

ASLEEP AT THE WHEEL—FATIGUE  
2014 COMMERCIAL FISHING FATALITIES  
GUIDE TO OSHA'S TRAINING REQUIREMENTS

IN THE RACE TO ALASKA  
ARE YOU READY FOR THE SEASON?  
INDUSTRY PUSHES FOR EXAMS EVERY TWO YEARS



Issue No. 91  
Fall 2015

# VESSEL SAFETY PROGRAM

## CLARIFICATION OF MANDATORY SAFETY EXAMS FOR COMMERCIAL FISHING VESSELS

*USCG Marine Safety Information Bulletin, 10/20/2015*

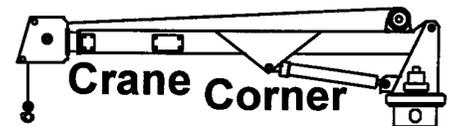
This bulletin provides clarification about the five-year mandatory dockside safety exam that applies to many commercial fishing vessels (CFVs).

- Effective October 15, 2015, the law requires completion of a mandatory dockside safety exam on certain CFVs at least once every five years. (See the answer to the first question below to determine if your CFV must comply.)
- Any affected CFV that has not successfully completed a dockside exam on or after January 1, 2013 must get an exam to be in compliance with the law.
- Any affected CFV found not in compliance with the safety exam requirement could be subject to civil penalty action or operational controls.
- We will continue to use the “two-year” Safety Decal for all successful exams, mandatory or otherwise.
- We understand that many vessels have been getting exams more frequently than once every five years, and we will continue to offer a free exam whenever requested or required for another reason.
- We will develop regulations that include the requirement for us to issue a Certificate of Compliance to document a five-year mandatory exam. Until then, we will use the two-year Safety Decal to demonstrate compliance with any exam requirement.
- We still highly encourage you to get an exam every two years to ensure all of your vessel's safety and survival equipment are up to date and installed properly.

**What CFVs are affected by the exam requirement?** A mandatory exam was required by the Coast Guard Authorization Act of 2010 and the Coast Guard and Maritime Transportation Act of 2012, the latter of which required a period of at least once every five years. This applies to State-registered and Federally-documented CFVs that: 1) operate beyond 3 nautical miles from the territorial sea Baseline or Great Lakes coastline; 2) operate anywhere with more than 16 persons on board (including within 3 miles of the Baseline or Great Lakes coastline); or 3) are fish tender vessels engaged in the Aleutian trade. Additional background is in our bulletin of December 2014 and our open letter of August 2015. Both references are available at [www.fishsafe.info](http://www.fishsafe.info).

**When must I have last had an exam?** To meet the mandatory five-year dockside safety exam requirement, a CFV must have successfully completed an exam on or after January 1, 2013. A CFV that has never been examined must have completed an exam prior to October 15, 2015 to be in compliance. A CFV that successfully completed an exam after January 1, 2013 has five years from the date of that successful exam to complete another exam under the law. Please note that other requirements may mean more frequent exams. Fish processing vessels and fish tender vessels engaged in the Aleutian trade require an exam every two years. (See 46 CFR Part 28, Subparts F and G). Also, NOAA's National Marine Fisheries Service requires vessels that carry a NOAA Fisheries Observer to have passed an exam within the past 2 years or the Observer will not deploy, which may restrict the vessel from fishing. [See 50 CFR, Part 600.746(b)-(d)].

*Continued page 2*



*Contributed by Arxcis, Inc.*

## CRANE COMMUNICATION

Safe use of a crane is compromised when the vision of the crane operator, rigger, or signal person is blocked and they cannot see what the others are doing. For this reason a means of communication between all directly involved in the lift is necessary. Consider the following accident:

In 2009 a crane operator was helping to load cargo into the hold of a ship. The corner of the descending load partially landed on a stack of previously stored cargo. There was no one watching the load or warning employees of the descending load. The crane operator did not have a clear view of the hold deck or the landing zone and the load continued to descend after it had become caught. The corner of the load slid off and an employee between the load and the stored cargo was crushed to death. What went wrong?

There is no mention of a signal person or someone helping to direct the load. It's possible that the operator thought he could do this one lift without any help since the hold was nearly full. He may have been successful on previous lifts. But, it takes just one mistake to cause a fatality. Certainly, the use of a signal person here would have prevented this fatality. Often, operators and signal persons become casual about safety and let their guard down, then one day something unexpectedly happens and someone is killed or injured.

This issue of the *NPFVOA Vessel Safety Program Newsletter* was made possible by a contribution from  
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We will schedule and provide a free exam and issue a two-year Safety Decal to meet any requirement whenever requested.

**How will the Coast Guard know I'm in compliance with any exam requirement and what happens when a vessel doesn't meet the mandatory exam requirement?** Until regulations are developed creating a Certificate of Compliance, our boarding officers will determine compliance with the five-year mandatory exam requirement by checking the issue date on the decal, or by viewing the exam report/booklet (CG-5587) for the date the exam was successfully completed. If it is within the last five years and on or after January 1, 2013, the vessel meets the requirement. If a vessel is boarded and it hasn't had the required five-year mandatory or other required exam, the operator or vessel could be subject to civil penalty action or operational controls.

**Why is the Coast Guard going to eventually issue a Certificate of Compliance?** The law that mandated the dockside safety exams also directed that a Certificate of Compliance be issued to a vessel that meets the requirements of Chapter 45, Title 46 United States Code. A Certificate of Compliance for commercial fishing vessels is still being developed. Until that time, the safety decal will demonstrate compliance with the exam requirement. Note: A copy of the exam report/booklet, also known as Form CG-5587, signed by the examiner and showing the decal number is provided to the owner and/or operator of the vessel after successfully completing an exam. This form will also demonstrate compliance with the exam requirement.

**Are Voluntary Exams still offered?** Yes. As we have for over 20 years, we will continue to conduct no-cost, no-fault voluntary dockside safety exams on CFVs, issuing a decal valid for two years upon successful completion of the exam. The decal shows compliance with applicable requirements at the time. A voluntary exam is offered as frequently as requested. This program is not changing. We highly recommend every CFV, even those not subject to mandatory exams, maintain a current two-year Safety Decal, which could facilitate a more streamlined safety check if we board you at sea. Please note that we may board you at any time or frequency to ensure compliance with safety and survival equipment and other requirements for your vessel, as well as for fisheries enforcement.

**Are the Mandatory and Voluntary Exams the same?** Yes. The safety and survival equipment and systems requirements that are checked for compliance on a vessel are the same whether it is a required exam or one voluntarily requested, and a safety decal will be issued in either case when completed successfully.

**How do I request a Dockside Safety Exam?** Request and schedule an exam by contacting your local Coast Guard Fishing Vessel Safety Examiner directly, or via a link on the Coast Guard's CFV Program web site at [www.fishsafe.info](http://www.fishsafe.info). Third party organizations are also authorized to conduct dockside safety exams and issue decals on behalf of the Coast Guard; they include American Bureau of Shipping (ABS), Det Norske Veritas/Germanischer Lloyd (DNV/GL), Society of Accredited Marine Surveyors (SAMS), National Association of Marine Surveyors (NAMS), NAVTECH US Surveyors Association, and Bowditch Marine, Inc. These organizations should be contacted directly to schedule an exam. They can conduct the mandatory exam, a required exam, or a voluntary exam.

**Who should I contact if I have questions?** Please contact the Coast Guard Office of Commercial Vessel Compliance, Fishing Vessels Division (CG-CVC-3) at 202-372-1249 or by email at [CGCVC@uscg.mil](mailto:CGCVC@uscg.mil). Or, you may also contact your local Coast Guard District Fishing Vessel Safety Coordinator or local Sector Fishing Vessel Safety Examiner. The points of contact for these individuals can be found on the web site [www.fishsafe.info](http://www.fishsafe.info) by selecting the "Locate Examiners" tab.

## ASLEEP AT THE WHEEL: WHEN FATIGUE CATCHES UP

*USCG Safety Alert, 9/1/2015*

This safety alert addresses a recent increase in the number of groundings on Alaskan shorelines involving uninspected commercial fishing vessels. Since July 14, 2015, a total of 16 reported groundings have occurred. In a number of investigations, it was learned that the captain or crewmembers on the vessel had fallen asleep at the wheel after working extensive hours over several days. Fatigue may have been a causal factor in many of these instances. Fatigue symptoms are not limited to just a person falling asleep. Fatigue issues are strongly related to human errors and poor performance. Nearly all modes of transportation are impacted by fatigue and many studies have been performed about its negative short- and long-term effects.

The International Maritime Organization (IMO) has formulated a definition of fatigue in which fatigue is conceptualized as a "reduction in physical and/or mental capacity as the result of physical, mental, or emotional exertion which may impair nearly all physical abilities including strength, speed, reaction time, coordination, decision making or balance." The IMO acknowledges the relation between fatigue and human error as indicated above. Fatigue can also be divided into categories in many different ways. However, systematic studies seem to find between three and five dimensions, including general fatigue (e.g., tired, bushed, exhausted), mental fatigue (e.g., cognitive impairment), physical fatigue, sleepiness with a tendency to fall asleep, and sometimes lack of motivation or complacency. In very general terms, fatigue and its ill effects can be minimized by persons receiving periods of good quality uninterrupted rest.

Crewmembers often work long hours on fishing vessels, performing physically demanding tasks in harsh environments. Crewmembers may not be afforded sufficient time for recuperative sleep to prevent the development of acute fatigue due to vessel navigation and fishing or process demands. Many of the processes onboard a vessel must occur in a timely fashion and particular order. Skipping one element at a certain point of time may have negative economic impacts. For example, providing a six-hour rest period in lieu of dropping another set of crab pots would likely be an industry anomaly and result in a reduction of revenue for a specific period of time.

Captains and crewmembers are generally not assured a rest period at any specific time or in a scheduled manner. In addition to the fishing element of business, the vessel must be continuously navigated and herein is the problem. The captain in command of the vessel has to be aware of his own degradation of mental and physical capabilities and at the same time ensure that his relief on the wheel (if any at all) has had an adequate period of rest in order to safely navigate the vessel. Similarly for other crewmembers, monitoring is necessary because when the ill effects of fatigue finally catch up to an individual, the results can be a procedural mistake, error in judgment, or an action/inaction resulting in an injury or death. For those at the wheel, the consequences of improperly navigating a vessel can be extreme including the following: injuries and loss of life; loss of cargo, vessel or income; incurrence of repair and salvage costs; and harm to the environment. Such events can also potentially lead to fines, civil penalties, and criminal prosecutions.

To prevent these types of casualties, the Coast Guard recommends that owners of fishing vessels take advantage of the existing technology that can help prevent persons from falling asleep at the helm. Such technology may include the installation of watchstander alarms which sound and require silencing at preset intervals or the use of various safety and warning features associated with GPS, radar, depth sounding and other electronic equipment. However, it is critically important that such equipment should only be used as backup measures and not as a methodology to facilitate a navigator's sleep while underway.

The best defense against a fatigue-related navigation casualty is a well-rested watchstander who is later relieved by another watchstander that has had adequate time to sleep. The Coast Guard recommends that all fishing vessel owners and captains learn about Crew Endurance Management, which is a system for managing the risk factors in maritime work environments that can lead to human error and performance degradation. For very general information: <http://tinyurl.com/cgcompamp>, for more detailed data: <http://tinyurl.com/cgdatacem>.



## FISHING INDUSTRY PUSHES FOR SAFETY EXAMS EVERY TWO YEARS

Hal Bernton, *Seattle Times*, 9/27/2015

The Coast Guard will require commercial fishing vessels to undergo dockside safety examinations only once every five years, a move that North Pacific industry officials are protesting as far too infrequent.

The industry officials want the exams, which became mandatory Oct. 15, to be required every two years so that the Coast Guard has a better chance of spotting torn survival suits, malfunctioning alarms and other safety problems.

Commercial fishing has long ranked as one of the most deadly occupations in the nation. Plenty of people within the industry have bristled at regulations that have come about in recent decades, so it's unusual to have some call for tougher oversight. But the North Pacific industry officials said in their letter that the two-year interval would do a much better job of overseeing safety and could save lives.

"Once every half decade is just a really bad idea," said Chris Woodley, executive director of the Seattle-based Groundfish Forum and a member of the Coast Guard's Fishing Vessel Safety Advisory Committee. He is one of 15 representatives of North Pacific fishery associations and seafood companies that have signed onto the protest letter sent this month to U.S. Coast Guard Commandant Paul Zukunft.

The Coast Guard has been conducting voluntary dockside exams for more than two decades, issuing a sticker valid for two years that states the vessel is in compliance with federal safety laws.

That sticker has become an important marker of safety for insurance companies and is now required by NOAA Fisheries before they will allow federal fishery observers aboard a vessel to monitor their catch. In their letter to Zukunft, the North Pacific industry officials credit these examinations with helping to reduce fishermen deaths off Alaska.

But in ports across the country, some fishermen have balked at letting Coast Guard teams aboard to examine their vessels. So, in 2010, Congress passed an overhaul of fishing-industry safety legislation that included a provision making examinations every two years a requirement for all commercial fishing vessels that operate more than three miles off the nation's coast.

Then in 2012, before that part of the law took effect, Congress approved an amendment to make exams a requirement "at least once every five years." That requirement took effect Oct. 15.

Coast Guard officials say the wording of the 2012 legislation still gives them the power to enforce a two-year interval for the checks, but only if the agency has first developed regulations to implement the law.

So far, the Coast Guard has not issued any regulations for the 2012 law, and it's unclear how long that will take.

In the meantime, fishing vessel owners are free to voluntarily request a two-year examination. But the Coast Guard has concluded the agency only has the power to require examinations every five years, according to Lt. Sarah Janaro, a Coast Guard public affairs officer.

That interpretation is challenged by Sen. Maria Cantwell, D-Wash., who serves on a Senate subcommittee with oversight of fishing-industry safety legislation.

In a letter sent to Zukunft, she said the change in the 2012 legislation was only intended to give the Coast Guard the flexibility to allow five-year exams for certain low-risk fisheries.

She called the decision to make the five-year interval the rule — rather than the exception — a "sudden and hasty policy change" that was done "without input from industry or commercial fishing vessel safety experts." She asked Zukunft to immediately reverse the policy.

"We cannot cut corners when fishermen's lives are at stake," Cantwell wrote.

Hal Bernton: 206-464-2581 or [hbernton@seattletimes.com](mailto:hbernton@seattletimes.com)

## LIFE ON THE LINE: 2014 COMMERCIAL FISHING FATALITIES HIGHLIGHT SUCCESSES AND WELL-KNOWN HAZARDS

Sam Case and Ted Teske, *NIOSH Western States Division*

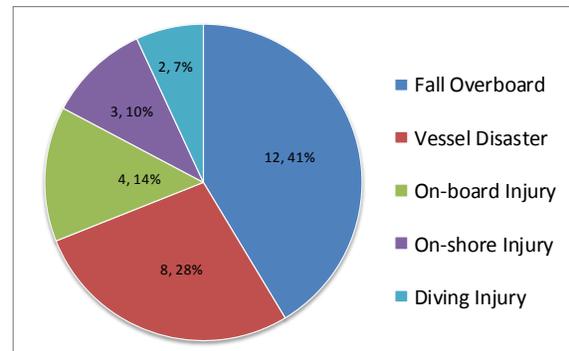
Commercial fishing remained one of the top three deadliest occupations in 2014 according to the Bureau of Labor Statistics. NIOSH analysis of the numbers over the past 15 years show progress is being made in some areas while other well-known hazards continue to put fishermen at risk.

During 2000-2014, 694 fishermen in the U.S. died as a result of work-related incidents. While commercial fishing remains a high-risk occupation, the number of fatalities has decreased 34% during this time period, and 2014 saw the lowest number of annual fatalities in NIOSH's database.

Last year, 29 work-related deaths were recorded in the commercial fishing industry nationwide, down from the previous average of about 48 fatalities per year. Commercial fishing deaths were due to a number of causes (Figure 1). For the first time since NIOSH began keeping nationwide records, the largest proportion of deaths were attributable to falls overboard, where 12 (41%) fishermen died due to drowning. As has been the case since NIOSH starting tracking national data in 2000, none of the fishermen were wearing a PFD when they died, and half of the falls were not witnessed.

Eight (28%) fishermen died as the result of five vessel disasters, the typical leading cause of fisherman fatalities. Vessel disasters are defined as catastrophic incidents that occur to a vessel (e.g., sinking, capsizing, burning, grounding) that require all crewmembers to abandon the vessel. During 2000-2014, vessel disasters accounted for 50% of fatalities in the commercial fishing industry.

The remaining nine fatalities were caused by on-board injuries (four, 14%), on-shore injuries (three, 10%), and diving injuries (two, 7%).



Examining fatalities by region and fishery is important, as different fleets experience different hazards. Alaska and the East Coast regions saw nine fatalities each, followed by the Gulf of

Mexico (seven deaths), West Coast (two deaths), and Hawaii (two deaths). When examining fatalities by fishery, the southern shrimp fleet in the Gulf of Mexico had the highest number of fatalities (five, 17%), followed by East Coast lobstermen (four, 14%) and Alaska salmon set gillnetters (three, 10%). All other fisheries had two or fewer fatalities. In the past 15 years, Gulf of Mexico shrimpers and Alaska salmon fishermen have experienced the highest number of deaths (81 and 58 fatalities, respectively).

Based on the data in 2014 it appears that commercial fishermen are doing a better job of surviving vessel disasters, but there is still work to be done to prevent single fatal events from falls overboard and deck injuries. Make sure to work with your crew on a PFD policy for your vessel, and conduct your monthly safety drills, including man overboard scenarios. Consider taking time to address deck hazards around winches through training or installation of emergency stops or guards. The industry is heading in the right direction, but we can't stop until every fisherman comes home safe and healthy.

For more information on PFDs for commercial fishermen visit [www.livetobesalty.org](http://www.livetobesalty.org). To learn more about preventing falls overboard and conducting man overboard drills watch the NIOSH video "Man Overboard: Prevention and Recovery" online at <http://www.cdc.gov/niosh/docs/2011-126d/>.

## UPDATED COMPREHENSIVE GUIDE TO OSHA TRAINING REQUIREMENTS NOW AVAILABLE

*OSHA QuickTakes, 8/3/2015*

OSHA has posted a fully updated version of its guide to all agency training requirements to help employers, safety and health professionals, training directors, and others comply with the law and keep workers safe. *Training Requirements in OSHA Standards*, <https://www.osha.gov/Publications/osha2254.pdf>, organizes the training requirements into five categories: General Industry, Maritime, Construction, Agriculture and Federal Employee Programs.

The safety and health training requirements in OSHA standards have prevented countless workplace tragedies by ensuring that workers have the required skills and knowledge to safely do their work. These requirements reflect OSHA's belief that training is an essential part of every employer's safety and health program for protecting workers from injuries and illnesses. For a list of educational materials available from OSHA, please visit the publication's webpage, <https://www.osha.gov/pls/publications/publication.html>.

## OSHA ANNOUNCES TOP 10 CITATIONS FOR FY2015

*National Safety Compliance, 10/8/2015*

At the 2015 NSC Congress & Expo, OSHA announced the preliminary "Top 10" most frequently cited workplace safety violations for fiscal year 2015. Patrick Kapust, deputy director of OSHA's Directorate of Enforcement Programs, presented the "Top 10" on the Expo floor.

"In injury prevention, we go where the data tell us to go," said National Safety Council President and CEO Deborah A.P. Hersman. "The OSHA 'Top 10' list is a roadmap that identifies the hazards you want to avoid on the journey to safety excellence."

The "Top 10" for FY 2015 are:

- Fall Protection (1926.501) – 6,721
- Hazard Communication (1910.1200) – 5,192
- Scaffolding (1926.451) – 4,295
- Respiratory Protection (1910.134) – 3,305
- Lockout/Tagout (1910.147) – 3,002
- Powered Industrial Trucks (1910.178) – 2,760
- Ladders (1926.1053) – 2,489
- Electrical – Wiring Methods (1910.305) – 2,404
- Machine Guarding (1910.212) – 2,295
- Electrical – General Requirements (1910.303) – 1,973

The resolution of these safety issues should be the priority at every workplace in the U.S. These are the items that cause the majority of the deaths and injuries and these same topics are those which OSHA Compliance Officers look for and find most often.

## DR. MICHAELS TESTIFIES ON OSHA'S EFFORTS TO IMPROVE WORKPLACE SAFETY AND HEALTH

*OSHA QuickTakes, 10/15/2015*

In testimony to the House Subcommittee on Workforce Protections on Oct. 7, Assistant Secretary Dr. David Michaels described how, with limited resources, OSHA achieves its mission through a balanced approach of standards, compliance assistance, enforcement, outreach and whistleblower protection.

"We recognize that most employers want to keep their employees safe and make great efforts to protect them from workplace hazards," Dr. Michaels told the committee. "Our enforcement program specifically targets the most dangerous workplaces, where workers are most likely to be hurt on the job, and the most recalcitrant employers. For those employers who need technical assistance, we provide free on-site consultations to small employers, as well as other compliance assistance, educational materials and training." Dr. Michaels also detailed challenges in addressing the changing structure of employment relationships, such as the dramatic increase in temporary workers in virtually every type of workplace. Unless properly managed, these structural employment changes greatly increase risks of injuries and illnesses among all the workers in these workplaces.

# NPFVOA NEWS

## ARE YOU READY FOR THE SEASON?

*Karen Conrad, NPFVOA, 11/5/2015*

NPFVOA can help you meet all your safety goals before your crew leaves for the next fishing season.



We can educate your crew on abandon ship methods in a 2-hour course in a pool, at the dock at Fishermen's Terminal, or off your vessel.

Need fire fighting training? In addition to teaching STCW Basic Fire

Fighting, we can schedule Team Fire Fighting in either Bremerton or North Bend. Tired of the same drills? Try the updated burn tower in Bremer-



ton!  
Want to run drills onboard your vessel with your crew? NPFVOA's instructor Capt. Dave Shoemaker, with over 30 years fishing experience, can come on your boat, cover all required drills and review all the safety equipment with your crew. Is your vessel in Dutch Harbor? We can travel to you!



Check out NPFVOA's full class schedule at [www.npfvoa.org](http://www.npfvoa.org) or call us today at 206-285-3383.

***Tell me and I forget. Teach me and I remember. Involve me and I learn.***  
—Benjamin Franklin

# OTHER NEWS

## NONPROFIT GROUP'S MISSION IS TO KEEP FISHERMEN SAFE

Sam Mintz, Cape Cod Times, 10/16/2015

HYANNIS — Eighteen fishermen from around New England took to the seas of Hyannis Inner Harbor for free training put on by a nonprofit group called Fishing Partnership Support Services.

The fishermen donned inflatable immersion suits, put out fires, plugged leaks, and lit flares, supervised and coached by Coast Guard-certified instructors from various companies and organizations involved in fishing safety and equipment.

“You don’t want to be doing this stuff for the first time when you’re out on the water,” said the organization’s safety training coordinator Luis Catala, a veteran of the U.S. Coast Guard. “This is a great chance for them to practice and learn.”

The nonprofit started doing trainings in 2005 and now offers about 10 a year across New England. It has trained 2,700 fishermen in that time, said Vice President Andra Athos. In addition to the trainings, the group’s other main effort is providing health insurance to commercial fishermen, only 10 percent of whom are insured, through the Affordable Care Act.

“Our mission is to ensure the health and well-being of the commercial fishing community,” Athos said. “That doesn’t mean just fishermen, it also means their families and their communities.”

The instructors, like at all of the trainings, were contractors from a variety of organizations, but they had something in common: They’re all advocates for fishing safety, Catala said.

“A lot of them have lost friends or family members in accidents, and they’re very committed to teaching this stuff and avoiding those kinds of tragedies,” he said.

Members of the U.S. Coast Guard and Massachusetts State Police also volunteered at the training. The Coast Guard brought a trailer, specifically designed for damage control training, which sprung leaks as the fishermen, in teams of two, took turns using various materials to stop the leaks. An occasional sharp change in pressure sent spurts up in the air, soaking the crowd of onlookers.

“You’re never going to stop 100 percent of this stuff, you just want to control it,” shouted instructor Jacob Cabral, who works for Life Raft and Survival Equipment, as he hammered a plug into one of the pipes on board the demonstration vessel.

In the harbor, fishermen wearing inflatable immersion suits took turns stepping into the water and floating, as they practiced maneuvering in the suits and climbing into a life raft. Two state police divers hovered in the water nearby, which Catala said serves as both training for them and a comfort to the fishermen, who are not always experienced swimmers despite making a career out of being on the water.

Later in the daylong training came a life raft workshop and a firefighting lesson.

*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 VESSEL SAFETY PROGRAM STAFF**

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For your convenience, current and past issues of our newsletter are available online at npfvoa.org.

# OTHER NEWS

## WHY DID THIS HAPPEN? TRAGIC DEATHS OF THREE CREW ON TRAWLER HIGHLIGHT SAFETY CONCERNS IN B.C. FISHING INDUSTRY

Dan Fumano, The Province, 9/16/2015

It’s hard work to sift through the wreckage of a sunken fishing boat, investigate what happened and what failed, and analyze structural integrity, meteorological conditions, shipyard maintenance records, and, in some cases, a coroner’s autopsy.

But, said Glenn Budden, senior marine investigator with the Transportation Safety Board, the devastation back home is harder to deal with than the wreckage at sea.

Talking to grieving spouses and children of fishermen who never returned from a voyage, Budden said, is “definitely the hardest part of the job. They want to know why? Why did this happen?”

For many commercial fishermen in B.C., working at sea is the only life they’ve ever known, a vocation that runs through generations of families.

But worries about safety are weighing like an anchor on many of those working in the Pacific — and their loved ones back on shore — in the wake of the sinking of the Caledonian, a 30-meter trawler that capsized off the coast of Vancouver Island in September, killing three of its four crew members. The tragedy made 2015 the deadliest year for B.C. fishermen in a decade, Budden said, with a total of six deaths so far.

Budden, who worked for 35 years as a commercial fisherman in B.C. before joining the TSB, said the sinking of the Caledonian has just been classified as a “class-3 occurrence,” meaning it will receive a full investigation, a process that usually takes a year or more.

The risks are not new. A 2012 TSB investigative report into fishing vessel safety said: “Fish harvesting carries risks, and the reality is that a wide range of safety deficiencies persists,” including stability, crew training, and unsafe operating practices.

Loss of life on fishing vessels is one of the TSB’s priority “watchlist” issues, and the board has repeatedly made recommendations for regulations to address safety deficiencies. But as a TSB report released this summer says: “Although regulations have been proposed to address several of the safety deficiencies, there have been significant delays in the implementation of some of these initiatives.”

That report, into a fatal sinking last year in B.C., “highlights recurring issues with fishing vessel safety.”

The TSB’s assessment of Transport Canada’s progress on at least five of those recommendations is currently “unsatisfactory.”

A Transport Canada spokeswoman said in an email that the department is “working to finalize new Fishing Vessel Safety Regulations ... which will address a number of the TSB recommendations.” Transport Canada was not able to provide a timeline for the new regulations.

But regulations are only part of the answer, fishermen and their advocates say. In recent years, the changing economics of B.C.’s fishing industry have made it harder to retain experienced crew members.

Wayne Allen worked for 10 years on the Caledonian, but quit the boat about three years ago when the money he could earn on a trip suddenly plummeted by half.

“It’s a trend across the industry,” Allen said. “It’s harder for guys to make a living. A lot of guys have left the industry and gone to the oilpatch, or found something else to do.”

The increased turnover has an effect on safety, he said, because: “You’ve got to have good people with you . . . When one guy quit, you couldn’t get a guy good enough to replace him.”

One veteran fisherman, a friend of the Caledonian’s skipper Wesley Haggund who died in the accident, said safety worries have him “actively looking” for a new line of work after two decades in B.C. commercial fishing.

“Over time, it’s gotten worse, not better,” said the fisherman, who asked to be identified only as Danny. “Is it worth anybody’s life? Absolutely not. I can’t feed my kids if I’m dead.”

## NOV. 2015–SEPT. 2016 CLASS SCHEDULE

### STCW 5-DAY BASIC TRAINING (BT)

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

Nov. 9-13, Dec. 7-11, Jan. 4-8, Feb. 8-12, Mar. 14-18, Apr. 11-15,  
May 9-13, Jun. 20-24, Jul. 18-22, Aug. 22-26, Sept. 19-23

### STCW BASIC TRAINING REFRESHER

\$700 MEMBERS / \$750 NON-MEMBERS

Nov. 10/11/12, Dec. 8/9/10, Jan. 4/6/8, Feb. 8/10/11, Mar. 14/16/17,  
Apr. 11/13/14, May 9/11/12, June 21/22/23, other dates TBD

### MEDICAL EMERGENCIES AT SEA

\$110 MEMBERS / \$135 NON-MEMBERS

Nov. 11, Dec. 9, Jan. 4, Feb. 8, Mar. 14, Apr. 11, May 9, Jun. 22, Jul. 20,  
Aug. 26, Sept. 19

### 2-DAY BASIC FIRE FIGHTING

\$495 MEMBERS / \$515 NON-MEMBERS

Nov. 9-10, Dec. 7-8, Jan. 7-8, Feb. 9-10, Mar. 15-16, Apr. 12-13,  
May 10-11, Jun. 20-21, Jul. 18-19, Aug. 22-23, Sept. 20-21

### DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS

Nov. 10, Dec. 8, Dec. 18, Jan. 11, Feb. 17, Mar. 8, Apr. 5, May 19, Jun. 8,  
Jul. 12, Aug. 10, Sept. 16

### SHIPYARD COMPETENT PERSON

\$475 MEMBERS / \$495 NON-MEMBERS

Nov. 11-13, Dec. 9-11, Jan. 6-8, Feb. 3-5, Mar. 2-4, Apr. 6-8, May 4-6,  
Jun. 1-3, Jul. 6-8, Sept. 7-9

### SHIPYARD COMPETENT PERSON REFRESHER

\$185 MEMBERS / \$195 NON-MEMBERS

Nov. 13, Dec. 11, Jan. 8, Feb. 5, Mar. 4, Apr. 8, May 6, Jun. 3, Jul. 8,  
Sept. 9

### SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$210 MEMBERS / \$240 NON-MEMBERS

Dec. 16, Apr. 28, Jun. 14, Aug. 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

Nov. 23-25, Dec. 28-30, Jan. 25-27, Feb. 22-24, Mar. 28-30, Apr. 25-27,  
May 23-25, Jun. 27-29, Jul. 25-27, Aug. 29-31, Sept. 12-14

### 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

Dec. 3, Dec. 8, Jan. 14, Feb. 18, Mar. 10, Apr. 19, May 17, Jun. 16, Jul. 14,  
Aug. 4, Sept. 15

### 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

### OUPV—OPERATOR OF UNINSPECTED PASSENGER VESSEL

#### “SIX PACK”

\$850 MEMBERS / \$850 NON-MEMBERS

Nov. 30-DEC. 8

## SAFETY BITES & MEMBER NEWS

### NEW MEMBERS

*NPFVOA is pleased to welcome the following new members:*

#### Associates:

- Teknotherm Refrigeration

#### Individuals:

- Captain Jonathan Pearson

### THANK YOU!

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

- Aleutian Spray Fisheries—Immersion Suits
- Premier Pacific Seafoods—Immersion Suits
- Shelford Fisheries—Immersion Suits

### IN THE RACE TO ALASKA, ALASKA’S MARINERS SAIL STRAIGHT ON ‘TIL MORNING

*Sierra Seiver, Westward Fishing Company, 10/19/2015*



In June 2015, 40 entrants set out on the inaugural open adventure race, the Race to Alaska ([www.r2ak.com](http://www.r2ak.com)). Starting in Port Townsend, Washington, and stopping over in Victoria, Canada en route to Ketchikan, Alaska, this race challenged participants to sail, paddle, or swim their way to Alaska. No motors. No support boats. No supply drops, or private hotel overnights, or flock of sea gals to cheer along the way. Just the crew, and a boat, and the sea. Participants entered with everything from large sailboats to standing paddleboards. The race was expected to take a couple of weeks at most.

The crew of the *Elsie Piddock*, a Farrier F-25 Trimaran won the race in a staggering five days and 55 minutes, and earned the \$10,000 first prize. Of the 40 who set out, 15 teams crossed the finish

line, with the Canadian team *The Soggy Beavers* finishing 7<sup>th</sup> overall, in a 6-man outrigger canoe.

Inspired by the adventurous spirit of the race, Marcus Alden of Westward Fishing Company has decided to make a bid for the 2016 race. He founded Straight on ‘Til Morning, LLC, to use the race as a spring board for promoting marine safety training for fishermen, mariners, families, and school-aged kids. Marcus grew up sailing, and his race will be about more than just the Race to Alaska; it will be about helping every seadog out there sail Straight on ‘Til Morning. The profits of the race funding will be donated to NPFVOA and AMSEA. NPFVOA and AMSEA both provide incredible educational tools to help sailors of all levels be safe at sea, and he hopes to make a big donation to both of these organizations after the race.

Interested to know more? Follow the crew, The Lost Boys, on Facebook ([www.facebook.com/TLBoys](http://www.facebook.com/TLBoys)), or contact Marcus Alden at [marcus@westwardfishing.com](mailto:marcus@westwardfishing.com) to find out how to donate. Lump sum donations before the race will support the costs to shore her up, and train to sail, with the rest going to NPFVOA and AMSEA. Become a corporate sponsor, pledge your support per leg completed, or donate individually and get awesome Lost Boys merchandise!

## 2015 BOARD OF DIRECTORS

**Tim Vincent—President**  
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Icicle Seafoods, Inc.

**David Wilson—Vice President**  
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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
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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, e.g., 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.)