'Meara says a strobe light is good for “12 hours or better and can be seen from five to 10 miles away. That's what you want to have to be rescued.” It's why he calls an electronic flare or strobe a “critical distress signal.”

USACE & EPA – “WATERS OF THE UNITED STATES”

Bryant's Maritime Blog, 4/21/2014

The US Army Corps of Engineers (USACE) and the Environmental Protection Agency (EPA) issued a proposed rule defining the term “waters of the United States” for purposes of the Federal Water Pollution Control Act (FWPCA) [also known as the Clean Water Act] in light of recent decisions of the US Supreme Court. Under the proposal, the following waters would be included: (a) all waters which are currently used, were used in the past, or may be susceptible to use in interstate or foreign commerce, including all waters which are subject to the ebb and flow of the tide; (b) all interstate waters, including interstate wetlands; (c) the territorial seas; (d) various identified impoundments of waters; (e) various identified tributaries; (f) all waters, including wetlands, adjacent to identified waters; and (g) on a case-by-case basis, other waters, including wetlands, provided that those waters along, or in combination with other similarly situated waters, including wetlands, located in the same region, have a significant nexus to an identified water. Comments on the proposal should be submitted by 21 July. 79 Fed. Reg. 22187.



NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

Vessels:

MARCY J
NORTHERN RAM

Associates:

Marine Safety Services

APRIL – DECEMBER 2014

CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BST)

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

Apr. 7-11, May 5-9, Jun. 9-13, Jul. 7-11, Aug. 4-8, Sept. 8-12, Oct. 6-10,
Nov. 3-7, Dec. 8-12

MEDICAL EMERGENCIES AT SEA

\$110 MEMBERS / \$135 NON-MEMBERS

Apr. 7, May 8, May 9, Jun. 13, Jul. 7, Aug. 8, Sept. 12, Oct. 6, Nov. 7,
Dec. 10

2-DAY BASIC FIRE FIGHTING

\$495 MEMBERS / \$515 NON-MEMBERS

Apr. 8-9, May 7-8, Jun. 11-12, Jul. 8-9, Aug. 6-7, Sept. 10-11, Oct. 9-10,
Nov. 5-6, Dec. 8-9

DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS

Apr. 17, May 15, Jun. 27, Jul. 14, Aug. 13, Sept. 16, Oct. 14, Nov. 17,
Dec. 19

SHIPYARD COMPETENT PERSON

\$475 MEMBERS / \$495 NON-MEMBERS

Apr. 16-18, May 14-16, Jun. 18-20, Jul. 16-18, Sept. 17-19, Oct. 15-17,
Nov. 12-14, Dec. 10-12

SHIPYARD COMPETENT PERSON REFRESHER

\$185 MEMBERS / \$195 NON-MEMBERS

Apr. 18, May 16, Jun. 20, Jul. 18, Sept. 19, Oct. 17, Nov. 14, Dec. 12

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$195 MEMBERS / \$225 NON-MEMBERS

Apr. 23, May 28, Jun. 26, Aug. 21, Oct. 23

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

Apr. 29-May 2

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

Apr. 28-30, May 19-21, Jun. 23-25, Jul. 28-30, Aug. 25-27, Sept. 22-24,
Oct. 27-29, Nov. 24-26, Dec. 15-17

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

Apr. 22, May 13, Jun. 3, Jul. 22

SAFETY BITES & MEMBER NEWS

PACIFIC SEAFOOD PROCESSORS ASSOCIATION CELEBRATING 100TH ANNIVERSARY—1914-2014

Fishermen's News - Vol 70, No 04, 4/1/2014

In 2014 Pacific Seafood Processors Association (PSPA) celebrates 100 years of service. The association's membership includes both seafood producers and associate members involved in supporting the seafood industry. PSPA has been through two world wars, a great depression, the change from wind to diesel powered vessels, a great recession, and untold predictions of the demise of the world we live in. Through all of this they have maintained a written record of their history and activity from their first organizational meetings in 1914, to their February Board meeting in Juneau, Alaska.

NEW! ENGINEERING COURSE

Crawford Nautical School is pleased to announce they are teaching the QMED and DDE courses. The course schedule is:

DDE & Upgrading, May 27—June 20 & October 27—November 21
QMED, September 2—October 3

You can contact them at 206-667-9377.

HELPFUL LINKS FROM USCG

For USCG Exam History:

<http://cgmix.uscg.mil/PSIX/PSIXSearch.aspx>

For USCG Investigation History:

<http://cgmix.uscg.mil/IIR/IIRSearch.aspx>

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

CRUISE RAFFLE TICKETS ON SALE NOW

We are selling raffle tickets to win a luxurious 7-day Holland America Cruise for Two! Your choice of Mexico or the Caribbean; valued at over \$2200! Tickets cost **\$20** and we are only selling 300 tickets. Special thanks to our raffle sponsor, Trident Seafoods!



**Prize does not include airfare, taxes, onboard charges, excursions, or hotel service charges. Only 300 tickets will be sold! Raffle proceeds support the NPFVOA Vessel Safety Program. Drawing will be held May 22, 2014 at the NPFVOA Spring Golf Tournament Fundraiser. Winner need not be present to win.*

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.

2014 BOARD OF DIRECTORS

Tim Vincent—President
Vincent Maritime Services

Lurilla Lee
Trident Seafoods

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Iquique US, LLC

Darrin Manor
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Jason Brantley—Treasurer
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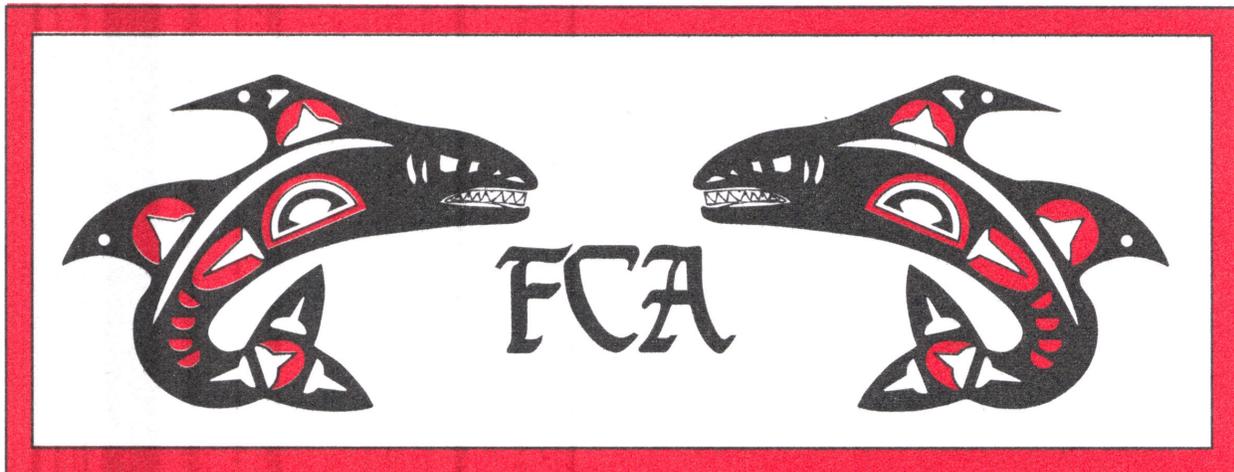
NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD – EXECUTIVE DIRECTOR
REBECCA HANRATTY – PROGRAM COORDINATOR
BRIE VENNARD – PROGRAM ASSISTANT

NPFVOA VESSEL SAFETY PROGRAM COURSES INCLUDE:

- STCW BASIC SAFETY TRAINING
- STCW BASIC SAFETY 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 SAFETY TRAINING NEEDS!



The Fishing Company of Alaska, Inc.

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PHONE (425) 738-5200 • FAX (425) 988-2144



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 1900 W Emerson, Suite 101
 Fishermen's Terminal
 Seattle, WA 98119
 (206) 286-3383 Fax: (206) 286-9332
 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	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.)