

MANAGING RISK ONBOARD FISHING VESSELS
PREPAREDNESS HELPS CREW SURVIVE SINKING
COASTAL ALASKA PREMIER SEAFOODS TRAINING

ALTERNATE COMPLIANCE PRIMER
WHAT TO DO DURING A CG INVESTIGATION
ALTERNATIVE THEORY ON ARCTIC ROSE SINKING



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VESSEL SAFETY PROGRAM

BILLS SEEK TO MODIFY FISHING VESSEL SAFETY LAW

Seattle Times, Hal Bernton, 6/20/2015

Congress is working on changes to a significant part of 2010 legislation that sought to improve the safety of new fishing vessels.

The provision was part of a major overhaul of the federal fishing industry safety laws included in the 2010 Coast Guard Reauthorization Act. It gave nongovernmental organizations, known as class societies, a new role in developing standards and monitoring construction of new fishing vessels of more than 50 feet in size.

That provision has run into opposition from fishermen concerned about the costs and the regulatory burdens of involving these organizations in the construction of new fishing vessels. Both the Senate Coast Guard Reauthorization Act of 2015 and a bill that already has gained passage in the House would remove class societies from a direct oversight role in the construction of smaller fishing boats.

These societies — some structured as foundations and others as companies — have long been involved in developing standards for larger vessels, including some fish processors.

They also conduct periodic inspections once these vessels are in operation, and this work helps insurers assess the safety of ships they are being asked to underwrite.

Safety advocates have hoped that small fishing boats, which suffer many of the industry casualties, could see death tolls reduced by being built to class standards.

“Classification is a well-known, internationally recognized system for dealing with safety issues on vessels,” said Blaine Collins, vice president for government relations with DNV GL, a class society.

The Senate bill would require vessels of 50 to 190 feet to be built to standards equivalent to those developed by classification societies, but it would not require the involvement of a class society.

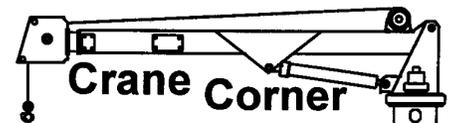
The House bill would exempt fishing vessels sized from 50 to 79 feet in length from being built to class, and instead would have the federal government set up an alternative compliance program for new vessels of this size built after July 1, 2013.

DNV GL has been working since 2011 to develop new standards for smaller fishing boats, and Collins said the society has tried to address industry criticism of their rules as the provision took effect in 2013.

“We put an awful lot of work into this,” Collins said. “We really do firmly believe that this is going to lead to a safer industry.”

Raman Ahuja, a DNV GL representative in Seattle, said building to class could add from \$40,000 to \$50,000 to the cost of building a small fishing vessel. He said the industry has been slow to build small boats to class, with some fishermen constructing vessels from old keels to avoid coming under the new federal provision.

<http://www.seattletimes.com/seattle-news/puget-sound/fishing-industry-seeks-to-alter-costly-2010-vessel-safety-law/>



Contributed by Arxcis, Inc.

THE LIFTING TRIANGLE

In any lifting operation, there are three things that need to be considered: the crane, the operation of the crane, and the rigging of the load to the crane. These three elements are sometimes referred to as the Lifting Triangle. The base of the triangle is the crane. Its condition and capacity are critical to a safe lift. The crane needs to be inspected by the operator prior to use and periodic inspections which could be weekly or monthly depending on how much service the crane sees should be performed by a competent person. If the crane is not in proper working order the lift should not be attempted. Another leg of the triangle is the operation of the crane. The operator presides over the lift and must be aware of every aspect of it. Has the operator been trained and qualified to run the crane? This includes understanding its lift capacity at various radii and how shock loading can drastically increase the stress to the crane. The final leg of the triangle is rigging the load to the hook. Those responsible for rigging must be well trained and know the weight of the load and its center of gravity. They must be capable of using this information in selecting the proper rigging gear for the job and securing it properly to the load and the crane. A weakness in any one of the legs of the lifting triangle will result in an unsafe lift.

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FORMER INVESTIGATOR IS CONVINCED HULL DAMAGE SANK THE ARCTIC ROSE

Seattle Times, Hal Bernton, 7/18/2015

In 2001, a remote-operated camera on the bottom of the Bering Sea captured ghostly images of the sunken Arctic Rose fishing vessel, including footage of a narrow, dark splotch along the hull.

Could this be a clue to what happened to the Seattle-based vessel and its entire crew of 15 in the worst loss of life in the US fishing industry in the past half century?

Coast Guard officers who investigated the April 2, 2001 sinking eventually concluded that the video showed only an area of peeled paint, and was of no consequence in a calamity they say was most likely the result of flooding through an open hatch door.

But a former National Transportation Safety Board investigator initially assigned to the case came to a radically different view of what went wrong; this theory was never publicly disclosed.

Bob Ford, the former investigator, is convinced the video shows a gash in the hull, one of several he thinks were caused by fishing equipment that broke loose during rough weather. He believes that damage caused the Arctic Rose to lose power, take on water and sink.

“When you put all the pieces of the puzzle together, this is what fits,” said Ford. “Absolutely, there is no doubt in my mind that it’s a hole.”

Ford felt strongly enough about his findings to write an Oct. 30, 2005 draft report, which was obtained by The Seattle Times, that lists hull damage as the probable cause of the sinking of the Arctic Rose.

The Arctic Rose was an aging vessel that used big trawl nets to catch flat-head sole and other bottom-dwelling fish. The fish were then processed by crew who worked in crowded quarters and often-rough seas.

Since there was no mayday alert and no survivors, investigators will never know for certain the series of events that caused the disaster before dawn that day.

Ford says he decided to speak publicly about his analysis after reading a Seattle Times article this year about the retrieval of bones from the bottom of the Bering Sea. Through DNA analysis, the bones were identified as those of Jeff Meincke, 20, the youngest crew member.

Ford says he believes the families should know about his belief that the sinking was caused by a punctured hull.

Coast Guard officials who participated in the investigation remain unconvinced by Ford’s scenario of what went wrong.

“While I respect Bob immensely and I definitely appreciate his view, I do not believe this is the most likely cause,” said retired Capt. John Bingaman, who served on the three-person Coast Guard board.

In the 2005 NTSB memo, James Scheffer, Ford’s supervisor at the time, wrote that the draft analysis “was very well developed” and “points out holes in the CG (Coast Guard) product.”

But in response to a question from The Seattle Times, an NTSB spokesman, Eric Weiss, said agency officials believed Ford went further than the facts show, and the draft report was “full of speculation and conjecture.”

Turbulent tenure

Ford is a maritime industry veteran who joined the NTSB in February 2001. A few months later he was assigned the Arctic Rose case. He collaborated with Coast Guard board members for four months.

Then, just weeks before the Coast Guard investigators ventured out to the Bering Sea to explore the wreck with a remote operating vehicle, Ford said he was taken off the case because his superiors felt he was needed on other cases.

“They said we were so short-handed and we should wait and see what the Coast Guard comes up with,” Ford recalls.

In December 2003, the Coast Guard produced a 132-page report on the Arctic Rose that examined 19 different scenarios for the sinking.

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The Coast Guard board concluded the vessel showed no sign of hull damage. They found the most likely scenario involved the Arctic Rose capsizing while taking on water through the open hatch. That door was supposed to be closed to prevent flooding in a sensitive below-deck area.

“I know in my heart that we did our absolute best to figure out what was the most likely scenario, realizing that we would never know 100 percent,” Bingaman said. “We especially wanted to do our best for the families (of the crew) and hopefully find something that would prevent this from happening in the future.”

Ford, during a turbulent five years at the NTSB, went on to investigate other major cases, including the 2003 crash of a Staten Island ferry that killed 11 people. But he was frequently frustrated by a bureaucracy that he says too often got in the way of his investigative efforts. He quit in March 2006.

While working there, he never entirely put aside his own theory about the Arctic Rose.

And, six months before his departure, Ford submitted a draft report on the most likely cause of the accident.

Ford states that the hull damage most likely resulted from a piece of heavy steel fishing gear, known as a trawl door, breaking loose in turbulent weather. While still attached to the vessel by a slack cable, he believed the trawl door repeatedly knocked into the starboard side of the Arctic Rose.

Once Ford left the NTSB, his Arctic Rose document underwent a major overhaul. His 41-page draft report was boiled down to an 11-page NTSB “closeout” memorandum — dated Sept. 5, 2006 — written by Scheffer.

The memorandum concluded that “It is not possible to determine the exact cause of the sinking of the Arctic Rose.”

Underwater video

An important part of Ford’s case hinges on his interpretation of the August 2001 underwater video shot by a camera mounted on a remote operating vehicle.

The footage was shot at a depth of 428 feet as Coast Guard board members used the remote operating vehicle to explore much of the wreck resting on the Bering Sea bottom.

More than 14 minutes of footage focuses on the dark splotch on the starboard side of the hull.

“We did linger over that particular area because it seemed like an anomaly at the time,” said Bingaman. “In the end, the conclusion was that it was more of a scrape and not a hole.”

Ford believes the video is a hole, and then builds on the image with other evidence he thinks helps make his case:

- The video camera showed that the two trawl doors were missing from the stern, or back, of the boat while it rested on the sea bottom. That indicates that they could have broken loose from the vessel before the sinking, and damaged the hull, according to Ford.
- Coast Guard search crews reported an estimated five-mile-long oil slick left behind by the Arctic Rose. Ford says that vessels that sink without a hole in a fuel tank don’t leave behind such a large surface spill, but Coast Guard officials say such slicks can appear without a breach in the tank.
- There was no mayday call by the skipper or an emergency distress signal. Ford believes that trawl doors knocked a hole in the forward auxiliary space where the batteries are stored, and that seawater then quickly shorted out communications and prevented the emergency signals.

Now retired and living in Virginia, Ford has spent recent months reviewing his old files of the Arctic Rose disaster.

“This is something I just couldn’t let go,” Ford said. “I believe that the family members should know that there was an alternative story of what went wrong.”





COAST GUARD STOPS TWO COMMERCIAL FISHING BOATS FOR SAFETY VIOLATIONS

Peninsula Daily News staff, 4/2/2015

SEATTLE — Coast Guard crews operating in Rosario Strait and the Strait of Juan de Fuca terminated the voyages of two commercial fishing vessels for safety gear concerns. Both vessels were safely escorted to port and would remain in port until commercial fishing vessel examiners from Coast Guard Sector Puget Sound in Seattle verified safety deficiencies had been corrected.

The crew of the Coast Guard cutter Wahoo terminated the voyage of the fishing vessel Daybreak in the Strait of Juan de Fuca.

Law enforcement officers [aboard the Wahoo] observed a lack of life raft, visual distress signals or emergency position indicating radio beacon aboard. There were also an insufficient number of immersion suits aboard. Wahoo's crew escorted the vessel to Neah Bay.

The crew of the Coast Guard cutter Blue Shark terminated the voyage of a state-registered fishing vessel near Anacortes. During the course of a boarding, law enforcement officers observed no sound producing device, insufficient life jackets and a lack of current fishing vessel inspection. The vessel [which was not identified] was escorted to Anacortes.

"It's imperative for mariners to have crucial safety equipment on board," said Dan Hardin, 13th Coast Guard District commercial fishing vessel safety coordinator. "The chances of survival are immediately lessened when this vital gear is either not on board or inoperable."

USCG—BALLAST WATER REPORTING

Bryant's Maritime Blog, 6/25/2015

The US Coast Guard issued a notice advising vessels required to submit ballast water reports that use of the current USCG Ballast Water Reporting Form should continue until a new form with a new expiration date is available.

WHEN THE COAST GUARD COMES CALLING

WorkBoat Magazine, Daniel Hoerner, 6/2015

Casualties are inevitable in the marine industry. Accidents and injuries to crewmembers, vessel collisions, groundings and pollution incidents occur on a daily basis. Except for the most minor events, all these incidents must be reported to the Coast Guard.

When a maritime casualty is reported, the Coast Guard must conduct an investigation. The nature and extent of the investigation depends on the severity of the casualty. The Coast Guard's role may be limited to the collection of information, or it may send personnel to visit the vessel, interview witnesses and conduct more in-depth inquiries to determine the cause of an accident and prevent repeat incidents. The primary goal of the Coast Guard is to promote safety, and its investigations are usually remedial, intended to address legal violations and prevent future occurrences.

The Coast Guard has law enforcement authority and can issue subpoenas, conduct searches and make arrests. The outcome of a Coast Guard investigation depends on the nature and severity of the offense. The agency will pursue license revocations or civil penalties for safety and regulatory violations that threaten safety at sea. In the most serious cases, a Coast Guard investigation may be referred to the US Department of Justice for potential criminal prosecution.

If mariners or operators find themselves the subject of a Coast Guard investigations it's best to cooperate with the investigating personnel. However, because the results of the investigation can have serious implications on one's livelihood or business, prompt guidance from legal counsel can be a critical step in making sure your rights are not compromised. This is particularly important if the Coast Guard has identified you as a party-in-interest. This designation preserves your right to legal representation during the course of an investigation and during any follow-up formal proceedings. While accidents and violations are an inseparable part of the industry we work in, safety and legal compliance can be achieved by the industry and Coast Guard working together.

THIS IS NOT A DRILL

FishermensNews.com, Chris Philips, 7/1/2015

"Mayday, mayday, mayday...this is the *Kupreanof*...*Kupreanof*. We are taking water over the stern...can't shed it."

When Sector Juneau watchstanders received the mayday call from the captain of the 73-foot *Kupreanof*, they directed the launch of a rescue helicopter from Air Station Sitka.

The *Kupreanof* was en route on June 10th from Petersburg to Bristol Bay to tender salmon. The vessel ran into trouble at about 3:45 a.m. in an area known as the Fairweather grounds, about 150 miles northwest of Sitka.

When the MH-60 Jayhawk arrived, the four crew were still aboard the boat, whose stern rail was below the water. A video shot by the crew of the helicopter – www.dvidshub.net/video/408810/coast-guard-rescues-4-sinking-vessel#.VYmzV6bj5HI – details the events that unfolded over the course of 28 minutes between arrival of the helicopter and the moment the bow of the vessel slipped beneath the waves.

In an interview with Joe Viechnicki of KFSK community radio, *Kupreanof* skipper Steve Berry talked about the events leading up to the rescue.

"It happened quick. I was up from 12:00 to 3:00 a.m. By 3:15 things weren't looking right, and by 3:30 I was calling mayday – it was that quick. Something let go," he said.

Berry said there was little warning to alert him of a problem, but all of a sudden water wasn't clearing off the deck and the boat started listing hard to the port stern quarter. "No alarms, and I know the alarms were working when I took over the boat," he said.

Berry said he was "feeling pretty helpless – there's nothing you can do."

The one thing he could do was prepare for the worst. "I had my crew in survival suits," he said. "It wasn't 12 hours before, in Cross Sound I pulled in and we dropped the pick. We wanted to check the anchor gear once again and then make sure everything was secure and have a good dinner," Berry said. Right after dinner, the captain told the crew they were all going to put on their survival suits.

"We went up and looked at how you deploy the life raft and I showed them where the EPIRB was and how we operate it just to remind everybody," he said. "I even put on a survival suit. It's about once every ten years I try one on – I tried one on last night."

"Emergencies can occur at any time and having the right safety equipment is critical when operating in Alaska's extreme environment," said Lt. Ben Neal, a pilot at Air Station Sitka. "The crew of the *Kupreanof* did the right thing by calling for help, putting on their immersion suits and safely abandoning the ship."

The aircrew arrived on scene and put a swimmer in the water as the crewmembers began entering their life raft. Once the crewmembers were in the life raft, the aircrew hoisted the four men and transported them safely to emergency medical services at Air Station Sitka, where they were reported in good condition.

COMMERCIAL FISHING VESSEL DOCKSIDE EXAMINATIONS – ONLINE CHECKLIST OF REQUIREMENTS

US Maritime Safety Network, John Cullather, 5/26/2015

The Coast Guard Authorization Act of 2010 provided the Coast Guard with the legal authority to make dockside examinations mandatory for all fishing vessels. On October 15, 2015 the Coast Guard will begin enforcing the mandatory dockside examinations.

To aid the owner in knowing what the requirements are for a particular type of commercial fishing vessel the Coast Guard has developed an online tool that allows the owner to input the specifications of their vessel – and the software will generate a list of the applicable requirements.

The Commercial Fishing Industry Vessel Checklist Generator is at this link: <http://www.uscg.mil/d13/cfvs/DocksideExams/vFinal.swf>.

Don't lose days of fishing by being sent back to the dock – beat the rush – and get your exam NOW!



OSHA UNVEILS NEW “IT’S THE LAW” POSTER

www.osha.gov, 4/29/2015

To help ensure that workers have a voice in their workplaces and the protection they deserve, the Occupational Safety and Health Administration today unveiled a new version of its “Job Safety and Health – It’s The Law!” poster (<https://www.osha.gov/Publications/osha3165.pdf>). The poster informs workers of their rights, and employers of their responsibilities.

“This poster emphasizes a very important principle when it comes to prevention – that every worker has a voice,” said Assistant Secretary of Labor for Occupational Safety and Health Dr. David Michaels. “Workers need to know their rights and be able to use their rights, without fear of retaliation, when they believe that their safety or health is at risk.”

The newly designed poster informs workers of their right to request an OSHA inspection of their workplaces, receive information and training on job hazards, report a work-related injury or illness, and raise safety and health concerns with their employer or OSHA without being retaliated against.

The poster informs employers of their legal obligation to provide a safe workplace. In addition, it has been updated to include the new reporting obligations for employers, who must now report every fatality and every hospitalization, amputation and loss of an eye. It also informs employers of their responsibilities to train all workers in a language and vocabulary they can understand, comply with OSHA standards, and post citations at or near the place of an alleged violation.

Over the agency’s 44-year history, there have been several versions of the official OSHA poster, with the last update published in 2007.

OSHA’s “It’s the Law” poster is free and can be downloaded. Employers must display the poster in a conspicuous place where workers can see it.

OSHA PROVIDES GUIDANCE TO OSHA COMPLIANCE OFFICERS FOR ENFORCING THE REVISED HAZARD COMMUNICATION STANDARD

US Department of Labor, 7/20/2015

OSHA issued instructions to compliance safety and health officers on how to ensure consistent enforcement of the revised Hazard Communication Standard. OSHA revised the Hazard Communication Standard in March 2012 to align with the United Nations Globally Harmonized System of Classification and Labelling of Chemicals. The revised standard improved the quality, consistency and clarity of chemical hazard information that workers receive.

This instruction outlines the revisions to the HCS, such as the revised hazard classification of chemicals, standardizing label elements for containers of hazardous chemicals, and specifying the format and required content for safety data sheets. It explains how the revised standard is to be enforced during its transition period and after the standard is fully implemented on June 1, 2016.

Under the standard, employers were required to train workers on the new label elements and safety data sheets by Dec. 1, 2013. Chemical manufacturers, importers and distributors had to comply with revised safety data sheet requirements by June 1, 2015. Manufacturers and importers had to comply with new labeling provisions by June 1, 2015. Distributors have until Dec. 1, 2015 to comply with labeling provisions as long as they are not relabeling materials or creating safety data sheets, in which case they must comply with the June 1 deadline.

Additional information on the revised Hazard Communication Standard may be found on OSHA’s Hazard Communication Safety and Health Topics page at <http://www.osha.gov/dsg/hazcom/index.html>.

For more information, visit www.osha.gov.

OTHER NEWS

TIME TO CHANGE MARINE SAFETY BEHAVIOR

www.bloguebst-isbblog.com, Glenn Budden, 6/15/2015

On June 12, 2014, the newest and least experienced crew member on the fishing vessel *Diane Louise* went overboard while setting prawn gear near Calvert Island, British Columbia. The crew member was not wearing a personal flotation device (PFD) nor were there any on board. Nobody saw him go overboard. He managed to stay afloat long enough to call for help and attempt to free himself from the groundline before being drawn under the water. Although he was recovered within minutes and CPR was performed, the crew member was subsequently pronounced dead.

Fishermen know all too well that fishing for a living can be risky business. They operate in a harsh environment and have to deal with a complex regulatory system, changing economic and market conditions, and various fisheries management measures, all of which influence their perception of risk. In this occurrence, the crew members demonstrated that they were aware of the risk of entanglement, but they did not manage it consistently. Instead, they developed individual informal strategies for managing the risk, based on their experience. This inadequately addressed the risk of entanglement, especially for those on board with minimal experience.

Falling overboard and drowning is a known risk. In Canada, falling overboard is the second most common cause of fatalities in the fishing industry, according to the TSB’s Safety Issues Investigation into Fishing Safety in Canada (SII). Falling into cold water involves an initial cold shock, which is most dangerous and potentially lethal when a person is suddenly immersed in water below 59°F. This can be quickly followed by exhaustion while the person attempts to stay afloat in the water. This exhaustion increases rapidly without the assistance of a PFD.

WorkSafeBC requires masters to identify potential risks and establish safety procedures to address those risks. It also requires PFDs or lifejackets to be worn by workers “employed under conditions which involve a risk of drowning.” However, in British Columbia, individuals were found to not be wearing a PFD in approximately 40% of fishing related fatalities since 2004. When asked why they resist wearing PFDs, they give reasons such as discomfort, the risk of entanglement, and the perception that it is not practical or normal to wear a PFD. Furthermore, risks such as falling overboard, drowning and entanglement are perceived to be low or accidental, with the result that fishermen see little benefit in protecting themselves from these risks while they focus on the day-to-day business of fishing.

As well, unsafe behaviors that are rooted in traditional values, attitudes, practices, and the crew’s perception of efficiency prove the most difficult to change. This is a normal on-board practice and misperception on far too many fishing vessels. Despite the existence of safety regulations, inspection programs, and participation in safety programs by the crew of the *Diane Louise*, some of the fishing practices and behaviors that posed risks to crew had become routine and no accidents had occurred, and so these practices and behaviors were not changed.

There’s a lot of good work being done by fishermen and the fishing community to improve fishing safety. But there’s still a long way to go. The fishing industry needs to continue to improve fishing safety for the next generation of fishermen. It is inevitable that wearing a PFD while working on deck will become routine, as wearing a seat belt or bike helmet has now become routine.

Recently, the safety research community began encouraging the use of safety management as a modern approach to formally manage operational hazards and risks, while paying particular attention to the commercial fishing environment. The Safety Issues Investigation also advocates that fishermen recognize the physical and environmental hazards present in their operations, understand the risks, and develop behaviors or habits to make their operations safer. Any efforts to improve safety and eliminate unsafe behaviors in commercial fishing have to be made in consideration of the difficult operating environment and must be tailored to work within that context.



OTHER NEWS

MAN OVERBOARD: PREVENTION AND RECOVERY

US Maritime Safety Network, John Cullather, 5/29/2015

Approximately 31% of all deaths on commercial fishing vessels result from individuals falling overboard. To help prevent these deaths, the National Institute for Occupational Health and Safety (NIOSH) has produced a video titled “Man Overboard: Prevention and Recovery.” This video is designed to help those onboard commercial fishing vessels learn how to prevent individuals from falling overboard – and how to successfully recover someone who does fall overboard.

This excellent training video is at this link: <https://www.youtube.com/watch?v=YT17QGVd4jc>.

BEST PRACTICES—AED BATTERIES

MDSI Newsletter, 6/3/2015

MDSI (MD Solutions International) has recently had several customers with questions regarding removal of the AED battery to preserve its length of life. MDSI recommends against this practice, except when AEDs are removed from service and stored for long periods of time.

MDSI recommends that the AED battery **always** remains installed when the AED is available for use for two important reasons. First, installing the battery at the time of use results in a significant delay of AED activation. Time is critical in cardiac arrest as survival decreases by 7%-10% each minute that defibrillation is delayed. Second, with the battery installed, the AED performs important periodic self-tests that assure the device is always ready for use. Having a device that can quickly be used is crucial when the AED is needed to resuscitate a victim of cardiac arrest.

FLOAT PLANS – SO FRIENDS WILL KNOW WHAT TO DO IF YOU’RE MISSING

US Maritime Safety Network, John Cullather, 6/1/2015

For vessel operators, either recreational or commercial, who do not have the ability to download and use the Coast Guard’s new app that includes a float plan feature – there is another alternative.

The Coast Guard has created a PDF file for float plans – all you need to do is type in your information, print it out, and leave it with a reliable individual. If you don’t return as planned or report in on schedule they can provide this vital information to the Coast Guard.

You can “save” this document with information that remains constant about your vessel – and then just update it with voyage information. The Float Plan PDF is at this link: <http://www.floatplancentral.org/download/USCGFloatPlan.pdf>.

COASTAL ALASKA PREMIER SEAFOODS IN-THE-WATER TRAINING

For the third year in a row, Coastal Alaska Premier Seafoods worked with NPFVOA to prepare their crew for at-sea survival situations. Under the instruction of Capt. Dave Shoemaker and Mike Heryla, a group of enthusiastic crew members practiced MOB and abandon ship drills.



OTHER NEWS

PLAN NOW FOR THE ALTERNATE COMPLIANCE PROGRAM FOR FISHING VESSELS MORE THAN 25 YEARS OLD

US Maritime Safety Network, John Cullather, 6/8/2015

There may be some confusion about what commercial fishing vessels are subject to an Alternate Compliance Program (ACP) and what types of safety measures may be addressed by the ACP. I will try to straighten out the record.

Background:

Section 604 of the Coast Guard Authorization Act of 2010, as subsequently amended, requires all commercial fishing vessels that operate more than 3 nautical miles offshore, are more than 50 feet overall in length, and were built after June 30, 2013, to be designed and built under standards developed by a classification society approved by the Coast Guard.

But what about vessels built before July 1, 2013? Shouldn’t there be design and construction standards for those vessels to help prevent capsizings and sinkings?

The Coast Guard Authorization Act of 2010 also addressed those vessels – by requiring the Coast Guard to develop an “Alternate Compliance Program.” It was recognized that the classification societies would not class a vessel in cases where they had not approved the design and had oversight during the construction. The ACP was developed to address that problem by having the Coast Guard establish the standards instead of the class societies. Beginning on January 1, 2020 commercial fishing vessels that are 25 years old, operate more than 3 nautical miles offshore, are more than 50 feet overall in length, and were built after June 30, 2013 must comply with the ACP.

Scope of ACP:

The scope of the ACP standards is to include all matters that would be covered by classing the vessel – it is an “alternative” to classing. It includes all matters related to the construction of the vessel – such as hull, machinery, fittings, firefighting equipment, auxiliary machinery, electric installations, stability, water-tight integrity, and crew accommodations. It does not cover PFDs, EPIRBs, radios, and other equipment and training that are otherwise addressed by the law.

Pre-2013 vessels:

Congress also recognized that many existing vessels may have trouble complying with the ACP standards – and that compliance with those standards may result in vessels being tied to the dock because they could not comply. That is why Congress only applied the ACP to commercial fishing vessels that are more than 25 years old. By that time, the owners should have fully paid off their vessels – and could build a new vessel that would be classed by an approved classification society or they can choose to enroll their vessel in an ACP and comply with its provision that may require extensive upgrades. Congress specifically required that the Coast Guard develop the ACP standards in cooperation with the fishing industry. Congress also recognized that the standards that may be appropriate for a vessel in the Bering Sea may not be appropriate for a shrimp boat in the Gulf of Mexico. Therefore, Congress authorized the Coast Guard to establish ACP standards based upon geographic regions or fisheries.

Summary: Beginning in 2020, the Alternate Compliance Program for commercial fishing vessels applies to a vessel that is 25 years old, operates more than 3 nautical miles offshore, is more than 50 feet in length, and was built before July 1, 2013. It is to address all those matters that would be addressed by a class society when they review the design and construction of a new commercial fishing vessel.

The Coast Guard is required by law to prescribe the ACP regulations by January 1, 2017 so that fishing vessel owners will have 3 years to plan and make any modifications necessary to their vessel to comply with the requirements. 2020 may sound like it is a long way off – but it is not. It is very important that the fishing industry, from all areas of the United States and participating in the various fisheries, advise the Coast Guard now on what construction standards they think would be appropriate to make this industry safer.

AUGUST–DECEMBER 2015 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

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

Aug. 10-14, Sept. 14-18, Oct. 5-9, Nov. 9-13, Dec. 7-11

STCW BASIC TRAINING REFRESHER

\$700 MEMBERS / \$750 NON-MEMBERS

Aug. 10/12/13, Sept. 15/16/17, Oct. 5/7/8, Nov. 10/11/12, Dec. 8/9/10

MEDICAL EMERGENCIES AT SEA

\$110 MEMBERS / \$135 NON-MEMBERS

Aug. 10, Sept. 16, Oct. 5, Nov. 11, Dec. 9

2-DAY BASIC FIRE FIGHTING

\$495 MEMBERS / \$515 NON-MEMBERS

Aug. 11-12, Sept. 14-15, Oct. 6-7, Nov. 9-10, Dec. 7-8

DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS

Aug. 18, Sept. 24, Oct. 20, Nov. 10, Dec. 8, Dec. 18

SHIPYARD COMPETENT PERSON

\$475 MEMBERS / \$495 NON-MEMBERS

Sept. 16-18, Oct. 14-16, Nov. 11-13, Dec. 9-11

SHIPYARD COMPETENT PERSON REFRESHER

\$185 MEMBERS / \$195 NON-MEMBERS

Sept. 18, Oct. 16, Nov. 13, Dec. 11

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$210 MEMBERS / \$240 NON-MEMBERS

Oct. 21, Dec. 16

4-DAY STCW MEDICAL CARE PROVIDER

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

Dec. 1-4

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

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

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

Nov. 2-11, Dec. 7-16

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:

- MD Solutions International
- Woepfel Law PLLC

Individuals:

- Jack Bonnington

ONLINE CRANE AND FORKLIFT TRAINING UPDATE

NPFVOA will no longer offer online crane and forklift training. For your future online training needs, contact Arthur Lee of Safety Provisions, Inc., home of the Hard Hat Training Series, at arthur@safetyprovision.com. You can see all the different courses they offer at hardhattraining.com. Mention that you're an NPFVOA member to receive a discount. If you have any questions, please contact Rebecca at rebecca@npfvoa.org.

RESTOCK YOUR DAMAGE CONTROL KIT

NPFVOA now sells the individual components of our Damage Control kits. If you can't remember the last time you took inventory of your kit, now is a good time to go through and make sure the batteries in your flashlight still work and you aren't out of plugs, wedges, or anything else. Contact us at info@npfvoa.org to place a restocking order.

MACOSH MEETING

The next MACOSH Meeting will be held Sept. 1-2 in Tampa, Florida.

CFSAC MEETING

The next CFSAC meeting will be held Sept. 15-16 in Seattle, Washington.

NPFVOA's Golf Tournament Fundraiser

Sponsored by Ocean Peace, Inc.

Tuesday, September 22, 2015
The Golf Club at Redmond Ridge
Redmond, WA
Reserve your spot today by calling
Brie at (206) 285-3383!

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.

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.

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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!**

FV Arctic Explorer • FV Bristol Explorer • FV Cape Kiwanda
FV Northwest Explorer • FV Ocean Explorer • FV Pacific Explorer • FV Peggy Jo



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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.)