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VESSEL SAFETY PROGRAM

RELEASE OF VOLUNTARY SAFETY INITIATIVES AND GOOD MARINE PRACTICES FOR COMMERCIAL FISHING VESSELS

Jack Kemerer, Coast Guard Office of Commercial Vessel Compliance, 11/4/2016

On July 20, 2016, Coast Guard Headquarters Office of Commercial Vessel Compliance (CG-CVC) posted a notice about the Marine Safety Information Bulletin 11-16 to provide clarifying information on stopping the development of an Alternate Safety Compliance Program (ASCP), and instead, starting the development of an Enhanced Oversight Program (EOP).

The Coast Guard announced the release and availability of the "Voluntary Safety Initiatives and Good Marine Practices for Commercial Fishing Vessels." These good marine practices for older fishing vessels replace the ASCP and EOP voluntary safety guidelines.

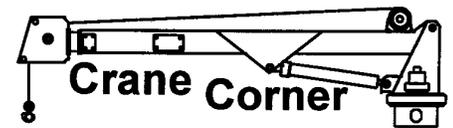
The Coast Guard Authorization Act of 2010 and the Coast Guard and Marine Transportation Act of 2012 ("the Acts") extended the requirement for the classification of fishing vessels from fish processing vessels, to a wider range of Commercial Fishing Vessels (CFVs). Understanding that most existing fishing vessels were not built to classification society rules, the Acts included provisions for the development of an Alternate Safety Compliance Program (ASCP) for such vessels. As defined in the Acts, fishing vessels to which Title 46, United States Code, Section 4502(b) applies, were to comply with an ASCP after January 1, 2020, and its guidelines were to be developed in cooperation with the commercial fishing industry, and prescribed by the Coast Guard by January 1, 2017.

In addition to the requirements of 46 CFR Part 28, and proposed rules published in the Federal Register on June 21, 2016, the ASCP requirement in the Acts would mean that older vessels would be required to meet additional safety measures due to their higher risk. The Coast Guard determined, after discussion with industry and Congress, that even though the Acts required new guidelines for these older vessels, they could not be enforced without the development of new regulations, so the development of ASCP was stopped until those regulations could be developed.

Until such regulations can be developed the Coast Guard will work with the older fleet to address certain risks. With the input of the Commercial Fishing Safety Advisory Committee (CFSAC) and other members of the fishing industry, the Coast Guard developed "Voluntary Safety Initiatives and Good Marine Practices." These were based on an analysis of fishing vessel disasters and crewmember fatalities conducted by the National Institute for Occupational Safety and Health (NIOSH) that clearly identified common hazards across all fleets in the U.S. fishing industry.

We hope that all fishing vessels embrace these good marine practices where possible and reasonable. Coast Guard personnel will discuss these measures with owners/operators during dockside safety examinations and at-sea boardings and inquire if any have been implemented on the vessel.

Although the Voluntary Safety Initiatives and Good Marine Practices were developed as baseline practices for all vessels to adopt, individual fleets can request modification of these measures as some of the practices may not necessarily apply in all types of fisheries and operating situations. *Continued on next page*



Contributed by Arxcis, Inc.

THE CRANE HOOK SAFETY LATCH

It is not uncommon while performing the annual inspection of a pedestal crane to come upon a hook that is missing the safety latch, or the spring or latch is broken. Occasionally, we even find that the latch was taped open or intentionally removed. What is the purpose of this latch other than making it difficult to put slings on the hook or remove them? Consider the following accident: A crane operator was lowering a load into the hold of a fishing boat when the corner of the load got caught on some previously stacked cargo. The crane operator did not have a clear view of the hold deck or landing zone and the load continued to descend after it had become caught. One of the slings on the load became slack and the sling eye slipped out of the crane hook causing the load to fall onto a worker below who was not aware of the descending load. He died of internal injuries to the upper body that were sustained as a result of the accident. What went wrong? The operator was working without a spotter or signal person who may have prevented or at least alerted him to the load getting stuck. The area below the load should have been barricaded to keep unsuspecting workers out of harm's way. And, finally, the safety latch on the hook was missing which would have prevented the sling eyes from coming off the hook when they become slack.

This issue of the *NPFVOA Vessel Safety Program Newsletter* was made possible by a contribution from

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Continued from first page

Fishing organizations representing specific fleets are encouraged to work with the Coast Guard's District Commercial Fishing Vessel Safety Coordinators for their region to determine the measures in the good marine practices that may, or may not, be applicable to their fleet. A fleet-specific safety initiative with good marine practices may also be considered in the future, if found beneficial.

The commercial fishing industry is encouraged to provide feedback through their local Coast Guard dockside fishing vessel examiner or District Commercial Fishing Vessel Safety Coordinators. The Coast Guard appreciates the engagement and participation of industry in this process, and looks forward to continued collaboration as these safety initiatives and good marine practices are refined in order to finalize them by January 2017.

Note: All previous versions of a draft "ASCP" null and void; and this version of Voluntary Safety Initiatives and Good Marine Practices for Commercial Fishing Industry Vessels, dated October 25, 2016, is the current working draft version that should be referenced when providing comments, feedback, or recommendations to the Coast Guard.

USCG—OVERVIEW

Bryant's Maritime Blog, 11/14/2016

The US Coast Guard prepared the USCG Overview to provide the Presidential Transition Team with an introduction to key strategic issues facing the service, as well as mission and resource information.

COAST GUARD CONDUCTS BOARDINGS, RETURNS VESSELS TO PORT FOR SAFETY VIOLATIONS IN HAWAII

Chief Petty Officer Sara Mooers, dvidshub.net, November 2016

The crew of the USCGC Galveston Island (WPB-1349) terminated the voyages of the commercial fishing vessels Azure, Capt. Millions III and Capt. Danny for hazardous safety conditions during boardings off Honolulu Harbor in early November.

Of the 10 total boardings, the crew terminated the voyages of three fishing vessels and issued 39 notices of violation, including two fisheries violations, two potential marine pollution violations and 35 safety violations. Partnering with the Galveston Island during the boardings were two U.S. Fish and Wildlife Service special agents bringing their expansive knowledge and fisheries expertise.

Of the three fishing vessels whose voyages were terminated by the Galveston Island crew, the boarding team found multiple discrepancies, including excessive volatile fuel, multiple five-gallon buckets of oily water, oily water in the bilge, lack of a sound-producing device, lack of a record log book for training and drills as well as inoperable bilge and general alarms. In one case, a non-U.S. citizen was found to be serving as master of a U.S. documented vessel.

"Our role as the boarding team is to ensure compliance with all federal regulations," said lead boarding officer, Lt. J.G. Chelsea Sheehy. "We identified various types of violations and instructed the respective masters to make the necessary corrections in order to ensure the overall safety of the Hawaii-based commercial fishing fleet."

The Galveston Island crew escorted the three fishing vessels to the pier in Honolulu. Coast Guard Sector Honolulu personnel are attending the vessels to ensure all discrepancies are rectified prior to any new voyages.

Mandatory dockside safety exams must be completed for all commercial fishing vessels that operate beyond 3 nautical miles from the territorial sea baseline. These exams are free and any discrepancies found at the dock may not result in fines. Fishing vessels that are required to carry National Marine Fisheries Service observers are required to have a valid decal (not expired). Mariners in Hawaii interested in scheduling commercial fishing vessel safety exams may contact Charlie Medlicott at 808-535-3417 or Charles.J.Medlicott@uscg.mil.

HEED THIS CALL! SAMSUNG GALAXY NOTE 7 SMARTPHONE SAFETY RECALL

USCG Safety Alert, 10/14/2016

This safety alert reminds vessel owners, operators, mariners, cruises ship passengers, and all others employed in the maritime domain of the importance of concerns associated with Samsung Galaxy Note 7 Smartphone. This includes phones recently replaced. According to the Consumer Product Safety Commission (CPSC), as of September 2016 there have been at least 92 reports of batteries overheating, including 26 reports of customer burns and 55 reports of property damage. The primary concern is the phone's Lithium-ion batteries which stores significant energy. During normal use and charging devices have overheated and ruptured. The recalled devices have a 5.7 inch screen and were sold in the following colors; black onyx, blue coral, gold platinum and silver titanium with matching stylus. The word Samsung appears across the top front of the phone with Galaxy Note7 printed on the back.

USCG—VHF CHANNEL CHANGES COMING

Bryant's Maritime Blog, 10/31/2016

The USCG Navigation Center issued a notice stating that the International Telecommunications Union (ITU) has amended the VHF maritime radio channel numbering scheme which will affect 18 channels used in the U.S. New VHF radios will eventually begin using this scheme. Changes to U.S. channel numbers are shown on the USCG NAVCEN U.S. VHF Channels page: <http://www.navcen.uscg.gov/>.

COAST GUARD STILL INVESTIGATING WHAT SANK THE ALASKA JURIS

Laura Kraegel, KUCB, 11/16/2016



It's been four months since the F/V Alaska Juris sank in the Bering Sea, and the U.S. Coast Guard is still trying to figure out why its engine room flooded, forcing 46 crewmembers to abandon ship near Kiska Island.

Lt. Rven Garcia leads the investigations division for Coast Guard Sector Anchorage. He said investi-

gators have scheduled two weeks of public hearings in Seattle to determine why the 220-foot trawler went down.

"Since the sinking, the investigation team has identified witnesses and developed theories as to what caused it," Garcia said. "So the hearing is a kind of public forum to interview those witnesses and fully explore those theories."

Those theories and the names of the witnesses won't be made public until the hearings in December. But Garcia said there's a reason the interviews are happening in Seattle.

"That's where the vessel was home-ported, the owners are home-ported there, and a lot of the crew-members are from Seattle," Garcia said.

If investigators find the flooding was caused by human error or wrongdoing, the Coast Guard can impose fines or take action against mariners' credentials. Because they can't examine the sunken vessel, Garcia said it's hard to predict how much the investigation will reveal.

"That is a challenge for us," Garcia said. "Witness testimonies are going to be really important for this case, so we can get an insight as to what the condition of the boat was and what the overall work climate of the boat was."

Witness hearings will begin on Dec. 5.

OTHER NEWS

NEW DAKOTA CREEK FISHING SHIP WILL BE FIRST IN U.S. SINCE 1989

Jeremiah O'Hagan for Anacortes American, 10/5/2016

Commissioning a new ship costs a bundle.

Ask Helena Park, CEO and founder of Fisherman's Finest in Kirkland.

She has hired Dakota Creek Industries in Anacortes to build a ship unlike one built in the United States in more than 30 years.

Ms. Park, as everyone calls her, came to the U.S. from South Korea as a high school exchange student in 1973. She began working in commercial fishing in 1982. Three and a half decades later, at age 60, she's looking at an \$80 million bill for the building of America's Finest, which will replace both ships in her fleet.

Park's goal is about more than catching fish. She does that already with the vessels she has, and though they are aging, they're in fine shape.

"My vision is much larger than my company," she said.

Park wants to see the U.S. get up to speed in the world of commercial fishing ships — to help the fishing industry and everything tied to it.

"We are 30 years behind the rest of the world," Park said. "I am really trying to change the entire ship-building industry. I've been in this business for 34 years. Thirty-four years of financial discipline have brought me to this place where I am allowed to do this. I want to make a path for others to follow."

Dakota Creek Industries expects to complete the 262-foot ship in fall 2017.

It has a state-of-the-art Norwegian design and is one of only a handful in the world. But the most special thing about it is that it will be a new fishing trawler.

"It's the first (U.S.-constructed vessel) completely designed and built for the purpose of fishing in the North Pacific since 1989," said Liz Stout, who is overseeing the project for shipbuilder Dakota Creek.

That's because the U.S. government took control of the fisheries in the late 1990s. It divided them into shares and gave quotas to licensed commercial fishermen. No additional ships were allowed from then on. If a company commissioned a new ship, it had to get rid of an old one.

The government action came after a dramatic increase in commercial fishing spurred by a federal law passed in 1976 giving the U.S. full control of resources, including fish, within 200 nautical miles of its coastlines.

Sponsored by U.S. Sens. Warren Magnuson of Washington and Ted Stevens of Alaska, it was called the Magnuson-Stevens Fishery Conservation and Management Act of 1976.

Fish in the area became restricted U.S. goods, and an earlier federal law stated that only ships with a U.S. flag could transport U.S. goods in this country's waters. That kept competitors' ships out.

Suddenly, the U.S. had control of its nautical resources but no ships with which to fish.

"In the 1980s, there's a race to build a fleet," said Dennis Moran, president of Fisherman's Finest. But building ships is both expensive and time-consuming, so the "used ship" market was booming. "People would find old (U.S.) boats, retrofit them and run up to catch fish," Moran said.

During this time, only one ship, a freezer trawler named Starbound, was expressly built for fishing. It was also built at Dakota Creek and delivered in 1989, Stout said.

In the 1990s, as commercial fishing ramped up its appetite and techniques, there was also a "confluence of computer power and scientific biological models," Moran said. The result was a lot of successful fishing.

"We didn't have the capacity to overfish until we had the technology to understand and manage fishing," Moran said. It's lucky, he said, that Alaska's rich waters were discovered relatively late. As the dangers of overfishing became apparent, the government stepped in again.

The American Fisheries Act of 1998 slowed the fishing and ended the race for more ships by stopping fleets from expanding.

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OTHER NEWS

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Rather than build costly replacement ships, most commercial fishing companies kept what they had. As a result, the industry's ships — and technology — are aging.

Though Park has kept her ships in good shape, both were built in 1979, and she is looking ahead at a future that is no longer about a race but about sustaining a resource and industry over time.

Much as farmers depend on providers of farm equipment to grow and flourish, fishing and shipbuilding rely on each other to keep their industries afloat. Park has no business without fish, so she wants her entire industry to develop more efficient ways of doing their jobs, such as using more of the catch and reducing unintended by-catch.

By installing a high-tech processor on board American's Finest, Park is hoping to turn what is now waste (about 30 percent of the catch) into revenue. The processor "takes that 30 percent and grinds it into fishmeal," Moran said.

The fishmeal, which comes out of the processor as a dry powder, is pressed into pellets and sold as feed for farmed fish. Other efficiencies will be gained, too. Right now, each ship in Park's fleet runs two diesel engines. America's Finest will run one four-stroke diesel, made in Germany.

"We're reducing our carbon footprint by 80 percent," Moran said. "We can get to carbon neutral by planting a few trees."

"I am a steward of public resources," Park said. "I have a moral obligation to reinvest."

She wants to "turn fish into ships," which creates jobs in other industries — steel manufacturing, electrical engineering and shipyards. Not least of all, Dakota Creek.

She hopes to "leave behind a shipyard that's healthy and ready to produce more ships."

In the 30-plus years since it built its last fishing vessel, Dakota Creek has built plenty of other ships. In the past decades, shipbuilding has gone "from handshakes to contracts," Stout said.

The shipyard has progressed and evolved with the specifications of the ships it is building, and it is poised to move forward once again.

"Like most industries, this one cycles," Stout said. "From fishing to offshore to research vessels. Now, the cycle seems to be taking a turn again. We hope this will be the first of many (fishing ships) to come."

FUEL SAFE

CONTAINMENT

Department of Ecology, November, 2016

While spill prevention is the primary goal, there are occasions when things go wrong and a fuel spill occurs. The first line of defense in a fuel spill is containment on the vessel. This onboard containment can be accomplished through many different strategies including:

- Containment bins or cofferdams under tank vents and fills. If your vessel is equipped with these, ensure they are tightly plugged.
- Vent bags on all fuel tank vents. If there is no fixed containment on your vessel, these are preferable to buckets because they will hold more product and aren't prone to tipping over. A five gallon bucket can still be used if that is the only thing available.
- Plugging Scuppers or Freeing Ports. While this can be difficult on many vessels, it does help keep liquids on deck. Absorbent materials like pads or sausage boom can be stuffed into openings to stop any flow overboard.
- Assign crew members to vent watch and hose watch duties. Keep in good contact with the delivering Person in Charge (PIC) and advise them when topping off or changing tanks. Empower everyone on board to stop the fuel transfer if any problem is detected. A quick shutdown will help keep a spill small.
- Have absorbent pads and rags readily available to immediately clean up and contain any small spills.



OSHA PROPOSES RULE TO IMPROVE PROVISIONS IN ITS STANDARDS

OSHA Trade Release, 10/4/2016

As part of an ongoing effort to revise provisions in its standards that may be confusing, outdated or unnecessary, the Occupational Safety and Health Administration is proposing 18 changes to the agency’s recordkeeping, general industry, maritime and construction standards.

“The changes we propose will modernize OSHA standards, help employers better understand their responsibilities, increase compliance and reduce compliance costs,” said Assistant Secretary of Labor for Occupational Safety and Health Dr. David Michaels. “Most importantly, these revisions will improve the safety and health protections afforded to workers across all industries.”

Individuals may submit comments electronically via the Federal eRule-making Portal at www.regulations.gov. Comments also may be submitted by facsimile or mail. See the Federal Register notice for details. Comments must be submitted by Dec. 5, 2016.

OSHA RELEASES UPDATED RECOMMENDED PRACTICES TO ENCOURAGE WORKPLACE SAFETY AND HEALTH PROGRAMS

OSHA Trade Release, 10/18/2016

The Occupational Safety and Health Administration released a set of Recommended Practices for Safety and Health Programs to help employers establish a methodical approach to improving safety and health in their workplaces.

The recommendations update OSHA’s 1989 guidelines to reflect changes in the economy, workplaces, and evolving safety and health issues. The recommendations feature a new, easier-to-use format and should be particularly helpful to small and medium sized businesses. Also new is a section on multi-employer workplaces and a greater emphasis on continuous improvement. Supporting tools and resources are included.

The programs are not prescriptive; they are built around a core set of business processes that can be implemented to suit a particular workplace in any industry. OSHA has seen them successfully implemented in manufacturing, construction, health care, technology, retail, services, higher education, and government.

Key principles include: leadership from the top to send a message that safety and health is critical to the business operations; worker participation in finding solutions; and a systematic approach to find and fix hazards.

“Since OSHA’s original guidelines were published more than 25 years ago, employers and employees have gained a lot of experience in how to use safety and health programs to systematically prevent injuries and illnesses in the workplace,” said Assistant Secretary of Labor for Occupational Safety and Health Dr. David Michaels. “We know that working together to implement these programs will help prevent injuries and illnesses, and also make businesses more sustainable.”

The OSHA recommendations include seven core elements for a safety and health program: management leadership; worker participation; hazard identification and assessment; hazard prevention and control; education and training; program evaluation and improvement; and communication and coordination for host employers, contractors and staffing agencies. Dr. Michaels released the new document at the National Safety Council Congress in Anaheim, Calif. In his remarks, he asked business groups and safety and health professionals to help spread the word through a campaign that encourages creation of a safety and health program using OSHA or other program recommendations that may be more appropriate to their businesses. The recommendations 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.



HEADING IN THE RIGHT DIRECTION: SAFETY IN THE ALASKAN HALIBUT/SABLEFISH FLEET

By KC Elliott, Samantha Case, and Laura Syron of NIOSH, Western States Division, Anchorage Office, November 2016

For the twenty-year review of the Pacific Halibut and Sablefish Individual Fishing Quota (IFQ) Management Program, NIOSH was asked to provide a current assessment of work-related deaths and vessel disasters within the halibut/sablefish fleet to determine if the IFQ program accomplished its goal of improving safety. The IFQ Program was expected to improve safety by lengthening fishing seasons, eliminating congestion on fishing grounds, and reducing the tendency to overload vessels, thereby allowing vessel operators to make determinations on whether to fish based on weather, sea, and crew conditions instead of competing in a short derby opening.

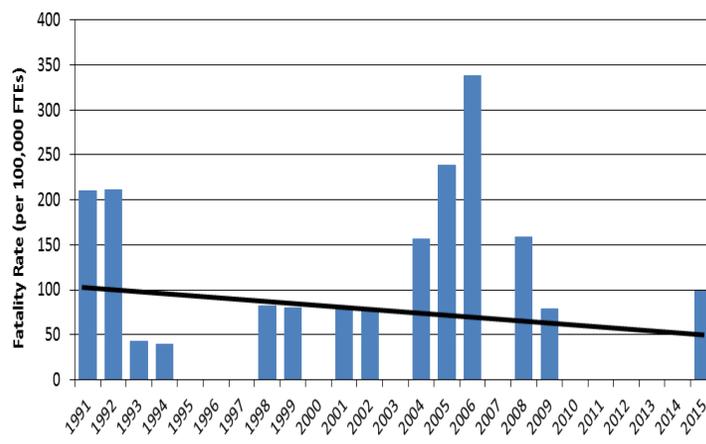


Figure 1 – Fatality rates and trend in the Alaskan halibut/sablefish fleet, 1991*–2015

* The earliest year for which data on fatalities are available is 1991.

During 1991–2015, 32 fatalities occurred in the halibut/sablefish fleet, with an average of four deaths per year during 1991–1994 (pre-IFQs) and one death per year during 1995–2015 (post-IFQs). While the annual average number of fatalities decreased over time, that comparison does not take into account the consolidation of the fleet. Instead, fatality rates like those in Figure 1 are estimates of risk (expressed as the number of fatalities per 100,000 full-time equivalent workers [FTEs]) that adjust for the number of vessels, workers, and days at sea each year. By using an estimate of risk instead of the number of fatalities per year, the risk each year can be compared even though the size of the fleet changed considerably during this time period.

In previous evaluations of safety trends during several years immediately following IFQ implementation (1995–2000), significant declines in rates of fatalities and search and rescue missions were found. However, now looking at a longer time period post IFQ implementation, the fatality rates in some years were the same or even higher than the pre-IFQ years. Because of these fluctuations, there was no statistically significant decline in the fatality rate in the halibut/sablefish fleet for the entire time period 1991–2015. Unfortunately, fatality data for the halibut/sablefish fleet from the 1980s do not exist. If rates of fatalities were known for the 1980s and were high, then the trend might be stronger. With only four years of pre-IFQ observations and 21 years of post-IFQ observations, the timeline is imbalanced.

Nevertheless, IFQs allow fishermen the time and ability to make safer choices, and there has likely been some decrease in hazards as a result of IFQs. Any time a vessel waited for severe weather to pass or crews got some extra rest instead of heading out to sea, the IFQ program could have contributed to preventing a vessel disaster or other incident. However, the continued incidence of fatalities and vessel disasters during the 2000s indicate that while the IFQ program influenced safety in some ways, *Continued next column*

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other factors may be responsible for the persistent hazards observed in the fleet.

Attention should be given to such hazards, particularly vessel disasters and falls overboard, to prevent further deaths among halibut and sablefish fishermen. In 2001–2015, 46% of all deaths were from vessel disasters, and severe weather contributed to all incidents. Vessels should be well-maintained and kept watertight. Fishing or transiting in severe weather should be avoided. Crewmembers should take a marine safety class and participate in monthly emergency drills. To prevent deaths from falls overboard, (27% of deaths during 2001-2015), crewmembers should wear a personal flotation device (PFD) any time while on deck, regardless of work task or weather conditions. If someone fishes alone, a plan should be in place to re-board their vessel unassisted after a fall.

Ultimately, the safety of the fleet is headed in the right direction, and IFQs have helped, but hazards still exist. We encourage fishermen to consider the recommendations in this report and make adjustments where needed to reduce hazards and prevent injuries.

For full NIOSH report, see:

Case, S., Lucas, D., Syron, L. (2016). Assessment of Occupational Hazards in the Alaskan Halibut/Sablefish Fleet. In M. Szymkowiak, *Twenty-Year Review of the Pacific Halibut and Sablefish Individual Fishing Quota Management Program* (pp.429-436). Anchorage, AK: North Pacific Fishery Management Council. Available from: <http://www.npfmc.org/halibutsablefish-ifq-program/>

For more information about the assessment and commercial fishing safety, contact the NIOSH Commercial Fishing Safety Research Program, dluca@cdc.gov or visit our website: <http://www.cdc.gov/niosh/topics/fishing>.

OTHER NEWS

SAFETY GUIDE PUBLISHED FOR NEW FISHING BOAT CREWS

TheFishSite News Desk, 11/1/2016

Sunderland Marine, one of the world's leading insurers to the fishing industry, has published a new safety guide aimed primarily at young people joining fishing vessels for the first time.

Called *Safe Out, Safe Home: A Safety Guide for New Fishing Crew*, the new graphic-novel-style guide is designed to give them a quick introduction to the safety training and familiarization they should receive on board – as well as to prompt skippers to provide this.

According to Alvin Forster, loss prevention executive at Sunderland Marine's parent North Group, "following a review of worldwide fishing vessel claims, it was apparent that many of the incidents were due to failures in safety management on board."

Safe Out, Safe Home is therefore designed to work on two levels. For new joiners, it aims to introduce the hazards on a fishing vessel and the safety questions they need to ask the skipper and other crew members. For skippers and 'old hands' it aims to serve as a reminder that new joiners need to receive proper safety training and familiarization as soon as they come on board.

"Fishing boats are exciting and rewarding places to work, but newcomers should know that working at sea is very different to working on land," says Mr. Forster.

"It is a constantly moving and changing place, where the unexpected often happens. It is also isolated, with only the crew members to keep each other safe, meaning that teamwork is essential. We hope this guide will help new joiners play their full part – as much for their own safety as for the safety of the rest of the crew – as well as prompting skippers to take responsibility for advising their crew on the risks and how they should prepare for them."

OTHER NEWS

SEATTLE COMPANY DEBUTS HIGH-TECH, SUSTAINABLE FISHING VESSEL

Kara Kostanich, Komo 4 News, 9/7/2106



Blue North sustainable fishing vessel from Blue North Fisheries includes new safety features for crew and unique harvesting techniques.

A new commercial fishing vessel, built in Washington, is charting new territory for sustainability and crew safety.

The F/V Blue North is a 191 foot freezer longliner owned by Seattle based Blue North Fisheries. The vessel was designed in Norway and built by Dakota Creek Industries in Anacortes.

"I'm kind of pinching myself – we are finally here – we've got it," said Patrick Burns who is the co-founder of Blue North. "It's a state of the art vessel."

"This vessel is a game changer – it's the greenest, most sustainable and highest tech commercial fishing vessel that's ever been built in the United States and possibly the world," said Kenny Down, President and CEO of Blue North Fisheries.

There is no other vessel like it in the Alaska hook and line cod fishery.

"We see the rest of the industry all moving in this direction," said Down. "It's the first for modernization of the North Pacific fishing fleet."

In addition to the boat's state-of-the-art quarters and endless innovations, fisherman will work safely under the deck hauling in the vessel's long-lines.

"The moon pool is the internal hauling station and is a complete game changer for the fisheries in the North Pacific because the line actually comes up through the bottom of the vessel," said Down.

The cod are pulled from the moon pool in the center of the vessel then stunned in order to reduce stress. The technique is called humane harvest. It's a process that eliminates pain and stress so the fish does not release hormones or Adrenalin.

"For the consumer it's a much higher quality product," said Down.

Down says that means the fish has better texture, less drip loss when it's thawed, better flavor and is much more nutritious.

"They have raised the bar for the standard of quality and practice that we have here in the United States," said Jessica Redmayne who is with Sea Fare, a consulting firm with more than 35 years' experience in the seafood industry. "What they are doing is taking something great and saying we can do even better."

Blue North Fisheries is casting safety and sustainability in a brand new direction for commercial fishing in the North Pacific and nationwide.

"We are really on the cusp of a lot of people in the industry picking up these type of practices and that's our hope that others in the industry will follow," said Down.



NOVEMBER 2016–JUNE 2017 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

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

Nov. 14-18, Nov. 28-Dec. 2, Jan. 9-13, Feb. 6-10, Mar. 6-10, Apr. 3-7,
May 8-12, Jun. 5-9

STCW BASIC TRAINING REFRESHER

\$700 MEMBERS / \$750 NON-MEMBERS

Nov. 14/16/18, Nov. 28/Nov. 30/ Dec. 1, Jan. 10/11/12, Feb. 7/8/9,
Mar. 6/8/10, Apr. 4/5/7, May 8/10/11, Jun. 6/7/9

MEDICAL EMERGENCIES AT SEA

\$110 MEMBERS / \$135 NON-MEMBERS

Nov. 14, Nov. 28, Dec. 15, Jan. 11, Feb. 8, Mar. 6, Apr. 7, May 8, Jun. 9

2-DAY BASIC FIRE FIGHTING

\$575 MEMBERS / \$600 NON-MEMBERS

Nov. 15-16, Nov. 29-30, Jan. 9-10, Feb. 6-7, Mar. 9-10, Apr. 3-4, May 9-10,
Jun. 5-6

DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS

Nov. 10, Dec. 12, Jan. 5, Jan. 16, Feb. 13, Mar. 22, Apr. 11, May 15,
Jun. 21

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS

Nov. 2-4, Dec. 7-9, Jan. 18-20, Feb. 15-17, Mar. 15-17, Apr. 19-21,
May 17-19, Jun. 14-16

SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

Nov. 4, Dec. 9, Jan. 20, Feb. 17, Mar. 17, Apr. 21, May 19, Jun. 16

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$210 MEMBERS / \$240 NON-MEMBERS

May 26

STCW MEDICAL CARE PROVIDER

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

Dec. 5-8, Jan. 3-6

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

Nov. 28-30, Dec. 19-21, Jan. 23-25, Feb. 27-Mar. 1, Mar. 27-29, Apr. 24-26,
May 22-24, Jun. 26-28

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

Nov. 8, Dec. 14, Jan. 17, Feb. 23, Mar. 14, Apr. 13, May 16, Jun. 13

PLEASE CALL US TO SCHEDULE THE FOLLOWING CLASSES:

8-HOUR SHIPBOARD DAMAGE CONTROL

\$300 MEMBERS / \$315 NON-MEMBERS

NAVIGATION: COLLISION AVOIDANCE

\$150 MEMBERS / \$200 NON-MEMBERS

HACCP

\$650 MEMBERS / \$650 NON-MEMBERS

SAFETY BITES & MEMBER NEWS

NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

Associates:

- Overboard Solutions, LLC

Individuals:

- Jake Anderson
- John Munroe

THANK YOU!

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

- Coastal Alaska Premier Seafoods—Immersion Suits
- Glacier Fish Co.—Immersion Suits
- Marine Safety Services—Immersion Suits
- Clipper Seafoods Ltd.—Monetary Donation

EPA SEEKS INPUT ON PRELIMINARY DECISION RE: SEWAGE PUMP-OUT FACILITIES FOR PUGET SOUND VESSELS

EPA Media Advisory, 11/7/2016

The U.S. Environmental Protection Agency has issued a preliminary affirmative decision that adequate sewage pump-out facilities are available for recreational and commercial vessels to support the Washington Department of Ecology's proposed "No-Discharge Zone" for Puget Sound.

Ecology has proposed to establish a "No-Discharge Zone" for Puget Sound which would prohibit the discharge of vessel sewage—both treated and untreated—into Puget Sound waters. Ecology's petition concluded that there is sufficient need for establishing a No-Discharge Zone to protect water quality and the related ecological, economic, and recreational benefits provided by Puget Sound.

Under Section 312(f)(3) of the Clean Water Act, EPA's role in the No-Discharge Zone process is to determine whether adequate pump-out facilities for recreational and commercial vessels are reasonably available. EPA is seeking comments from the public, tribes, and industry stakeholders on its preliminary affirmative decision. The decision was based on information that the Department of Ecology included in its petition package and a supplemental submission.

EPA's preliminary determination was published in the Federal Register on November 7, and is available for review at the link below. EPA is providing a 30-day comment period on the availability of pump-out facilities, with comments due by December 7, 2016.

Those interested in commenting on EPA's preliminary determination are asked to visit the Federal eRulemaking Portal: www.regulations.gov and follow the instructions for submitting comments. Once submitted, comments can't be edited or withdrawn.

NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD – EXECUTIVE DIRECTOR

REBECCA HANRATTY – PROGRAM COORDINATOR

BRIE VENNARD – PROGRAM ASSISTANT

info@npfvoa.org

www.npfvoa.org

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

This newsletter is published quarterly by the North Pacific Fishing Vessel Owners' Association (NPFVOA) Vessel Safety Program and is free to members. To receive a subscription, please consider joining NPFVOA by completing the membership form on the back page and mailing it to NPFVOA with the appropriate fee. Memberships are annual, and all contributions are tax deductible. NPFVOA is a 501(c)(3) non-profit association.

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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 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
- OSHA MARINE 10-HOUR
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- OSHA COMPLIANCE AT THE DOCK OR SHIPYARD
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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	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.)