

LAFFERTY'S UPDATE
THE IMPORTANCE OF FLARES

LAUNDERING SAFETY ISSUES
MMC APPLICATION CLARIFICATION



Issue No. 92
Winter 2016

VESSEL SAFETY PROGRAM

FOUR NEW REQUIREMENTS TAKING EFFECT IN 2016 THAT YOU SHOULD KNOW ABOUT

www.FishSafeWest.info, January 2016

1. **New VHF Radios with Direct Selective Calling (DSC)**

As of January 20, 2016, all commercial fishing vessels 300GT and greater must replace existing VHF radios with VHF radios with DSC capability. Vessels operating only in Alaska waters are exempt from this requirement. The DSC radio must be programmed with the Maritime Mobile Service Identity (MMSI) number and vessel information. When connected to a GPS these new radios can send the vessel's location automatically. Vessels that are not required to have a GPS are not mandated to have one in order to make that feature on the radio functional. Many vessels do have a GPS or plotting system and it is recommended that the proper connection to the DSC be made if possible.

2. **Survival craft that allow any part of a person's body to be immersed in water no longer allowed**

By February 26, 2016, vessels operating beyond three miles from shore that currently are required to carry either a life float or rigid buoyant apparatus will no longer be able to use either. These vessels will now be required to carry at a minimum an inflatable buoyant apparatus. Vessels that operate inside three miles from shore may be allowed to continue to carry such devices (we are waiting to see what language we get from Congress in the upcoming Coast Guard Authorization Act).

3. **Automatic Identification System (AIS)**

By March 1, 2016, self-propelled commercial fishing vessels, fish tender vessels and fish processing vessels that are 65 feet or greater are required to have installed either a Class A or Class B AIS in accordance with 33 CFR 164.46(b)(1)(i).

4. **Requirement to Submit a Notice of Arrival**

By April 30, 2016, vessels greater than 300 gross tons and all vessels coming from a foreign port must submit a Notice of Arrival (NOA) to the National Vessel Movement Center (NVMC). Below are the three options for submitting the notice:

A) Via the web—<http://www.nvmc.uscg.gov> Click "Submit NOAD Online" button in upper right corner. If you don't have a user name, create one.

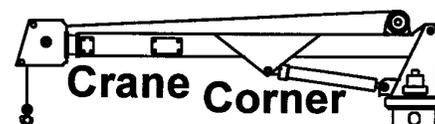
B) Email—enoad@nvmc.uscg.gov.

C) Fax—1-800-547-8724 or 301-264-2684.

For more information on what to include in your NOA, follow the link below:

<http://www.uscg.mil/d13/cfvs/PDFs/33CFR160.206b.pdf>

NOTE: "CDC" in the table is defined as Certain Dangerous Cargoes (33 CFR 160.204.)



Contributed by Arxcis, Inc.

WIRE ROPE HOIST LINE INSPECTION

Recently, during an annual crane inspection, it was noted that of the three cranes on board a particular vessel, two of the cranes' hoist lines were damaged due to kinks, two-blocking, and lack of lubrication. The report was turned in but the next day one of the crane's hoist lines failed, dropping the load. Luckily, no one was injured. When the hoist line is damaged, it should be replaced.

Because the crane is mounted on a vessel and is often used at sea, a 50 lb. headache ball can become a hazard. Many companies greatly reduce that weight which is needed to keep proper spooling on the drum. Kinks from crossed wraps on the drum can reduce its breaking strength by half.

Two-blocking occurs when the lower block or hook comes into contact with the boom tip. The result can be catastrophic. If the hoist line doesn't fail then the boom tip could be damaged as well as the hoist line. If you notice that the last 20 or 30 feet of the hoist line looks pig-tailed, then two-blocking is probably the cause and it should be replaced.

Also, due to the environment the crane is operating in, the hoist line needs to be lubricated more often. Using a wire rope lube that will penetrate to the core of the rope is important because the core of the rope does the most work. Wire rope that is not lubricated will fatigue faster.

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LESS FATALITIES, MORE SAFETY FOR ALASKAN COMMERCIAL FISHING INDUSTRY

www.kucb.org, Greta Mart, 1/12/2016

Commercial fishing in Alaska was once known as one of the deadliest professions. It's still pretty dangerous, but the number of fatalities each year is trending downward.

The U.S. Coast Guard announced in October that over a recent yearlong period, not one commercial fisherman had perished at sea while working. The Coast Guard says that's the first time the industry has had a spotless record. The Alaska Department of Fish and Game reports that in the 1980s, an average of 31 fishermen died at sea each year. But starting in the 1990s, the number of commercial fishing deaths started declining, by 67% from 1991 to 1999.

And between the first of October 2014 and September 30th 2015, there was not one casualty, according to Coast Guard data. That's even including the six commercial fishing boats that sank last summer; all crew members were rescued.

A Coast Guard fishing vessel safety expert, Scott Wilwert, says safer management practices have made all the difference.

Once derby-style halibut and crab fisheries were done away with, the death toll diminished. Instead, crab rationalization and fishing quotas—or IFQs—meant the fishing wasn't packed into short openings with hundreds jockeying to catch the most fish in overcrowded grounds.

And, new policies were put in place, directing the Coast Guard to conduct inspections before fleets left port.

"The crab fleet out in the Bering Sea has the reputation as the deadliest catch. And reality, real reality, is that hasn't been since 1999," Ted Teske of the National Institute for Occupational Safety and Health (NIOSH) said. "Prior to 1999 there was an average of eight fatalities a year in the fishery. Then in 1999, the U.S. Coast Guard started doing dockside stability checks before the boats left the dock. And just like flipping a switch, they went from an average of eight fatalities a year to less than one a year."

Teske is a NIOSH health communications specialist. He and Samantha Case, a NIOSH researcher based in Anchorage, visited Dutch Harbor in October to survey fishermen about current use of life jackets, or PFDs.

"Anecdotally, it seems like more guys are wearing life jackets, at least in this fleet in Dutch Harbor," Teske said. "Man overboard fatalities are the second leading cause of death among commercial fishermen nationwide. Of the over 500 fishermen that have died from falls overboard since 2000, not a single one of them was wearing a life jacket when they drown."

"If you look at what is actually the cause of death when you fall in cold water, a lot of people say, oh, you're going to die from hypothermia. But really what gets you long before hypothermia is what they call swimming failure. Where basically the water is so cold that your body is trying to keep your organs and your brain warm and so it's moving all the blood out of your extremities and you lose the ability to tread water," Teske said. "So if you can float, you don't have to worry about that at all. And it takes actually a long time for you to slip into a hypothermic condition. That can take a half-hour to an hour or more, which is plenty of time for the vessel to spin around and come grab you, if they know you are in the water and you are floating."

The decline in commercial fishery deaths can also be attributed to improvements in PFD design, making them less bulky and easier to work in.

WHITE HOUSE—COAST GUARD AUTHORIZATION ACT SIGNED

Bryant's Maritime Blog, 2/10/2016

President Obama signed into law the Coast Guard Authorization Act of 2015 (H.R. 4188) [located at <https://www.gpo.gov/fdsys/pkg/BILLS-114hr4188enr/pdf/BILLS-114hr4188enr.pdf>].

NOTICE OF MINIMUM RANDOM DRUG TESTING RATE

Federal Register, Verne B. Gifford, Jr., Captain, USCG, Director of Inspections and Compliance, 1/6/2016

The Coast Guard requires marine employers to establish random drug testing programs for covered crewmembers on inspected and uninspected vessels in accordance with 46 CFR 16.230. Every marine employer is required by 46 CFR 16.500 to collect and maintain a record of drug testing program data for each calendar year, and submit this data by 15 March of the following year to the Coast Guard in an annual Management Information System (MIS) report.

Each year, the Coast Guard will publish a notice reporting the results of random drug testing for the previous calendar year's MIS data and the minimum annual percentage rate for random drug testing for the next calendar year. The purpose of setting a minimum random drug testing rate is to assist the Coast Guard in analyzing its current approach for deterring and detecting illegal drug abuse in the maritime industry.

The Coast Guard announces that the minimum random drug testing rate for calendar year 2016 is 25 percent. The Coast Guard may increase this rate if MIS data indicates a qualitative deficiency of reported data or the positive random testing rate is greater than 1.0 percent in accordance with 46 CFR 16.230(f)(2). MIS data for 2015 indicates that the positive rate is less than one percent industry-wide (0.87 percent).

For 2016, the minimum random drug testing rate will continue at 25 percent of covered employees for the period of January 1, 2016 through December 31, 2016 in accordance with 46 CFR 16.230(e).

U.S. COAST GUARD APPROVES USE OF ELECTRONIC CHARTS

www.gcaptain.com, John Konrad, 2/9/2016

The USCG published guidance February 5th that allows mariners to use electronic charts and publications instead of paper charts, maps and publications.

The Navigation and Vessel Inspection Circular NVIC 01-16 establishes uniform guidance on what is now considered equivalent to chart and publication carriage requirements.

Combining the suite of electronic charts from the U.S. hydrographic authorities and the Electronic Charting System (ECS) standards published this past summer by the Radio Technical Commission for Maritime Services, the USCG believes official electronic charts provide mariners with a substitute for the traditional official paper charts.

"After consultation with our Navigation Safety Advisory Committee, the USCG will allow mariners to use official electronic charts instead of paper charts, if they choose to do so. With real-time voyage planning and monitoring information at their fingertips, mariners will no longer have the burden of maintaining a full portfolio of paper charts," said Capt. Scott J. Smith, the chief of the USCG's Office of Navigation Systems.

The new guidance applies to vessels subject to U.S. chart, or map, and publication carriage requirements codified in Titles 33 and 46 CFR and provides a voluntary alternative means to comply with those requirements.

"Mariners have been requesting the recognition of this capability for some time," said Smith. "When you combine the new expanded Automatic Identification System carriage requirement and the capability that an ECS provides, it should provide a platform to move American waterways into the 21st century."

This technology will also allow mariners to take advantage of information and data to enhance situational awareness during voyage planning and while underway.

"Together, with our industry and international partners, we are leveraging modern technology to contribute to the safety, security and prosperity of our nation," said Smith.

View NVIC 01-16 at: http://www.uscg.mil/hq/cg5/nvic/pdf/2016/NVIC_01-16_electronic_charts_and_publications.pdf.



DRIED NOT FRIED: LAUNDERING SAFETY ISSUES

USCG Safety Alert, 11/9/2015

Owners and operators of vessels employing large laundry operations and extra-large-capacity drying machines are warned of the potential fire hazards this equipment poses. They are also encouraged to be aware of and familiar with the equipment and all associated safety systems and to ensure these systems are properly maintained and operational.

Recently a small fire developed in a dryer onboard a cruise ship. The fire was quickly extinguished by the vessel's crew and caused no significant damage. Subsequently, it was discovered that a built-in fire suppression system, a component of the dryers designed to spray water into the drums in case of fire, had been disabled on all six of the vessel's installed dryers. Initial investigation of the associated processes and procedures related to these suppression systems indicated they were not included in the vessel's maintenance systems such as "Infoship."

Regular inspections and evaluations of this fire suppression equipment did not occur, despite other excellent laundry room risk reduction actions routinely undertaken by the crew. Another area of concern involved the shared responsibility for inspection and maintenance of the laundry equipment by two sub-departments: Galley Service Technicians and the Electrical Department. Their specific responsibilities for this equipment were unclear.

The exact cause of the fire is unknown. Highly worn cleaning cloths were being dried and the crew reported that none of their routine cleaning fluids were considered flammable. Investigators suspect that a minor spark occurred due to a loose or disconnected wire, igniting lint in the spaces under the dryer and then the rags in the dryer drum. Thermostats, thermistors, and other electrical components were destroyed, preventing a complete analysis of causal factors.

Laundry systems and the normal production of dryer lint create significant fire hazards due to the flammability of the lint. Nearly two decades ago, a fire occurred on a cruise ship due to a welding spark igniting lint. As a result, operators have developed dryer fire prevention procedures that describe the exact process for securing the equipment and cleaning the machine's internal and external areas.

Naval publications indicate that the majority of dryer fires are caused by spontaneous combustion of residual soils, paint, edible oils, etc. Furthermore, they are also caused by human errors or negligence such as leaving dried materials unattended in the dryer; not properly washing, rinsing and extracting clothes; not cooling down dryer loads for ten minutes at ambient temperatures; improperly cleaning lint traps; and damaged lint traps. Other important concerns are the need for properly operating automatic temperature controls, timing devices, cool down cycles, and the absence of fire sensing and smothering devices. The involved dryer in this case was equipped with all of these components.

Although the impact of this incident was relatively small, if not for the response of the vessel's crewmembers and firefighters, the outcome could have been much worse. As a result, the Coast Guard recommends that owners and operators having similar industrial-sized drying equipment:

- Re-evaluate the risks associated with the equipment;
- Identify and maintain all associated safety equipment and extinguishing systems;
- Establish clear lines of responsibility for equipment inspections, maintenance, and repair;
- Prohibit all personnel from overriding safety components; and
- Consider the necessity of additional signage and instructions in proper languages.

Naval Signage Example:

WARNING

**SPONTANEOUS COMBUSTION CAN OCCUR IN FRESHLY LAUN-
DERED ITEMS WITHIN 1 TO 4 HOURS AFTER COMPLETION OF
DRYING CYCLE. THIS MAY BE DUE TO A COMBINATION OF
HIGH TEMPERATURES AND SOIL RESIDUE.**

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TO PREVENT FIRES:

- 1) ACCOMPLISH ALL LAUNDRY CYCLES.
- 2) ENSURE THAT ALL DRYER LOADS RECEIVE A FINAL 10 MINUTE TUMBLING WITH DAMPERS SET TO DELIVER AIR AT AMBIENT ROOM TEMPERATURE. (Cool down period.)
- 3) REMOVE ALL LAUNDERED ITEMS FROM DRYER WHEN THE DRYER CYCLE IS COMPLETED.
- 4) OVERHAUL ALL DRYER LOADS TO PREVENT RESIDUAL HEAT BUILDUP. DO NOT LEAVE LAUNDRY UNMANNED UNTIL THIS HAS BEEN ACCOMPLISHED.

MERCHANT MARINER CREDENTIAL AND MEDICAL CERTIFICATE APPLICATION SUBMITTAL

National Maritime Center, Jeffrey P. Novotny, 1/8/2016

In recent months, the National Maritime Center (NMC) has identified an increase in the number of Merchant Mariner Credential and Medical Certificate applications that have been sent by mariners directly to the NMC or other Coast Guard offices. Please note that applications for Merchant Mariner Credentials and Medical Certificates (CG-719B, CG-719K, and CG-719K/E), including supporting documentation, must be submitted to a Regional Exam Center (REC).

Some of the confusion has been caused by the note at the bottom of Figure 1 on page 3 of the CG-719B form. This note was included to facilitate the future use of the CG-719B for applicants seeking the original issuance or renewal of a U.S. Registered Pilot (USRP) Certificate for the Great Lakes. Only those mariners who are applying for a USRP Certificate should send their applications to the Great Lakes Pilotage Division at U.S. Coast Guard Headquarters. Additionally, those applicants must currently use form CG-4509, Application For Registration As United States Registered Pilot. Further information regarding U.S. Registered Pilotage in the Great Lakes may be found on their website.

All complete Merchant Mariner Credential and Medical Certificate applications (CG-719 series) may be submitted electronically, by mail, fax, or in person at any REC. Please note that applications not submitted via an REC may be returned to the applicant for proper routing. For procedures on submitting an application, and to find your nearest REC, please visit the NMC website and click the REC button. Applicants may contact the NMC by Online Chat, e-mail IASKNMC@uscg.mil, or phone at 1-888-IASKNMC (427-5662) with questions regarding these forms.

COAST GUARD: ONE FISHERMAN DEAD, TWO MISSING OFF OREGON COAST

www.cbsnews.com, 1/20/2016

The captain of a boat that capsized more than a mile off the entrance to Coos Bay, Oregon was able to make it to shore, while one fisherman died and two more were missing, the U.S. Coast Guard said.

Coast Guard Cmdr. Robert Workman told CBS affiliate KOIN that the captain of the boat was suffering from hypothermia and had scrapes and bruises, but was otherwise healthy.

Petty Officer 3rd Class Jonathan Klingenberg said the commercial fishing vessel overturned at about 9 p.m. He said a good Samaritan took the captain to Air Station North Bend.

The Coast Guard dispatched helicopter and boat crews, and found one body. Capt. Michael Trimpert, commander of the Coast Guard Sector North Bend, said the agency will saturate the search area in an effort to find the missing fishermen. "As long as we feel there is hope, we will continue," Workman told KOIN.

Klingenberg said the wind was blowing at more than 30 mph when an emergency beacon alerted the Coast Guard of a boat in distress. The seas were 8 to 10 feet.

OSHA SEEKS PUBLIC COMMENT AS IT UPDATES SAFETY AND HEALTH PROGRAM MANAGEMENT GUIDELINES

U.S. Department of Labor News Release, 11/16/2015

The U.S. Department of Labor's Occupational Safety and Health Administration is seeking public comment on an updated version of its voluntary Safety and Health Program Management Guidelines. First published in 1989, the guidelines are being updated to reflect modern technology and practices.

These guidelines are intended to help employers establish health and safety management plans at their workplaces. Key principles include finding and fixing hazards before they cause injury or illness, and making sure that workers have a voice in safety and health.

The updated guidelines should be particularly helpful to small- and medium-sized businesses. They also address ways in which multiple employers at the same worksite can coordinate efforts to make sure all workers are protected.

"The goal of safety and health management is to prevent workplace injuries, illnesses and deaths," said Assistant Secretary of Labor for Occupational Safety and Health Dr. David Michaels. "Employers who embrace these guidelines will experience lower injury and illness rates, and their progress in improving the safety culture at their worksites will contribute to higher productivity, reduced costs and greater worker satisfaction."

For more information and to review the draft guidelines and provide comment, visit OSHA's Safety and Health Program Management webpage. Comments will be accepted until Feb. 15, 2016. Comments can also be posted directly to www.regulations.gov using Docket #OSHA-2015-0018.

The guidelines are advisory only and do not create any new legal obligations or alter existing obligations created by OSHA standards or regulations.

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

EMPLOYERS MUST POST INJURY AND ILLNESS SUMMARIES NOW THROUGH APRIL

OSHA QuickTakes, 2/2/2016

OSHA reminds employers of their obligation to post a copy of OSHA's Form 300A, which summarizes job-related injuries and illnesses logged during 2015. The summary must be displayed in a common area where notices to employees are usually posted each year between Feb. 1 and April 30. Businesses with 10 or fewer employees and those in certain low-hazard industries are exempt from OSHA recordkeeping and posting requirements. As of Jan. 1, 2015, certain previously exempt industries are now covered. Lists of both exempt and newly covered industries are available on OSHA's website. Visit OSHA's Recordkeeping Rule webpage for more information on recordkeeping requirements.

NEW QUANTITATIVE FIT-TESTING REQUIREMENT

NPFVOA, 2/11/2016

 In order to comply with WAC 296-842-14005 and the policies at the Washington State Fire Training Academy, NPFVOA is now providing a quantitative fit test for everyone attending our STCW Basic Fire-fighting courses. We strive to put the safety of our students first and are excited to offer this new service.

OTHER NEWS

KAARE NESS – ALASKA FISHING PIONEER

1928 - 2016



Kaare Ness, founding partner of Seattle-based Trident Seafoods Corporation, passed away peacefully the morning of Saturday, January 23, after living a remarkable life. His life was a journey of faith and determination that took

him from the small island of Karmoy on the Norwegian coast to the far reaches of Alaska's Aleutian Island chain where his skill as a fisherman and his personal integrity earned the respect of all who knew him. A true pioneer of modern North Pacific fisheries, he was eager to succeed, yet just as eager to share his knowledge and his success with his family, his partners and his community.

Born into a family of nine children in 1928, Kaare's formal education was interrupted in the 4th grade when the Nazis occupied his schoolhouse. By the age of 15 he was working at sea to help his family survive.

"The work here was fishing," Kaare recalled. But the herring stocks dwindled, and Kaare wondered how he could ever afford to build a house and raise a family with his wife Sigrunn. Life itself proved tough to cling to, as he learned one trip when a wave washed him overboard, and the cold water of the North Atlantic did its best to suck the heat from his spirit. Thanks to the bravery of his captain and what Kaare came to know as "the hand of God," he was saved and invigorated with a Christian spirit that guided him the rest of his life.

What a life it was — first following his father and fellow Norwegian countrymen to America and the scallop grounds off New Bedford, Massachusetts. Then to Alaska where he became not only a highline crab skipper, but a loyal partner and counselor to so many others, including Chuck Bundrant, with whom he built the *Billikin*, Alaska's first modern king crab catcher-processor. Together they founded what has become North America's largest vertically integrated seafood harvesting and processing company — Trident Seafoods.

He was a founding director of Viking Bank, and over the years Kaare helped scores of others in Alaska, in Ballard and in Norway keep a true course toward success. Ever loyal to his Karmoy countrymen and his Norwegian-American community, Kaare Ness demonstrated his personal generosity time and time again to individuals and organizations far too numerous to list. Among those he helped most were the Nordic Heritage Museum, Pacific Lutheran University, King's Schools, the Seattle Fishermen's Memorial, the Karmoy Fishermen's Memorial and Karmoy's Loftset House for drug and alcohol counseling.

Throughout his later years Kaare received many well-deserved honors from the community he served and the country that was his homeland. In 2012 he was knighted by King Harald of Norway, receiving the Royal Norwegian Order of Merit for fostering Norwegian-American relations and spearheading the creation of a memorial honoring more than 100 fishermen from Karmoy who had been lost at sea.

Surrounded by honor, admiration and respect for his personal accomplishments, Kaare remained a humble man who always enjoyed a cup of coffee and a story that made him smile.

Continued on next column

OTHER NEWS

Continued from last column

“I never dreamed that one day I would own a big ship,” he once said, recalling his boyhood in Karmoy. “Maybe a little fishing boat... but nothing big.”

Kaare is survived by his wife of 66 years, Sigrunn; son Arne (Anne) Ness and daughter Cindy Ness (Leif) Mannes. From son Arne are grandson Shane (Emily) Ness with great grandchildren Maddox and Colton; and grandson Kurt (Geneva) Ness with great grandchildren Charlotte and Christian. From daughter Cindy are grandchildren Kristina, Spencer and Frank (Meghan) Mannes and great grandson “Baby” Oliver. Kaare has four living sisters – Betty Nes Wabey, Gurina (Richard) Blouin, Else Dordy Halvorson and Sigrid Holgersen, along with two brothers – Odd (Marit) Nes and Magne (Berit) Nes, and numerous nieces and nephews. Kaare Ness was a gentleman giant who will be greatly missed by his family, his “Trident family” and the Ballard community. His son, Arne Ness, notes that a celebration of Kaare’s life will be scheduled for April in Seattle and that in lieu of flowers, donations in Kaare’s name be made to the Seattle Fishermen’s Memorial (www.seattlefishermensmemorial.org) or to the Nordic Heritage Museum (<https://nordicmuseum.org>).

An online video documentary of The Kaare Ness Story can be accessed via YouTube at:

<https://www.youtube.com/watch?v=4qhrSGT1Akg&feature=youtu.be>

FISHERMEN’S SAFETY FAIR

NPFVOA, 2/9/2016

The Seattle Fishermen’s Memorial is holding their Fishermen’s Safety Fair on May 20, 2016. Come down and check it out from 9:00am –3:00pm at Dock 9 in Fishermen’s Terminal. This event is free for all fishermen. Learn practical skills to save your boat and your life! Win prizes, flotation devices, and more simply by participating. No registration necessary.

CONGRATULATIONS TO COASTAL TRANSPORTATION ON THEIR NEW VESSEL: COASTAL STANDARD



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

OTHER NEWS

88 YEAR-OLD LAFFERTY’S PHARMACY NOW DEDICATED TO SERVING COMMERCIAL MARITIME INDUSTRY

Martin Hamilton, Aircare International, 12/16/2015

Lafferty’s pharmacy announced that after the sale of their retail pharmacy business earlier this year, they are continuing to operate the pharmacy business dedicated to serving the commercial maritime industry including the commercial fishing fleet.

“Due to changes in pharmacy regulation, we needed to separate the retail pharmacy business from business serving commercial maritime,” said Mike Lafferty, director of Lafferty’s EMS (Emergency Medical Supply). “The result is that our business is now focused one-hundred percent on our friends in the commercial fleet.”

Lafferty’s pharmacy started in 1928, only fourteen years after the opening of Fishermen’s Terminal in Ballard. During 2015 the company sold the retail business to Walgreens Pharmacy and partnered the commercial maritime business with Aircare International in Tacoma, WA.

“Aircare International provides a similar service for the business aviation industry and partnering with Lafferty’s maritime business was a natural fit,” said Jeffery Roberts, CEO of Aircare International and President of Lafferty’s EMS.

Lafferty’s EMS will continue to provide emergency medical kits, trauma supplies, sundries and other supplies to commercial fishing vessels. In addition to kits and supplies, the company provides coordination, support and advice on medical selection and use tailored to each vessel’s specific needs. The company has not moved and is still located in Ballard, home for much of the Pacific and Alaskan commercial fishing fleet.

FLARE CHECK

Michael Crowley, National Fishermen, 11/30/2015

Commercial fishing boats have to carry flares. It’s three flares inside of three miles. Three miles to 50 miles it’s six red flares, three smoke flares and three aerial flares. If you’re a commercial fisherman you know that. I shouldn’t be telling you something you don’t know.

Just packing the requisite number of flares isn’t enough. When things go south in a big hurry, when the boat heaves up and starts to go over, you best be able to get to those flares immediately. They don’t do you any good if you have to muck through some locker to find them.

But maybe things happen so fast you can’t get to the flares, no matter how easy their access. So lifesaving gear, especially the life raft, should have its required flares. If that hadn’t been the case when the 60-foot Leviathan II capsized, everyone would probably have drowned.

It was this past October 25, when two Canadians, Ken Brown and Clarence Smith, were longlining for halibut off British Columbia’s Vargas Island.

As they were hauling back their gear, Brown happened to turn around and see a single flare go off against the afternoon sky. According to news reports, that was the “only signal anyone could see from the capsized wreckage of the MV Leviathan II, which flipped so quickly there was no time to send a mayday call.”

The Leviathan II was a sightseeing boat with 27 people aboard. Brown and Smith hauled people out of the water and off a life raft and onto their boat, which is just shy of 20-feet long. Eventually they carried 13 survivors back to shore. Other boats rescued eight more. Five died and one was listed as missing.

There’s always a certain “what if” element to tragedies. “What if” Brown hadn’t turned around? “What if” that life raft hadn’t been equipped with a rocket flare?

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.

FEB.–SEPT. 2016 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

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

Feb. 8-12, Mar. 14-18, Mar. 28-Apr. 1, 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

Feb. 8/10/11, Mar. 14/16/17, Mar. 29/30/31, Apr. 11/13/14, May 9/11/12, June 21/22/23, other dates TBD

MEDICAL EMERGENCIES AT SEA

\$110 MEMBERS / \$135 NON-MEMBERS

Feb. 8, Mar. 14, Mar. 30, Apr. 11, May 9, Jun. 22, Jul. 20, Aug. 26, Sept. 19

2-DAY BASIC FIRE FIGHTING

\$495 MEMBERS / \$515 NON-MEMBERS

Feb. 9-10, Mar. 15-16, Mar. 28-29, 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

Feb. 17, Mar. 8, Apr. 5, May 19, Jun. 8, Jul. 12, Aug. 10, Sept. 16

SHIPYARD COMPETENT PERSON

\$475 MEMBERS / \$495 NON-MEMBERS

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

Feb. 5, Mar. 4, Apr. 8, May 6, Jun. 3, Jul. 8, Sept. 9

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$210 MEMBERS / \$240 NON-MEMBERS

Apr. 28, Jun. 14, Aug. 16

4-DAY STCW MEDICAL CARE PROVIDER

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

CALL FOR DATES

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

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

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

8-HOUR SHIPBOARD DAMAGE CONTROL

\$300 MEMBERS / \$315 NON-MEMBERS

CALL FOR DATES

AB SEAMEN UNLIMITED

\$950 MEMBERS / \$950 NON-MEMBERS

CALL FOR DATES

OUPV—OPERATOR OF UNINSPECTED PASSENGER VESSEL

“SIX PACK”

\$850 MEMBERS / \$850 NON-MEMBERS

Feb. 22-Mar. 4

100 TON

\$495 MEMBERS / \$495 NON-MEMBERS

Mar. 7-11

SAFETY BITES & MEMBER NEWS

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
- Global Seas—Immersion Suits

NEW DIRECTOR JOINS SEATTLE MARITIME ACADEMY

www.seattlecentral.edu, 2/4/2016

Sarah Scherer took the helm of Seattle Maritime Academy as its new director this month after a well-rounded career in the maritime industry.

“I have several priorities that will help Seattle Maritime Academy fulfill its potential,” Scherer said. “I want to focus on providing students the best learning experience possible, and connect with industry partners to make sure our students leave with the skills employers want. I also want to raise the academy’s profile in the community.”

Scherer’s responsibilities include educational leadership and administrative management of the academy. She has experience helping non-traditional students earn GEDs and training adult mariners to stay current with industry regulations. Another goal is to ensure students are prepared to meet the U.S. Coast Guard’s changing requirements for credentials to work in international waters. Two new grant-funded programs that support apprenticeships and introduce high school students to maritime career opportunities will also launch this year under Scherer’s leadership.

NPFVOA’s Golf Tournament Fundraisers

Sponsored by Ocean Peace, Inc.

Thursday, May 26, 2016
The Harbour Pointe Golf Club
Mukilteo, WA
&
Tuesday, September 20, 2016
The Golf Club at Redmond Ridge
Redmond, WA



Watch your mail for registration forms!
If you haven’t attended our tournaments in the past
and would like to this year, please email
info@npfvoa.org to be added to our mailing list.

2016 BOARD OF DIRECTORS

Tim Vincent—President
Vincent Maritime Services

Annemarie Todd
Icicle Seafoods, Inc.

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F/V Polar Lady

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Katie Knifong
Trident Seafoods

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
- 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!**

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 (206) 285-3383 Fax: (206) 286-9332
 Email: info@npfvoa.org Web: www.npfvoa.org

NPFVOA VESSEL SAFETY PROGRAM MEMBERSHIP APPLICATION

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

Company Name: _____

Vessel Name: _____

Primary Contact Name & Title: _____

Address: _____

City, State, Zip: _____

Phone: _____

Fax: _____

Email: _____

Web Site: _____

Would you like to receive information & updates via email? Yes No

Would you like us to link to you from our web site? Yes No

Please describe the services your company provides: _____

| Vessel Information | Vessel/Gear Type(s) | Target Fisheries |
|-----------------------------|---------------------|------------------|
| Length (feet): _____ | | |
| Tonnage (GRT): _____ | | |
| _____ | | |

- Vessel (over 79 ft.) \$600 Benefits apply to all current crew members and management company.
- Vessel (60-79 ft.) \$300 Benefits apply to all current crew members and management company.
- Vessel (under 60 ft.) \$125 Benefits apply to all current crew members and management company.
- Associate \$400 Benefits apply to business personnel only; vessel crew ineligible at this level.
(Appropriate for marine support industry, 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.)