

**AN IMPORTANT SAFETY REMINDER
EPIRBs AID RESCUE OF HUNDREDS PER YEAR
NPFVOA NOW OFFERING HEALTH INSURANCE**

**STABILITY MONITORING IS ESSENTIAL
CHANGES PROPOSED TO DAMAGE THRESHOLD
WHAT WOULD IT COST TO REPLACE AGING FLEET?**



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Winter 2017

VESSEL SAFETY PROGRAM

USCG – GOOD MARINE PRACTICES FOR COMMERCIAL FISHING VESSELS

Bryant's Maritime Blog, 1/10/2017

The US Coast Guard issued a bulletin announcing release of the *Voluntary Safety Initiatives and Good Marine Practices for Commercial Fishing Vessels (CFVs)*. The safety measures and practices should be focused primarily toward fishing vessels 50 feet or greater in length, operating beyond three nautical miles from shore, and that are more than 25 years of age. However, the practices should be considered for all commercial fishing vessels where reasonable and practicable.

The *Voluntary Safety Initiatives and Good Marine Practices for Commercial Fishing Vessels* can be found at: <http://mariners.coastguard.dodlive.mil/2017/01/09/completed-voluntary-safety-initiatives-good-marine-practices-commercial-fishing-vessels/>.

SAFE BET

Jessica Hathaway, National Fisherman, 1/31/2017

In December 2016, Canada's Transportation Safety Board suggested a federal mandate for fishermen to wear life vests at all times on deck. Touting the success of seatbelt laws, the head of the board, Kathy Fox, noted that "many people, if not all, would probably say even if there wasn't a regulation they would still wear" a seatbelt.

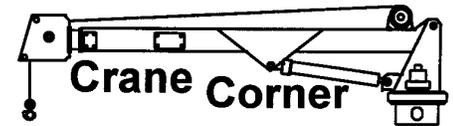
The recommendation was released with a detailed report into the sinking of the dragger Caledonian on September 5th, 2015, killing three of the four crew.

"Habits have to change," Fox said, adding, "You never know when you could end up in the water."

It's true that fishermen would improve survival rates by wearing a low-profile PFD on deck. But how would you go about regulating such a mandate? Police can patrol drivers and passengers at a glance from their own vehicles. It's much more difficult to patrol at sea. Without successful enforcement, mandates aren't an effective or efficient means of change. And creating more regulations – even with the best intentions – often serves to fortify barriers of communication between fishermen, regulators, and enforcement. No new rules should be created without first asking, "How else might we resolve this problem?"

Rather than using the stroke of the pen to mandate the use of PFDs on fishing decks, the NIOSH Alaska office has been working onboard with fishermen for many years, putting pen to paper with surveys that have led to vast improvements to on-deck PFD designs.

NIOSH exemplifies working with fishermen to bridge the cultural (and practical) gap, making the adoption of safety gear a win for everyone. Thanks to their work and input from hundreds of fishermen, the industry now has gear that will work for the job, rather than the job having to work around the gear.



Contributed by Arxcis, Inc.

STATIC VS DYNAMIC LOADING

The word static generally means "at rest" where dynamic means "in motion." So, a static load would be the characteristics of the load before it is lifted, such as its weight, physical dimensions, center of gravity, and the location of the pick points. But, once the load is lifted and put into motion it becomes a dynamic load. A good way to illustrate this would be to take a fish scale and weigh your backpack. Let's say the arrow on the scale reads 10 lbs. Now slowly move the backpack up and down and watch the arrow. It also is moving up and down. It could weigh less while you are lowering it and more when you stop it and begin to raise it. It's not a big difference, maybe a pound. Now, if you were to lower it quickly and abruptly raise it the difference could be huge, possibly even doubling or tripling what the scale showed when the pack was at rest. Now apply this to a crane. If you are lifting a 3,000 lb load and you lower the boom quickly and then stop, it will significantly increase what the crane sees even if it is just for a fraction of a second. This is called "shock loading" the crane, which is an undesirable condition and could have dire consequences to many of the components that make up the crane's structure. To prevent this, always lift and swing loads smoothly.

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

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THE BEST LAID PLANS FOR SAFETY ARE ONLY AS GOOD AS THEIR IMPLEMENTATION!

USCG Safety Alert, 1/3/2017

Recently, while a bulk carrier was at anchor off the coast of Texas, a crewmember that could not swim was put over the rail in a Bosun's Chair to paint the vessel's mid-ship draft marks and load lines. Unfortunately, when his shipmates on deck commenced to haul him up, the Bosun's Chair line parted and he fell into the water. He survived the fall and attempted to swim towards a life ring that had been thrown to him, but he ultimately submerged and was lost. Other crewmembers attempted to launch a rescue craft, but it failed to operate.

Putting a crewmember over the rail to paint while a vessel is at anchor is a typical shipboard operation, and this instance is a classic example of where following SMS (Safety Management Systems) procedures could have prevented a death or injury. Investigators found that the Captain and Chief Mate had met and developed a suitable work plan. This information was later communicated from the Chief Mate to the crewmembers involved. The plan had several important elements, including inspecting the Bosun's Chair and manila rope rigging and requiring that the crewmember going over the rail wear a personal flotation device (PFD) and use a safety harness and lifeline; however, the plan was not implemented. Crewmembers failed to adequately check the strength of the Bosun's Chair line, instead simply pulling on it. Also, the deceased crewmember was not wearing a PFD, and, even though he wore a safety harness along with a lifeline, the lifeline went untended and was not tied off to the vessel. The vessel's Bosun was not present, and it remains unknown as to who was supervising the operation. Finally, months before this tragedy, the Chief Mate had placed a requisition request for new manila line and for PFD work vests that were designed to be worn with the vessel's safety harness; however, the request went unfilled.

As a result of this casualty, the Coast Guard **strongly reminds** vessel owners and/or operators and all personnel onboard vessels everywhere to do the following:

- Properly use safety equipment.
- Ensure adequate supervision of work teams.
- Develop workplace mindsets that properly develop and execute plans, including those for worst case scenarios.
- Implement barriers to prevent such scenarios.
- Fully implement and adhere to Safety Management System requirements.

This safety alert is provided for informational purposes only and does not relieve any domestic or international safety, operational, or material requirements. Developed by the Investigations Division of the Coast Guard Marine Safety Unit Port Arthur and the Office of Investigations and Casualty Analysis. Questions or comments may be sent to HQS-PF-flr-CG-INV@uscg.mil.

USCG – EXTENSION OF MMC EXPIRATION DATES

Bryant's Maritime Blog, 12/28/2016

The US Coast Guard issued a notice to US merchant mariners stating that due to a greater-than-usual volume of mariner credential applications being received, the Coast Guard National Maritime Center (NMC) may be unable to process all Merchant Mariner Credential (MMC) applications prior to the expiration of current documents. In an effort to address this issue, the Coast Guard is exercising its authority under 46 USC § 7507, and is granting an extension of national endorsements for any mariner whose MMC expires on or after December 1, 2016. This extension is effective immediately and will be valid until September 30, 2017.

FCC – MARITIME RADIO EQUIPMENT

Bryant's Maritime Blog, 12/15/2016

The Federal Communications Commission (FCC) promulgated a final rule regarding technologies used to locate and rescue distressed ships and individuals in distress at sea or on land to provide better and more accurate data to rescue personnel. The rule also addresses issues regarding radar equipment, the use of portable marine VHF transmitters by persons on shore, permitting VHF digital small message service (VDSMS), and allowing assignment and transfer of control of ship station licenses. The rule entered into effect on 17 January 2017. 81 Fed. Reg. 90739.

FIVE RESCUED AFTER FISHING BOAT SINKS OFF COLUMBIA RIVER

KOMO News, 1/7/2017

Five people were pulled from the water near the entrance to the Columbia River after their fishing boat sank.

The Coast Guard says it got mayday calls at 4:31 from the Star King, a 55-foot trawler based in Astoria, Oregon. The boat was taking on water, then suddenly capsized.

The crewmembers had on survival suits. Another fishing boat, the Sea Ballad, pulled the five from the water. A Coast Guard boat later got the men and took them to Ilwaco. The men didn't need medical attention.

"The quick, selfless actions taken by the crew of the good Samaritan crab vessel Sea Ballad and the fact that the Star King's crew put on survival suits saved five lives today," said Chief Petty Officer Justin Urbano, command duty officer, Sector Columbia River, in a news release. "The Coast Guard had a quick response, but these fishermen were out of the water before we arrived on scene."

The Coast Guard said the sunken boat "is not blocking navigation, but is a hazard to navigation and all mariners need to be on the lookout" in the area.

The Star King had 300 gallons of fuel onboard when it sank. Personnel from Sector Columbia River Incident Management Division have been notified and will oversee the cleanup of the pollution threat.

US TO FOLLOW IMO RECOMMENDATION FOR DELAYED ENFORCEMENT ACTIONS RESULTING FROM THE NEW CREDENTIALING STANDARDS

MITAGS-PMI Newsletter, 1/6/2017

The US Coast Guard Marine Inspectors will review the STCW endorsements issued to mariners employed on U.S. Flag vessels. If a mariner's Merchant Mariner Credential (MMC) has a limitation (that was put in place as part of the transitional provisions) and the mariner cannot provide evidence that they have completed the required training and submitted an application to the National Maritime Center for the appropriate STCW endorsement, a deficiency will be issued to the vessel. However, no control action will be placed on the vessel and the mariner will be allowed to continue to be engaged on the vessel until July 1, 2017.

Above is just an extract from this important announcement from the USCG. Please follow this link to read the entire bulletin: <http://mariners.coastguard.dodlive.mil/2017/01/05/us-will-follow-imo-recommendation-for-enforcement-of-stcw-2010-amendments-transitional-provisions/>.



COAST GUARD WANTS TO RAISE MARINE CASUALTY DAMAGE THRESHOLD

Dale K. DuPont, 1/21/2017

The Coast Guard wants to increase the damage threshold that triggers a marine casualty report from \$25,000 to \$72,000, a move designed to reduce both operators' and investigators' expenses.

The agency also suggests raising to \$200,000 from \$100,000 the serious marine incident (SMI) reporting requirement for accidents that require mandatory drug and alcohol testing.

The regulations setting the dollar limits date to the 1980s and have not been updated, the Coast Guard said in its proposal. Because the amounts have not kept pace with inflation, "relatively minor casualties must be reported," which the agency said was never its intent.

The Coast Guard recently updated Navigation and Inspection Circular (NVIC) 01-15, which covers marine casualty reporting, including form 2692. Operators have complained there's confusion about when to submit a report and concern about the threat of a fine if they don't submit one and the Coast Guard later decides they should have.

The new guideline cleared up several important issues but not the dollar damage amount.

The proposed changes would benefit the industry and the Coast Guard so both "would be able to focus efforts on higher consequence incidents," the agency said. They estimate the rule would save the industry and federal government about \$6.8 million over 10 years.

They expect 316 fewer reports annually, for example, because "of the 5,967 marine casualty reports, approximately 5.3 percent" were for an incident only involving minor property damage.

Comments may be submitted online (Docket No. USCG-2016-0748) through March 24.

Read the full proposal in the *Federal Register* at <https://www.federalregister.gov/documents/2017/01/23/2017-01323/marine-casualty-reporting-property-damage-thresholds>.

2017 RANDOM DRUG TEST RATE

The US Coast Guard published in the Federal Register on February 3rd an announcement that the minimum random drug testing rate for crewmembers employed aboard inspected and uninspected (where applicable) vessels for the calendar year 2017 will be 25%. This rate may be increased if analysis of the data submitted by marine employers in their annual MIS reports (due March 15) indicates a positive testing rate greater than 1% (or a qualitative deficiency of reported data).

EASTERN SHIPBUILDING DELIVERS FIRST US-FLAGGED FREEZER PROCESSOR FACTORY TRAWLER ARAHO

Portnews.ru, 2/6/2017

Eastern Shipbuilding Group, Inc. on January 28, 2017 delivered the DNV-classed factory processor fishing trawler F/T ARAHO (Hull 175) to the O'Hara Corporation of Rockland, Maine. She is the first US flag freezer processor factory trawler constructed in over 25 years. The F/T ARAHO will be in service in the waters of Alaska, the shipbuilder said in a press release.

The O'Hara family and Eastern Shipbuilding are no strangers to each other. The F/T ARAHO is the sixth fishing vessel Eastern has built for the O'Hara family over the last twenty years. This factory processor fishing trawler is far more sophisticated than the prior five vessels. The O'Hara and D'Isernia families go back to the early 1990s with the F/T ENTERPRISE, a catcher processor conversion delivered in 1996. Between the years 2002-2005 four additional fishing vessels were delivered.

The O'Hara family has been in the maritime industry for over a century.

EPIRBs CONTRIBUTED TO OVER 300 RESCUES IN 2016

Maritime Executive, 1/20/2017

The National Oceanic and Atmospheric Association (NOAA) reported that the COSPAS-SARSAT system contributed to more than 300 successful rescues in America last year.

COSPAS-SARSAT is the international satellite system that receives EPIRB distress signals. An activated EPIRB sends a distress message to the satellite constellation, which forwards it to the authorities via a ground station. On modern transmitters the message is encoded with a registration number and the GPS latitude and longitude of the sender.

In the US, EPIRB distress signals go to NOAA's SARSAT Mission Control Center in Suitland, Maryland. Signals on land are forwarded to the Air Force, and typically passed on to local authorities. Signals at sea or on the water are forwarded to the Coast Guard.

In 2016, the system assisted in 205 waterborne rescues, 79 rescues on shore and an additional 23 rescues resulting from an aviation incident. The biggest EPIRB-assisted rescue of the year was the response to the sinking of the *Alaska Juris*. First responders saved 46 fishermen from the *Juris* – the largest SAR success story in the history of NOAA's COSPAS-SARSAT operations.

Other highlights of 2016 included the rescue of two South Carolina Air National Guard F-16 pilots who ejected from their aircraft after a mid-air explosion. Their seats were equipped with EPIRB units that activated automatically. Both pilots were recovered uninjured.

"On any given day, at any given time, NOAA satellites can play a direct role in saving lives," said Chris O'Connors, NOAA SARSAT program manager. "These rescues underscore SARSAT's true value." Since the program's inception in 1982, COSPAS-SARSAT has been credited with supporting more than 41,000 rescues worldwide, including more than 8,000 in the United States and its surrounding waters. NOAA's EPIRB registry includes over 500,000 entries for beacons used by private citizens, merchant vessels, personal watercraft, commercial airplanes, military units and other users.

FISHING COMPANY OF ALASKA IS SOLD, ENDING A TURBULENT RUN IN THE NORTH PACIFIC HARVESTS

Seattle Times, 1/23/2017

Renton-based Fishing Company of Alaska has sold its three factory trawlers and catch quotas to two other seafood companies, a move that will end more than three decades of its operations in the North Pacific seafood industry. The sales agreement to Ocean Peace and O'Hara Corporation was announced by a Fishing Company of Alaska executive. A sale price was not disclosed.

FUEL SAFE

BOOMING OIL TRANSFERS

Dept. of Ecology, January 2017

Ecology has determined that high-rate oil transfers (above 500 gallons per minute) present a risk of a sizeable oil spill. To address this risk, regulations in Washington State (Chapter 173-180 WAC) require that high-rate over-water oil transfers are pre-boomed when it is safe and effective to do so. These pre-booming requirements must be met by the fuel supplier and apply to both shoreside fueling facilities and bunker barges when delivering fuel.

Pre-booming is a good first line of defense in case of a spill even for oil transfers that are not specifically required to be pre-boomed. Among its many benefits, pre-booming can:

- Prevent or reduce environmental damage.
- Speed cleanup efforts.
- Reduce cleanup cost.
- Reduce economic impacts on the community where a spill occurs.
- Reduce resource damage assessment fines and other penalties.



OSHA'S FINAL RULE CLARIFYING THE ONGOING OBLIGATION TO MAKE AND MAINTAIN ACCURATE RECORDS OF WORK-RELATED INJURIES AND ILLNESSES

Dept. of Labor Trade Release, 12/16/2016

The Occupational Safety and Health Administration issued a final rule that clarifies an employer's continuing obligation to make and maintain an accurate record of each recordable injury and illness. The final rule became effective Jan. 18, 2017.

OSHA's longstanding position has been that an employer's duty to record an injury or illness continues for the full five-year record-retention period, and this position has been upheld by the Occupational Safety and Health Review Commission in cases dating back to 1993. In 2012, the D.C. Circuit issued a decision in *AKM LLC v. Secretary of Labor (Volks)* reversing the Commission and rejecting OSHA's position on the continuing nature of its prior recordkeeping regulations.

The new final rule more clearly states employers' obligations. "This rule simply returns us to the standard practice of the last 40 years," said Assistant Secretary of Labor for Occupational Safety and Health Dr. David Michaels. "It is important to keep in mind that accurate records are not just paperwork; they have a valuable and potentially life-saving purpose."

The amendments in the final rule add no new compliance obligations and do not require employers to make records of any injuries or illnesses for which records are not already required.

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.

US DEPARTMENT OF LABOR RENEWS MACOSH

US Dept. of Labor Trade Release, 1/19/2017

Secretary of Labor Thomas E. Perez renewed the charter of the Maritime Advisory Committee for Occupational Safety and Health. The Federal Advisory Committee Act requires that all advisory committees renew their charters every two years.

MACOSH, established by the US Department of Labor in 1995, advises the secretary of labor, through the assistant secretary of labor for occupational safety and health, on working conditions in the maritime industry, including safety and health standards, injury and illness prevention, training and outreach initiatives, and enforcement initiatives to improve the safety and health of maritime workers. The maritime industry includes shipyard employment, longshoring, marine terminal, and other related industries, such as commercial fishing and shipbreaking.

MACOSH consists of 15 members representing workers, employers, and government safety and health agencies. Committee meetings are open to the public.

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 ARE REMINDED TO POST INJURY AND ILLNESS SUMMARIES NOW THROUGH APRIL

OSHA QuickTakes, 2/1/2017

OSHA reminds employers of their obligation to post a copy of OSHA's Form 300A, which summarizes job-related injuries and illnesses logged during 2016. The summary must be displayed in a common area where notices to employees are usually posted each year between February 1st and April 30th. Businesses with 10 or fewer employees and those in certain low-hazard industries are exempt from OSHA recordkeeping and posting requirements. Visit OSHA's Recordkeeping Rule webpage for more information on recordkeeping requirements.



NIOSH WORKING TO EXPAND FISHING SAFETY RESEARCH TO INCLUDE NONFATAL INJURIES

Laura Syron and KC Elliott, NIOSH, January 2017

Nonfatal injuries can result in lost work time, reduced wages, and large medical expenses, as well as permanent disability and lowered quality of life. In the past, NIOSH has focused mostly on preventing fatalities in the US commercial fishing industry. This fatality prevention research has led to identifying high-risk fleets and developing recommendations and interventions for reducing critical hazards. Now though, NIOSH research is expanding to study and prevent nonfatal injuries.

To address the risk of nonfatal injuries, NIOSH has begun to expand data collection efforts to include nonfatal injuries in the Alaskan commercial fishing industry. One source of information on nonfatal, traumatic injuries is USCG investigation reports. Vessel operators are required to report to the Coast Guard when crewmembers experience injuries that require medical treatment beyond basic first aid. At NIOSH, we review those reports, and then enter the relevant information into a study database. From previous studies, we know that nonfatal injury reporting to the Coast Guard is inconsistent between fleets, and it is likely that nonfatal injuries are underreported.

So far, we have reviewed Coast Guard reports of traumatic injuries among Alaskan fishermen during 2011–2015. The data for these five years will be part of a larger study on nonfatal injuries that we plan to publish later this year. Here's a preview of what we've learned so far: In Alaska during 2011–2015, 495 work-related injuries were reported to the Coast Guard. Unlike fatalities, which are most often due to falls overboard and vessel disasters, 95% of the reported nonfatal injuries were due to work activities onboard the vessel. The most frequently reported types of injuries were sprains/strains/tears and cuts/punctures/amputations. The majority of injuries by body part were to the shoulders/arms/hands and the trunk.

Nonfatal injuries were reported in 34 fleets around Alaska. The top three fleets reporting the most injuries were catcher/processor vessels operating in the Bering Sea/Aleutian Islands: the Pacific Cod & Other Groundfish Freezer Trawler Fleet (124, 25%), Pollock Factory Trawl Fleet (79, 16%), and the Pacific Cod Freezer Longline Fleet (77, 15%). It's important to note that higher reporting in a fleet does not mean that injuries occurred more often, only that the injuries were reported more often.

Given that most injuries were reported onboard large catcher/processor vessels, it is not surprising that most injuries were among processors (253, 56%) and deckhands (159, 35%). For processors, the general work tasks most frequently associated with injuries were *handling frozen fish* (including boxes of frozen fish), *processing the catch*, and *walking or climbing ladders and stairs*. Most injuries resulted from processors' *contact with objects and equipment* (e.g., being cut by a knife, caught in processing machinery, or struck by boxes of frozen fish or freezer plates), *falls/slips/trips*, and *overexertion*. For deckhands, the general work tasks most frequently associated with injuries were *hauling the gear*, *handling gear on deck*, and *setting the gear*. As with the processors, the majority of injuries to deckhands resulted from their *contact with objects and equipment* (e.g., being struck by fishing gear, getting caught in machinery, or being thrown against objects on deck during bad weather), *falls/slips/trips*, and *overexertion*.

As noted previously, limitations of reviewing only Coast Guard reports are that (1) there is likely underreporting of nonfatal injuries among many Alaskan fleets, and (2) the most consistent reporting comes from large company-owned vessels. Despite the limitations of our current nonfatal injury data, the data do provide detailed information that can help inform injury prevention efforts. By understanding the work tasks and events most associated with injuries, we can recommend targeted prevention strategies. For our next steps, the research will involve analyzing additional sources of information on nonfatal injuries and illnesses, including Alaska Trauma Registry data and Alaska Fishermen's Fund data with the goal of developing new recommendations and prevention strategies.

For more information about our current projects 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

NEW NORTH PACIFIC FLEET WOULD COST \$11.3B

Elwood Brehmer, Alaska Journal of Commerce, 1/9/2017

Rejuvenating Alaska's large vessel fishing fleet could be an \$11 billion boon for outside shipyards, according to a new McDowell Group report.

The Alaska-based research firm pegged \$11.3 billion as the cost to completely replace the 414 fishing and processing vessels longer than 58 feet that participate in North Pacific fisheries off the coast of Alaska in a study commissioned by the Port of Seattle and the Washington Maritime Federation.

Regulations generally require boats in Alaska's salmon fisheries to be less than 58 feet, which makes that length the common delineator between smaller boats focused on near shore fisheries and larger vessels that fish and process catch in federal waters at least three miles offshore.

Additionally, most of the more than 5,000 smaller commercial fishing boats that operate in Alaska homeport in the state and nearly all of the larger vessels in federal fisheries have Puget Sound addresses for a host of reasons. While the \$11.3 billion baseline figure includes the cost to eventually replace a dozen vessels among the 414 built since the year 2000, according to McDowell Group the fleet averages 40 years old and 87 percent of the vessels were built before 1990.

To that end, the study estimates it would cost nearly \$9 billion to replace all of the North Pacific fishing vessels more than 30 years old and about \$4.4 billion for those at least 40 years old.

There was no way for vessel owners to replace much of the fleet until federal regulators in 2012 and 2014 lifted restrictions on transferring vessel-tied fishing permits in acknowledgment of the aging fleet.

The most expensive vessels to replace are naturally the largest in the North Pacific fishing fleet: the three 300-plus foot processors at \$170 million apiece and 16 dual-purpose catcher-processor vessels that average 285 feet at a cost of \$130 million each.

These vessels are primarily focused on pollock, the small whitefish that comprises the bulk of the offshore Alaska catch.

Replacing the vessels that make up most of the fleet would cost \$15 million to \$18 million apiece for the smallest crab and trawl boats and up to an average of \$78 million for smaller—generally less than 200 feet—catcher-processors that are part of the Bering Sea-Aleutian Islands "Amendment 80" groundfish trawler fleet, according to the study.

How quickly the North Pacific fleet gets new additions depends on a host of factors, some of which are nearly as variable as any one fish's location in the immense Gulf of Alaska.

Modern engines and hull designs can improve fuel efficiency by up to 30 percent on new vessels, according to the study, which is a strong impetus for new construction, as is the ability to integrate value-added processing equipment on new vessels.

However, vessels participating in fisheries such as crab that have few on-board, value-added possibilities are much less likely to be replaced, the McDowell authors concluded.

For these reasons, seafood companies that own multiple vessels may be inclined to build one efficient boat to replace two that are of age, which the study states is the circumstance for at least one Amendment 80 trawler currently being built.

Conversely, some catcher-processor companies indicated a desire to not consolidate because more vessels fishing naturally means more opportunities to find fish, according to the study.

The need to swap out old for new can also depend largely on the maintenance history of individual vessels, the authors acknowledge.

"Despite the regulatory and financial benefits of operating new vessels, many owners of well-maintained, older vessels are hesitant to commit to reinvestment," the study states.

The ability of vessel owners to obtain financing with preferable terms—as is the case with nearly all multimillion-dollar construction projects—will also play a large role in how quickly the North Pacific fishing fleet is upgraded.

A trend in federal North Pacific fisheries toward "rationalizing" the harvest—in which vessel owners are allocated a set quota as opposed to

Continued next column

OTHER NEWS

Continued from previous column

historical derby-style fishing—has helped mitigate some lenders' concerns about prospective revenue to offset loan payments because the owner is more or less guaranteed a portion of a given harvest.

Despite the challenges, McDowell Group projects the need for modernizing the North Pacific fishing fleet will lead to 37 new vessels being built over the next decade at a total cost of more than \$1.6 billion.

POOR STABILITY MONITORING LED TO FISHING FATALITIES

Maritime-Executive.com, 12/16/2016



The Caledonian in loaded condition; white line indicates her deck level (credit TSB / Eric Sorenson)

The Canadian Transportation Safety Board (TSB) has issued its final report on the capsizing of the fishing vessel *Caledonian* in September of 2015, which resulted in the deaths of three fishermen. Among its other conclusions, the TSB found that Canada's vessel stability requirements for large fishing vessels have limitations – in particular, the composition of the stability booklet and the monitoring of changes in weight.

Investigators found that the vessel's lightweight displacement had grown by nearly 20 percent since her construction due to repairs, accumulation of stores and equipment, tank sedimentation, rust, coating buildup and other factors. Her loaded displacement had increased to the point where it would exceed the stability book standard by nine percent, and TSB calculated that her waterline in fully loaded condition would be level with the main deck – a fact confirmed by an earlier photo (above).

The master may not have noticed the change over time for a number of reasons. First, there was no regulatory requirement to track modifications to fishing vessels until 2008, so additions made early on may not have been apparent to later crews. Second, her freeing ports had been covered over to limit the amount of water shipped onto her decks – making it harder to tell that her freeboard in loaded condition had fallen over time.

In addition, the master may not have even known the *Caledonian's* minimum safe freeboard: the ship did not have a defined maximum draft in her stability booklet. "Although the stability booklet provided calculated vessel drafts for each of the load conditions examined, these had not been compiled to determine a maximum safe operating draft (or minimum freeboard) for the vessel," TSB found.

In its conclusion, the board recommended that "all commercial fishing vessels, large and small, have their stability assessed; and that this stability information be kept up to date and be presented in a way that is clear and useful for the crew."

The TSB also warned that fatalities are too common in the Canadian fishing fleet, with 28 deaths over the past decade, and that most could have been prevented if crewmembers had been wearing lifejackets – including the deaths of three crewmembers of the *Caledonian*.

"It's no longer acceptable to think of fishing as just a dangerous job and that nothing can be done about it. There are steps that we can take; there are steps that we must take," said Kathy Fox, chair of the TSB.

2017 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

\$1,100 MEMBERS / \$1,175 NON-MEMBERS

Mar. 6-10, Apr. 3-7, May 8-12, Jun. 5-9, Jul. 10-14, Aug. 7-11, Sept. 11-15, Oct. 9-13, Nov. 6-10, Dec. 4-8

STCW BASIC TRAINING REFRESHER

\$875 MEMBERS / \$900 NON-MEMBERS

Mar. 6/7/10, Apr. 4/5/7, May 8/10/11, Jun. 6/7/9, Jul. 10/12/13, Aug. 8/10/11, Sept. 12/13/15, Oct. 9/12/13, Nov. 7/8/9, Dec. 4/7/8

MEDICAL EMERGENCIES AT SEA

\$120 MEMBERS / \$135 NON-MEMBERS

Mar. 6, Apr. 7, May 8, Jun. 9, Jul. 10, Aug. 11, Sept. 13, Oct. 13, Nov. 8, Dec. 8

2-DAY BASIC FIRE FIGHTING

\$575 MEMBERS / \$600 NON-MEMBERS

Mar. 9-10, Apr. 3-4, May 9-10, Jun. 5-6, Jul. 11-12, Aug. 7-8, Sept. 11-12, Oct. 11-12, Nov. 6-7, Dec. 6-7

DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS

Mar. 22, Apr. 11, May 15, Jun. 21, Jul. 20, Aug. 15, Sept. 7, Oct. 4, Nov. 2, Dec. 1

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS

Mar. 15-17, Apr. 19-21, May 17-19, Jun. 14-16, Jul. 12-14, Sept. 20-22, Oct. 18-20, Nov. 15-17, Dec. 13-15

SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

Mar. 17, Apr. 21, May 19, Jun. 16, Jul. 14, Sept. 22, Oct. 20, Nov. 17, Dec. 15

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$250 MEMBERS / \$280 NON-MEMBERS

May 26

STCW MEDICAL CARE PROVIDER

\$1,150 MEMBERS / \$1,250 NON-MEMBERS

May 1-4

24-HOUR HAZWOPER TECHNICIAN

\$400 MEMBERS / \$425 NON-MEMBERS

Feb. 27-Mar. 1, Mar. 27-29, Apr. 24-26, May 22-24, Jun. 26-28, Jul. 24-26, Aug. 28-30, Sept. 25-27, Oct. 23-25, Nov. 27-29, Dec. 18-20

8-HOUR HAZWOPER REFRESHER

\$175 MEMBERS / \$200 NON-MEMBERS

ON FIRST OR LAST DAY OF 24-HOUR CLASS

SPECIMEN COLLECTION CERTIFICATION

\$100 MEMBERS / \$125 NON-MEMBERS

Feb. 23, Mar. 14, Apr. 13, May 16, Jun. 13, Jul. 18, Aug. 17, Sept. 19, Oct. 17, Nov. 14, Dec. 12

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

SAFETY BITES & MEMBER NEWS

NPFVOA & SERVCO PACIFIC TEAM UP TO PROVIDE HEALTH INSURANCE PLANS

NPFVOA and Servco Pacific Insurance have arranged a new health insurance program for NPFVOA members with Regence Blue Shield.

Our program will be the Fishing Industry Program under the current NW Marine Trade Association (NMTA)/Master Builders Association (MBA) Health Trust. This program is the largest association health insurance program in Washington State and offers members a variety of medical, dental, vision and life insurance plan options.

Our members will receive rates based on the makeup of your employee and dependent demographics. The intent of the program is to offer a viable alternative to your current programs' benefits and rates.

The requirements for companies wanting to participate in the program are:

- Must be current NPFVOA dues paying members.
- Must have a minimum of two (non-related) employees.
- Must be part of the marine industry.

To receive a quote/proposal you will need to contact Ron Schmid at Servco Pacific Insurance Brokers and provide the requested information. Ron can be reached at RonS@servcopacific.com or 206-617-4284.

THANK YOU!

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

- Trident Seafoods—Immersion Suits
- Marine Safety Services—Life Jackets & Immersion Suits

North Star Insurance Services, LLC

is very pleased to announce

Kathryn Noonan

has joined the firm as a broker

With 15 years of experience as a marine insurance broker, Katey is recognized for her diligence working directly with her maritime clients to design insurance solutions fitted to their particular business needs.

NPFVOA'S SPRING GOLF TOURNAMENT FUNDRAISER

Sponsored by Ocean Peace, Inc.

Thursday, May 26, 2016

The Harbour Pointe Golf Club

Mukilteo, 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.

NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD – EXECUTIVE DIRECTOR

REBECCA HANRATTY – PROGRAM COORDINATOR

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.



HOCKEMA & WHALEN ASSOCIATES

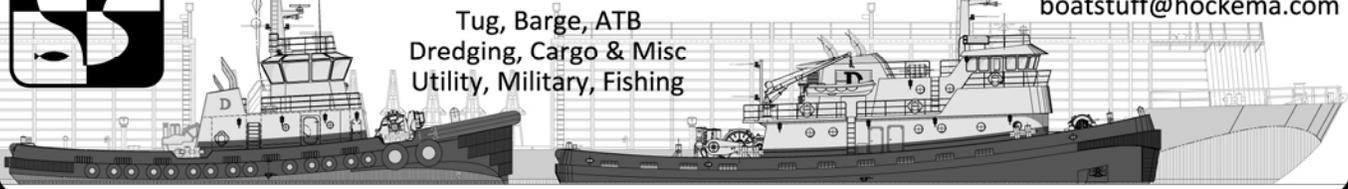
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NPFVOA VESSEL SAFETY PROGRAM

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
- OSHA COMPLIANCE AT THE DOCK OR SHIPYARD
- ONBOARD DRILL INSTRUCTOR WORKSHOP
- 2-HOUR IN-THE-WATER SURVIVAL TRAINING
- PEDESTAL CRANE OPERATOR SAFETY TRAINING
- NAVIGATION: COLLISION AVOIDANCE
- STABILITY
- O/B FIRE TEAM TRAINING

ADDITIONAL CUSTOM COURSES TO FIT ALL YOUR SAFETY TRAINING NEEDS!



HOCKEMA & WHALEN ASSOCIATES

NAVAL ARCHITECTS / MARINE ENGINEERS

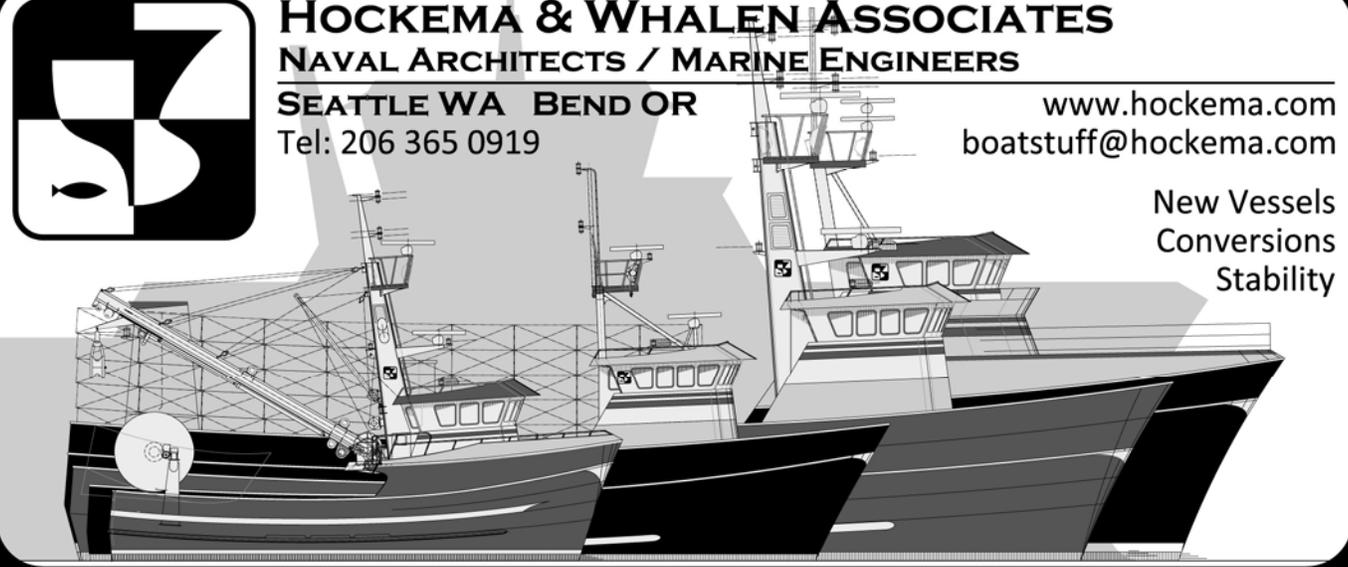
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North Pacific Fishing Vessel Owners' Association
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 Seattle, WA 98119
 (206) 285-3383 Fax: (206) 286-9332
 Email: info@npfvoa.org Web: www.npfvoa.org

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.)