

WEAR YOUR SURVIVAL GEAR!
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VESSEL SAFETY PROGRAM

OSHA FACTSHEET SUBPART F | GENERAL WORKING CONDITIONS IN SHIPYARD EMPLOYMENT—LOCKOUT/TAGS-PLUS COORDINATION

During February 2015, OSHA inspectors from the Anchorage office were in Dutch Harbor conducting OSHA inspections. One of the most common violations was not having a Lockout/Tags-Plus policy or having a policy that was not being followed. OSHA’s website has numerous free publications to help with compliance issues. Here is the fact sheet for Lockout/Tags-Plus:

This fact sheet describes the lockout/tags-plus coordination requirements of subpart F—General Working Conditions in Shipyard Employment, as specified in 29 CFR 1915.89. These provisions are effective October 31, 2011.

Servicing, maintenance, and repair of ship’s systems present considerable risk to employees. Consequently, machinery, equipment, and systems found aboard vessels and vessel sections differ substantially from those found in landside facilities of general industry. Machinery, equipment, and systems in general industry often have individual disconnect or cutoff mechanisms that completely isolate them from other machinery, equipment, or systems in a facility.

Need for Lockout/Tags-plus Coordination

Coordination is critical to servicing machinery, equipment, and systems in shipyard employment. In shipyards, employees face numerous issues that can complicate servicing operations, such as:

- Large and complex machinery, equipment, and systems aboard vessels and vessel sections;
- Machinery, equipment, and systems that have multiple power sources, isolation points, and types of energy; and
- Difficulty identifying all energy sources due to faulty engineering drawings and schematics.

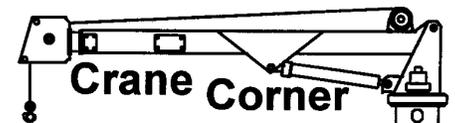
Further, there are times when employees are performing separate servicing operations on the same machine, equipment, or system, necessitating coordination between the employees involved in these operations.

Lockout/Tags-plus Coordinator

Employers must designate a Lockout/Tags-plus Coordinator to coordinate and oversee all lockout/tags-plus applications for: (1) multiple servicing operations on the same machinery, equipment, or system at the same time, whether on vessels, in vessel sections, or at landside facilities; and (2) servicing operations on multiple machinery, equipment, or systems on the same vessel or vessel section at the same time. During these specific situations, the Coordinator is responsible for: (1) overseeing and approving the application of each lockout and tags-plus system; (2) verifying hazardous-energy isolation prior to any servicing operation; and (3) removing each lockout or tags-plus system when work is completed.

1. **Example: Multiple Servicing Operations on the Same Machinery, Equipment, or System.**
 A group of employees is repairing a high-pressure steam line in a location forward of a vessel’s machinery space, while another employee performs additional repairs on the same system in a location two levels below and aft of the vessel’s machinery space.

Continued on page 4



Contributed by Arxcis, Inc.

ANATOMY OF AN ANNUAL CRANE INSPECTION

Often, approaching a pedestal crane to begin an inspection, some deficiencies are immediately apparent, such as: the safe working load or load chart is not posted; the safety latch on the hook is broken or missing; the wedge socket above the hook is terminated incorrectly; the hoist line is kinked or damaged; or spooling on the drum is poor. Proceeding with the inspection, you would then:

- Check hydraulic hoses and fittings for damage and leaks and that all moving parts are lubricated properly.
- Check for loose bolts or fasteners and cracks in welds or structural members.
- Then operate the crane and load test it.
- Before firing up the crane, make sure that the crane controls are labeled properly, not sticking, and in the neutral position.
- Verify that each control does what it is labeled to do in a smooth manner.
- Look for wear in the boom heel pins, knuckle hinge, and the rotation bearing.
- Test the anti-two-block switch, and check that the boom tip sheaves are turning as the hoist is operating.
- During the load test, check that the crane can lift what it says it can and the winch, main boom, knuckle, or extension rams are holding.

The whole process can take less than 90 minutes and the list of deficiencies can be lengthy or short depending on the care and maintenance the crane has been receiving.

This issue of the *NPFVOA Vessel Safety Program Newsletter* was made possible by a contribution from **Alaska National Insurance Company** NPFVOA Member since 1993

ACR ELECTRONICS DEBUTS USCG-APPROVED DISTRESS FLARES

Joseph R. Fonseca, *MarineLink.com*, 2/18/2015

The Aurora Red Hand Flare is USCG-approved for day or night emergency signaling. Unlike other USCG hand flares made with a cardboard body, the Aurora was designed for life on the water. The pyrotechnics are housed inside steel casing with a polycarbonate handle. The brightness of the pyrotechnics is what truly differentiates ACR's flares from the competition's. The Aurora red flare burns at 15,000 candela for 60 seconds, 21 times brighter than other brands on the market. Even though the Aurora shines brighter its unique design minimizes emission of smoldering debris.

Aurora's built-in one-piece, internal pull cord activation method is proven to be reliable when in wet environments. In fact, it can be activated while under water and can withstand the most extreme weather conditions.

ACR's second flare model is the Aurora Orange Hand Smoke Signal which provides the same quality and design, while generating a hard-to-miss cloud of dense orange smoke that will draw immediate attention in a distress situation. This USCG-approved daytime signal is manufactured marine-tough to withstand exceptional environmental exposure. Like the Red Hand Flare, the Orange Hand Smoke Signal has a protective handle and no-strike ignition that provides for safer and more reliable activation. This robust hand smoke signal also performs after total immersion in water.

"The Aurora line of flares was specifically designed with the recreational boater in mind," said Mikele D'Arcangelo, Director of Marketing for ACR Electronics. "We saw a market need for quality USCG flares that offered a safer and more reliable activation than the current strike-cap solutions, along with unmatched brightness. Now recreational boaters finally have an affordable USCG-approved alternative to choose from."



ENGINE ROOM OPERATIONS: Maintaining Machinery, Knowing Escape Routes, & Conducting Thorough Engineering Watches

USCG Safety Alert, 3/11/2015

Recently an engine room fire occurred onboard an older cruise ship while it was at berth. A fuel oil spray under pressure developed from an operating engine's fuel supply line when a bolted flange parted. The fuel spray ignited when it contacted the engine's exhaust piping or turbocharger components. The vessel's fine mist extinguishing system automatically activated and performed as designed, extinguishing the primary fire. Fuel pumps and shutoff valves were also secured. However, the short-duration fire also ignited cable bundles, quickly filling the machinery space with smoke.

As a result, one crewmember and two technicians were unable to egress and perished in the engine room.

Although the investigation is not complete and there is more to be learned, the Coast Guard is issuing this safety alert to: 1) reiterate the importance of vessel engineers being cognizant of and taking action on engine manufacturer technical bulletins and service letters, 2) remind personnel working in machinery spaces to have a personal exit plan no matter where they are working, and 3) stress the value of having engineers frequently perform detailed engineering space inspection rounds on engines, systems, and other equipment.

The ongoing investigation into the fire has revealed that a fuel line supply flange integral to the engine parted after three bolts completely loosened and the remaining bolt fractured. Other bolts within the engine's hot box were also found broken. The involved engine was a Wartsila model VASA12V32LNE also referenced as a VASA 32. It is a very common engine with thousands operating in ship and shore side service. Over its service life the manufacturer has produced a number of technical bulletins and service letters related to the fuel system piping, shielding of hot surfaces, other fire protection devices, and availability of components to meet SOLAS requirements. In its service letters Wartsila notes that fuel pipes leading to and from the injection pumps are subject to pressure pulses derived from the injection pumps, vibrations caused by normal engine vibrations, and static stresses caused by heat expansion. Any repairs or modifications to the fuel system must follow manufacturer guidance provided in associated manuals, bulletins, and service letters. Owners and operators may obtain engine bulletins and service letters through their Wartsila service representative and other OEM / engine manufacturers.

In this case, the loosening of these bolts may have been caused by vibrational loosening. It is unknown when the involved piping was last removed and reinstalled and whether or not proper torque was applied to the bolts.

Emergency egress was also identified as an issue during the fire investigation. Machinery spaces onboard cruise ships and other large vessels are complex spaces where an unfamiliar person can become quite disoriented, particularly during emergencies. Additional factors like the loss of all power and lighting or excessive smoke can make rapid evacuation extremely difficult. There are simple steps to improve the odds of a successful escape. Before any work begins, learn the locations of available exits and escape routes in all directions (i.e., up and down levels and platforms, port and starboard). If there are watertight doors present review the procedures to manually open them if they should be closed. Also learn the location of Emergency Escape Breathing Devices (EEBDs) and review their proper usage and activation. Lastly and very importantly, always carry a good flashlight in your pocket. The light it provides may save your life.

An Oil Companies International Marine Forum (OCIMF) information document related to machinery space inspections and rounds states, "The widespread introduction of machinery automation and associated alarm and control systems has significantly changed the nature of operational practices on board vessels. The extensive use of computers, monitoring tools, and equipment has increased the volume and accuracy of data to the extent that there is a risk that the responsible officer may become insulated from the actual machinery status and performance."

Continued next column

WHERE'S YOUR GUMBY SUIT?

Jes Hathaway, *National Fisherman*, 2/19/2015

It's been a simply brutal winter in New England. Recently, a hiker died in New Hampshire's White Mountains after she got caught in one of many recent winter storms and activated a personal locator beacon. The National Guard flew over the area the signal was coming from and then a team of rescuers braved 108-mph winds and frigid temperatures to reach her, only too late.

Of course, the difference between a hiking trip and a fishing trip is that one is for leisure and one is for a living. But another significant difference is that on a properly equipped boat, you have a survival suit.

Very early morning, the crew of the 80-footer Savannah Ray sent an alert via EPIRB, got in their survival suits and prepared their life raft. The Coast Guard's Kodiak station sent an MH-60 to retrieve them in 45-knot winds with rain and 11-foot seas. The crew was rescued within 90 minutes.

There is so much we can do to improve our own safety, from PLBs to weather forecasting and understanding what certain conditions can mean for a trip to sea. Being able to send out a mayday is no guarantee of rescue. As hard as the Coast Guard works to reach fishermen in peril, they can't always work miracles. But having access to your survival suit and knowing how to get it on and quickly may save your life. And remember that if you can't get it on in a minute while standing on stable, dry land, how long will it take to don it properly while the deck is rolling?

Having a beacon can save your life, as can a careful assessment of the weather. But no matter what happens, chance will always play a role.



Continued from previous column

The full document is available on OCIMF's website: <http://tinyurl.com/OCIMF-PDF>. This reference is for informational purposes only and is not an endorsement.

The purpose of engineering personnel conducting rounds in machinery spaces is to identify and initiate intervention, preventative maintenance, and repair actions when unsafe conditions exist. Carefully accomplished, engineers will discover abnormalities as they occur, enabling them to minimize negative compounding events. Loosening bolts, leaking piping and flanges, excessive oil loss through poor seals and gaskets, failing pump seals, loosening of pipe brackets, inadequate lubricant levels, etc., are typical issues found when thorough inspection rounds are conducted. Each operating engine should be thoroughly examined several times a watch on all sides available noting potential leakages, loosening of components, proper drainage of air coolers, etc. All persons making rounds should be using very bright flashlights in the performance of their inspection duties.

As a result of this casualty, the Coast Guard strongly recommends that owners and operators of all types of vessels develop policy and procedures to ensure:

- They have up to date service bulletins and service letters for critical equipment, implementing the requirements specifically when such items relate to fire prevention and safety;
- That service vendors, technicians, crewmembers, or any persons working within machinery spaces understand their escape routes and available emergency equipment before they start work and;
- That all engineering personnel know how to perform effective and comprehensive inspections and rounds to detect abnormalities and problematic systems, equipment, and components as early as possible.

This Safety Alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirement. Developed by the Sector San Juan Prevention Division and the Office of Investigations and Analysis, Washington DC. For questions or concerns, please email hqs-pf-fldr-cg-inv@uscg.mil.

USCG—RANDOM DRUG TESTING RATE 25%

Bryant's Maritime Blog, 2/9/2015

The US Coast Guard issued a notice stating that the 2015 minimum random drug testing rate for covered crewmembers on US commercial vessels is 25%. In addition, marine employers must submit their 2014 Management Information System (MIS) reports no later than 15 March. 80 Fed. Reg. 7004 [located at <http://www.gpo.gov/fdsys/pkg/FR-2015-02-09/pdf/2015-02543.pdf>].

USCG—AIS FACT SHEET

Bryant's Maritime Blog, 3/9/2015

The US Coast Guard posted a Fact Sheet [located at http://www.navcen.uscg.gov/pdf/AIS/AIS_Rule_Fact_Sheet_20150302.pdf] regarding the recent final rule expanding the carriage and utilization requirements for the automatic identification system (AIS) so as to be consistent with provisions of the SOLAS Convention.

USCG—DOCUMENTATION & TONNAGE

Bryant's Maritime Blog, 2/3/2015

The USCG Marine Safety Center (MSC) posted a brochure [located at http://www.uscg.mil/hq/msc/tonnage/docs/Brochure_Documentation_and_Tonnage.pdf] providing a concise explanation regarding documentation and tonnage of smaller commercial vessels.

REDUCING DEATHS FROM FALLS OVERBOARD

USCG, www.Fishsafewest.info, March 2015

NIOSH studies have found that a majority of deaths on commercial fishing vessels are a result of man overboard accidents.

The Coast Guard is encouraging crew to wear PFDs while working on the deck of commercial fishing vessels, even if the equipment is not Coast Guard approved.

There has been some concern from the commercial fishing industry that the Coast Guard will not allow excess or unapproved equipment aboard commercial fishing vessels.

Excess equipment, even if it is non-approved equipment, is allowed to be kept and used on board a commercial fishing vessel provided the vessel has the PFDs or immersion suits as required by the fishing vessel safety regulations. The following regulations and guidance support this interpretation:

- The last sentence in 46 CFR 28.105(b) states: "*Equipment for personal use which is not required by this part need not be approved by the Commandant.*"

- 46 CFR 28.140 (b) states: "*Each item of lifesaving equipment, including unapproved equipment, must be maintained and inspected in accordance with:*"

"(1) Table 28.140" (inspected, cleaned and repaired as necessary annually)

"(2) The servicing procedure under the subpart of this chapter applicable to the item's approval; and"

- Subchapter Q does not establish a servicing criteria or interval but states that the manufacturer of the device will establish and label the item with the required servicing.

(3) "The manufacturer's guidelines."

- A final reference is in MOC Policy Letter 01-96 dated 07 February 1996, the subject of which is "Excess equipment found on uninspected commercial fishing industry vessels."

- Paragraph 2 states: "*All safety and lifesaving equipment in excess of that required by 46 CFR 28, whether an approved type or not, carried onboard any commercial fishing industry vessel must be:*"

(a) Maintained and inspected as required by regulation and in compliance with the manufacturer's guidelines."

FOUR PEOPLE RESCUED FROM SINKING FISHING VESSEL NEAR SITKA

www.ktuu.com, Chris Klint, 1/19/2015

ANCHORAGE—Rescuers picked up four people from a grounded 80-foot tender, just before it sank near the Southeast Alaska town of Sitka.

Troopers say the US Coast Guard called them for assistance at about 5:45 a.m. after the 80-foot F/V Eyak ran aground, then began to take on water about 16 miles south of Sitka.

None of the four people aboard the damaged vessel, including the captain, were injured during the incident.

An Alaska Wildlife Trooper vessel and a Sitka Mountain Rescue vessel with divers responded to the scene and recovered the captain and crew members from the sinking vessel.

USCG—NOTICE RE NEW NOAD SCHEMA

Bryant's Maritime Blog, 3/30/2015

The USCG National Vessel Movement Center (NVMC) issued a notice [located at [http://www.nvmc.uscg.gov/NVMC/\(S\(wamdwlxwr5ptrn1n1qpuedfw\)\)/News.aspx?newsId=D84B182A-F307-411C-A27C-2D2B381F6904](http://www.nvmc.uscg.gov/NVMC/(S(wamdwlxwr5ptrn1n1qpuedfw))/News.aspx?newsId=D84B182A-F307-411C-A27C-2D2B381F6904)] announcing that on 26 May, an updated NOAD schema, versioned 3.5, will be released. It will reflect recent changes to 33 CFR 160 and improvements to vessel/crew/longshoreman data reporting.



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In such a situation, coordination between each separate servicing operation is necessary to avoid harming an employee servicing one part of a system because another employee restores power to that system without knowledge of the first employee. The presence of a Coordinator, who would know about the status of each separate servicing operation, would eliminate the possibility of an employee taking action that would endanger another employee.

1. **Example: Servicing Operations on Multiple Machinery, Equipment, or Systems.** A generator aboard a vessel supplies power to the vessel's propulsion system and to the lighting system for a particular part of a vessel. If the authorized employee secures the generator to permit servicing of both of these systems, and the employee servicing the propulsion system restores power to the generator for testing or troubleshooting, an employee servicing the lighting system at the same time would be at risk of electrocution. The presence of a Coordinator, who would oversee removal of the lockout/tags-plus system for the two operations, would eliminate this risk.

Lockout/Tags-plus Log

The Coordinator also must maintain a lockout/tags-plus log. Each log must be specific to each vessel, vessel section, or landside work area, and contain the:

1. Location of machinery, equipment, or system identified for servicing;
2. Type of machinery, equipment, or system identified for servicing;
3. Name of the authorized employee applying the lockout/tags-plus system;
4. Date the authorized employee applied the lockout/tags-plus system;
5. Name of the authorized employee removing the lockout/tags-plus system; and
6. Date the authorized employee removed the lockout/tags-plus system.

Remember

Employers have the discretion to assign an employee to be the Coordinator as his or her sole task, or as collateral duty. Further, employers have flexibility to determine whether one Coordinator for each vessel is adequate, or if one Coordinator serving multiple vessels is adequate. This decision depends on the size of the vessel, the number of servicing operations, the number of employees working at the same time, or any other factors that could affect the duty of the Coordinator.

Employers can develop and maintain lockout/tags-plus logs in many different formats under the discretion of the employer. For example, a log may be a traditional hand-written log book, or the employer may track lockout/tags-plus applications electronically through a computer software program.

A copy of the log must be (1) included as part of a written incident-investigation report, and (2) reviewed during a program audit.

This is one in a series of informational fact sheets highlighting OSHA programs, policies or standards. It does not impose any new compliance requirements. For a comprehensive list of compliance requirements of OSHA standards or regulations, refer to Title 29 of the Code of Federal Regulations. This information will be made available to sensory-impaired individuals upon request. The voice phone is (202) 693-1999; teletypewriter (TTY) number: (877) 889-5627.



UPDATED SHIPYARD INDUSTRY STANDARDS BOOKLET

OSHA has finally printed the updated Shipyard Industry Standards booklet. This is the booklet that use to be called "the brown

book" and it is now blue. We have them here at NPFVOA's office and if you would like one, please feel free to come in and pick it up.



OSHA PUBLISHES NOTICE OF PROPOSED RULE MAKING UPDATING A NATIONAL CONSENSUS STANDARD IN ITS EYE AND FACE PROTECTION STANDARDS

OSHA, 3/16/2015

The Occupational Safety and Health Administration today published a proposed revision to its Eye and Face Protection Standards that updates personal protective equipment requirements in the agency's general industry, shipyard employment, longshoring, marine terminals and construction standards. The proposed revisions will reflect current national consensus standards and ensure that employers use up-to-date eye and face protection during hazardous workplace operations.

This Notice of Proposed Rulemaking incorporates the latest American National Standards Institute eye and face protection standard, which was adopted after OSHA issued the final rule on personal protective equipment in 2009. The 2009 final rule did not modify the construction standard. This NPRM also updates language in the construction eye and face protection standard to make it more consistent with general industry and maritime standards.

Individuals may submit comments to the NPRM electronically at <http://www.regulations.gov>, the Federal eRulemaking Portal, by mail or facsimile. See the Federal Register notice for details. Comments must be submitted by April 13, 2015.

PREVENTING COLD STRESS, SLIPS ON SNOW AND ICE

OSHA QuickTakes, 2/18/2015

Snow and ice create slip, trip and fall hazards for workers. Employers should clear snow and ice from walking surfaces and spread deicer as quickly as possible after a storm. When walking on snow or ice is unavoidable, employers should ensure that workers are equipped with footwear with good traction and insulation. Employers should also instruct workers to take short steps and walk at a slower pace so they can react quickly to a change in traction. See OSHA's Winter Weather web page for more information on staying safe in cold weather.

OSHA has winter weather resources available to help employers protect outdoor workers exposed to hazards from the cold, such as frostbite and hypothermia. Workers exposed to cold weather can be at risk of frostbite that causes freezing in the deep layers of skin and tissue and can cause permanent damage. Signs of frostbite include a loss of feeling and a waxy-white or pale appearance in fingers, toes, nose or ear lobes. Workers can also be at risk of hypothermia, which occurs when the body temperature drops to less than 95°F. Symptoms of hypothermia include uncontrollable shivering, slow speech, memory lapses, frequent stumbling, drowsiness and exhaustion. OSHA's Cold Stress QuickCard, now available in Spanish, explains how to protect workers from these life-threatening hazards.

OSHA REMINDS EMPLOYERS TO POST OSHA 300A INJURY/ILLNESS SUMMARY FEBRUARY THROUGH APRIL

OSHA QuickTakes, 2/18/2015

OSHA is reminding covered employers to post OSHA's Form 300A, which summarizes the total number of job-related injuries and illnesses that occurred during 2014 and were logged on OSHA's Form 300, the log of work-related injuries and illnesses. The summary must be posted between Feb. 1 and April 30, 2015, and should be displayed in a common area where notices to employees are usually posted.

Employers with 10 or fewer employees and employers in specific low-hazard industries are normally exempt from federal OSHA injury and illness recordkeeping and posting requirements.



OTHER NEWS

HOW COLD WATER KILLS SO QUICKLY

Melissa Wood, www.nationalfisherman.com/blogs/coastlines, 2/3/2015

I always assumed that falling into cold water was more dangerous because you can die from hypothermia. It turns out that it's even more dangerous than that. Falling into cold water can also trigger something called "cold shock response," which can cause you to drown in an instant.

Here's an example of how it works. On the official Coast Guard blog, Paul Newman, a USCG boating safety specialist, points to the case of a man who had taken a stand-up paddleboard (also called a SUP) onto Lake Tahoe. The man had brought a lifejacket with him, but instead of wearing it, he tied it to the leash of the board (which should have been around his ankle). About 50 yards from shore, he fell off and drowned instantly.

So what happened? Newman points out he didn't hit his head. Most likely, he died from cold shock response. Ever jump into a cold shower and gasp? It's that same reflex, he says:

"The sudden fall into cold water made him gasp underwater. Aspirating water he began choking, probably panicked and, sinking into even colder deep water, made ineffective, frantic movements with his arms which had been momentarily stunned by the cold water. He wasn't wearing a lifejacket and he died without ever surfacing."

According to findings from the 2008 research project Cold Water Bootcamp, cold water kills quickly and it doesn't even have to be that cold (just under 70 degrees F). That day on Lake Tahoe, it was summer and the air temperature was 75 degrees with surface water temperatures around 60 degrees.

If cold shock response doesn't kill you in the first minute, within 10 minutes your limbs start to become incapacitated, making it difficult or impossible for even strong swimmers to get back to a boat. In about an hour, hypothermia sets in. As Newman repeats half a dozen times, "wearing a lifejacket buys you time."

Though Newman targets his advice at recreational boaters, the same logic works for commercial fishermen who find themselves in cold water. Commercial fisherman Lee d'Entremont credited having his survival suit on with saving his life and those of two other crewmen and an observer from Canada's Department of Fisheries and Oceans when the 64-foot Poseidon Princess sank off Nova Scotia.

They had about five minutes after waking up in the early morning to don their suits and put out a mayday call before the boat sank beneath them. The three crew members made it into a self-inflating life raft, while the observer, David Murphy, spent over an hour in the water. Nearby fishing boats responded to the distress call and pulled them out of the water. All four were wearing immersion suits and all four survived.

That's no coincidence, says d'Entremont. "All the gear was up to snuff, everything was working good and I can't say enough about the immersion suits...For the one I had, it was the ultimate thing to have on in that situation. Saved my life, other than that I only had shorts on," he recalled to CBC News.

According to d'Entremont he was lucky: he lost his cell phone on the boat, but he had left his wallet at home. Preparedness, not luck, was the reason he and others survived that sinking. Check your safety equipment and make sure it's in good shape and that you can get your survival suit on quickly.

NTSB—FIRE ON FISH PROCESSING VESSEL

Bryant's Maritime Blog, 3/2/2015

The National Transportation Safety Board (NTSB) issued the report of its investigation of a fire on board the fish processing vessel Juno while moored at a pier in Westport, Washington on 28 December 2013. The fire caused extensive damage to the vessel. The master incurred minor injuries. The probable cause of the fire was a short circuit in a space heater, combined with improper stowage of flammable materials in the vicinity, the vessel's lack of structural fire protection, and the use of combustible materials in interior finishes.

OTHER NEWS

DNV GL: U.S. FISHING VESSEL RULES

The Maritime Executive, 2/16/2015

The fishing vessel industry fatality rate is 30 times higher than the average of all U.S. industries. To address this, U.S. legislation requires that all new fishing vessels bigger than 50 feet must be built to classification rules. DNV GL is the only classification society to develop rules specifically for the U.S. domestic fishing fleet, addressing how fishing vessels are designed, built and maintained for safety.

"The United States is the fifth largest fishing nation in the world, with approximately 110,000 commercial vessels. This means that there are more than a hundred thousand U.S. fishermen who have their daily work in fishing vessels that often operate in harsh conditions and rough weather. All new vessels built to DNV GL's class rules will be safer," says Joar Bengaard, who leads DNV GL's initiative for U.S. fishing vessels from their U.S. headquarters in Houston, Texas.

"We have studied the main risks for fishing vessels. They include lack of watertight subdivision and integrity, shifting loads, heavy nets, flooding, fires, icing, equipment failure and structural modifications. These are all addressed in our rules. We also know that time is money for a fishing vessel, so a clear priority has been to make sure the classification process is as effective, yet as unobtrusive as possible," says Bengaard.

DNV GL is the world's biggest classification society, and 13,000 vessels (including 1000 fishing vessels) worldwide are designed, built and maintained according to its specifications, or class rules. Regular classification rules and processes are designed for much bigger and more complex ships, such as tankers and container ships. DNV GL therefore decided to develop rules specific for U.S. fishing vessels.

Simplifying and optimizing the rules for smaller fishing vessels has been done in dialogue with the industry, looking at the entire process: design reviews, quality approvals of equipment, surveys at yards and onboard the vessels, with an eye on achieving safety goals for the fishing vessel and its crew, as well as maintaining efficient operations.

"When the U.S. Congress mandated this requirement in 2010, a fishing vessel sank every third day. As part of the offshore and maritime cluster here in the U.S., we have since then worked with the U.S. Coast Guard and the fishing vessel industry to effectively address the most important risks, while translating the industry's experiences and concerns into effective rules that balance safety and cost considerations. We now look forward to further collaborate with an industry that is keen to improve its safety performance," says Paal Johansen, DNV GL's Regional Director, Americas.

The next step for DNV GL now is to start an even broader dialogue with all the designers, yards, equipment manufacturers and fishing vessel operators to inform about the rules and listen to the concerns and questions they will have about the new requirements.

KIDDE RECALLS DISPOSABLE PLASTIC FIRE EXTINGUISHERS DUE TO FAILURE TO DISCHARGE

Consumer Product Safety Commission, 2/21/2015

This recall involves 31 models of Kidde disposable fire extinguishers with Zytel® black plastic valves. The recalled extinguishers are red, white or silver and are either ABC or BC rated. The ratings can be found to the right of the nameplate. Manufacture dates included in the recall are July 23, 2013 through October 15, 2014. A 10-digit date code is stamped on the side of the cylinder, near the bottom. Digits five through nine represent the day and year of manufacture in DDDYY format. Date codes for recalled units manufactured in 2013 are XXXX 20413 X through XXXX 36513 X and 2014 are XXXX 00114 X through XXXX 28814 X.

Kidde has received 11 reports of the recalled fire extinguishers failing to discharge as expected. No injuries have been reported. Consumers should immediately contact Kidde for a replacement fire extinguisher. Contact Kidde toll-free at (855) 283-7991 or online at www.kidde.com and click on Safety Notice for more information. For more information, visit the Consumer Product Safety Commission's website: <http://www.cpsc.gov/en/Recalls/2015/Kidde-Recalls-Disposable-Plastic-Fire-Extinguishers/>.

APRIL–DECEMBER 2015 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

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

Apr. 6-10, May 11-15, Jun. 8-12, Jul. 6-10, Aug. 10-14, Sept. 14-18,
Oct. 5-9, Nov. 9-13, Dec. 7-11

STCW BASIC TRAINING REFRESHER

\$700 MEMBERS / \$750 NON-MEMBERS

Apr. 7/9/10, May 11/13/14, Jun. 8/10/11, other dates TBA

MEDICAL EMERGENCIES AT SEA

\$110 MEMBERS / \$135 NON-MEMBERS

Apr. 10, May 11, Jun. 8, Jul. 6, Aug. 10, Sept. 16, Oct. 5, Nov. 11,
Dec. 9

2-DAY BASIC FIRE FIGHTING

\$495 MEMBERS / \$515 NON-MEMBERS

Apr. 6-7, May 12-13, Jun. 9-10, Jul. 7-8, Aug. 11-12, Sept. 14-15,
Oct. 6-7, Nov. 9-10, Dec. 7-8

DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS

Apr. 14, May 8, May 27, Jun. 16, Jul. 20, Aug. 18, Sept. 24, Oct. 20,
Nov. 10, Dec. 8, Dec. 18

SHIPYARD COMPETENT PERSON

\$475 MEMBERS / \$495 NON-MEMBERS

Apr. 15-17, May 13-15, Jun. 17-19, Jul. 15-17, Sept. 16-18,
Oct. 14-16, Nov. 11-13, Dec. 9-11

SHIPYARD COMPETENT PERSON REFRESHER

\$185 MEMBERS / \$195 NON-MEMBERS

Apr. 17, May 15, Jun. 19, Jul. 17, Sept. 18, Oct. 16, Nov. 13,
Dec. 11

4-DAY STCW MEDICAL CARE PROVIDER

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

Jun. 9-12

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

Apr. 27-29, May 18-20, Jun. 22-24, Jul. 27-29, Aug. 24-26,
Sept. 21-23, Oct. 26-28, Nov. 23-25, Dec. 28-30

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. 21, May 19, Jun. 18, Jul. 14, Sept. 24, Oct. 13, Nov. 19, Dec. 8

8-HOUR SHIPBOARD DAMAGE CONTROL

\$250 MEMBERS / \$265 NON-MEMBERS

NOV. 17, DEC. 3

AB SEAMEN UNLIMITED

\$950 MEMBERS / \$950 NON-MEMBERS

CALL FOR DATES

OUPV—OPERATOR OF UNINSPECTED PASSENGER VESSEL

“SIX PACK”

\$850 MEMBERS / \$850 NON-MEMBERS

CALL FOR DATES

SAFETY BITES & MEMBER NEWS

NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

Associates:

- Crowley Marine Services
- North American Fishing Supplies Inc.

THANK YOU!

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

- Premier Pacific Seafoods—Immersion Suits
- Un-Cruise—Immersion Suits
- Alan Dujenski—Archive of safety articles

NTSB—SAFER SEAS 2014

Bryant's Maritime Blog, 4/2/2015

The National Transportation Safety Board (NTSB) posted “Safer Seas 2014: Lessons Learned From Marine Accident Investigations” [located at <http://www.nts.gov/investigations/AccidentReports/Reports/SPC1501.pdf>]. The report is a compilation of accident investigations that were published in 2014, organized by vessel type with links to the more detailed accident reports.

NPFVOA's Spring 2015 Golf Tournament Fundraiser

Sponsored by Ocean Peace, Inc.

Thursday, May 21, 2015
The Harbour Pointe Golf Club
Mukilteo, WA
Reserve your spot today by calling
Brie at (206) 285-3383!

NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD – EXECUTIVE DIRECTOR
REBECCA HANRATTY – PROGRAM COORDINATOR
BRIE VENNARD – PROGRAM ASSISTANT
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For your convenience, current and past issues of our newsletter are available 24 hours a day online at npfvoa.org.

This newsletter is published quarterly by the North Pacific Fishing Vessel Owners' Association (NPFVOA) Vessel Safety Program and is free to members. To receive a subscription, please consider joining NPFVOA by completing the membership form on the back page and mailing it to NPFVOA with the appropriate fee. Memberships are annual, and all contributions are tax deductible.

NPFVOA is a 501(c)(3) non-profit association.

2015 BOARD OF DIRECTORS

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NPFVOA VESSEL SAFETY PROGRAM COURSES INCLUDE:

- STCW BASIC TRAINING
- STCW BASIC TRAINING REFRESHER
- STCW 2-DAY BASIC FIREFIGHTING
- STCW MEDICAL EMERGENCIES AT SEA
- STCW PERSONAL SURVIVAL TECHNIQUES
- STCW PERSONAL SAFETY & SOCIAL RESPONSIBILITY
- STCW 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 DRILL INSTRUCTOR WORKSHOP
- 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!**

Alaska National is Proud to Support the **NPFVOA Vessel Safety Program**



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 Email: info@npfvoa.org Web: www.npfvoa.org

**NPFVOA VESSEL SAFETY PROGRAM
 MEMBERSHIP APPLICATION**

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

Company Name: _____
Vessel Name: _____
Primary Contact Name & Title: _____
Address: _____
City, State, Zip: _____
Phone: _____
Fax: _____
Email: _____

Web Site: _____
 Would you like to receive information & updates via email? Yes No
 Would you like us to link to you from our web site? Yes No

Please describe the services your company provides: _____

Vessel Information	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.)