

FACTS ABOUT PRESCRIPTION PAINKILLER ABUSE  
USCG INVESTIGATION INTO F/V DESTINATION LOSS  
PROPOSED FEDERAL BUDGET CUTS WOULD HARM

NEW APPS HELP PROTECT WORKERS  
DRUG TESTING PROGRAM CHANGES  
US & CANADA TEAM UP ON PFD STANDARDS



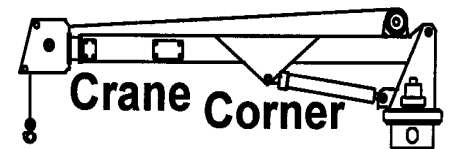
# NPFVOA

Issue No. 97  
Spring 2017

## VESSEL SAFETY PROGRAM



Global Maritime Distress and Safety System (GMDSS)  
Equipment Carriage Requirements  
For  
Commercial Fishing Vessels Operating in Alaska Region



Contributed by Arxcis, Inc.

Based on guidance from the Federal Communications Commission (FCC), the Thirteenth and Seventeenth Coast Guard Districts have cooperated to provide the following information on communication equipment installation requirements. *Commercial fishing, fish tender and fish processing vessels over 300 gross tons operating in the Alaskan Region must be equipped with GMDSS communications equipment for either Sea Area A-3 and/or Sea Area A-4 as required by 47 CFR 80, Subpart W.* Sea Areas are defined as follows:

- **Sea Area A-1.** An area within radiotelephone coverage of at least one VHF in which continuous DSC (digital selective calling) alerting is available. The Coast Guard has generally interpreted this to mean the area within 20 nm from shore where a Rescue 21 service is available when declaring Sea Area A1. Sea Area A1 has therefore not been declared in and around Alaska.
- **Sea Area A-2.** An area, excluding Sea Area A1, within the radiotelephone coverage of at least one MF (medium frequency) coast station in which continuous DSC alerting is available. The Coast Guard has closed its MF stations and therefore will not declare Sea Area A2.
- **Sea Area A-3.** An area, excluding Sea Areas A1 and A2, within the coverage of an Inmarsat geostationary in which continuous alerting is available. This has been interpreted to include the satellite coverage areas roughly between 70 degrees north and 70 degrees south latitudes.
- **Sea Area A-4.** An area outside Sea Areas A1, A2 and A3 (i.e., polar regions).

There is no practical fleet-wide exemption from GMDSS equipment carriage requirements for commercial fishing vessels. Each vessel seeking relief from any of the requirements may apply to the FCC for an exemption as described in 47 CFR Part 80.1071. The request should include justification and information on the equivalent means to be employed to meet the FCC requirements. Each request will be evaluated on a case-by-case basis.

Absent any such exemption or waiver, each vessel must meet all the requirements of an A-3 vessel and/or A-4 vessel depending on where the vessel plans to operate. An inspection on these vessels is a regular GMDSS inspection. If a waiver or exemption has been granted, that document must be posted in the vessel's wheelhouse available for viewing by any inspector.

For more information on GMDSS and other navigation requirements, go to:  
<https://www.navcen.uscg.gov/?pageName=GMDSS>

### FLYING FORKS

Pallet lifters are convenient devices used on vessels for loading and offloading palletized loads. The three most common are: flying forks; pallet bars; and lifting bells. Occasionally, these are homemade and not load rated. You could get a citation from OSHA if caught using any lifting hardware that does not have the name and trademark of the manufacturer and a load rating visible to the rigger. Most of the flying forks used in the fishing industry are made of aluminum, so they weigh less than their steel counterparts and therefore are much easier to maneuver under a pallet. But, this advantage comes with a limitation since it is not as flexible as steel and is more susceptible to sudden failure. The use of aluminum flying forks necessitate that they be inspected frequently. The area that is most likely to fail is at the junction of the horizontal lifting beam and the vertical back structure. Inspect this part as well as the entire forks for cracks in the welds and other damage. If a crack is detected, the forks need to be removed from service immediately and no attempt should be made to repair the cracks locally. Repairs can only be made per an engineering procedure and often should be done by the manufacturer. All those who use the flying forks should be trained on how to inspect the device and how to use them safely.

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

**North Star Insurance Services, LLC**

NPFVOA Member since 2003

## US COAST GUARD CONVENES MARINE BOARD OF INVESTIGATION INTO LOSS OF F/V DESTINATION

USCG News Release, 2/24/2017

WASHINGTON — The U.S. Coast Guard has convened a Marine Board of Investigation into the loss of F/V Destination and its six crewmembers. A Marine Board of Investigation is the highest level of investigation in the Coast Guard. Upon completion of the investigation, the Board will issue a report to the commandant with the recommendations.

During the course of the MBI, panel members must decide:

- The factors that contributed to the accident
- Whether there is evidence that any act of misconduct, inattention to duty, negligence or willful violation of the law on the part of any licensed or certificated person contributed to the casualty
- Whether there is evidence that any Coast Guard personnel or any representative or employee of any other government agency or any other person caused or contributed to the casualty

The National Transportation Safety Board is participating alongside the Coast Guard in its investigation, but will produce an independent report with its own findings.



Coast Guard 17th District watchstanders in Juneau received an electronic position indicating radio beacon alert Feb. 11th and launched aircraft crews. The aircrews located a debris field in the general area of the EPIRB alert. Debris included the transmitting EPIRB, a life ring from the vessel, buoys, tarps and an oil sheen. The search for F/V Destination was suspended after a three-day search.

### US-CANADIAN PERSONAL FLOTATION DEVICE TASK GROUP MEETING RECAP

*Ms. Jacqi Yurkovich, Coast Guard Lifesaving and Fire Safety Division, The UL Standards Technical Panel, 5/2/2017*

1123 (STP) for Personal Flotation Devices held a task group meeting at Coast Guard Headquarters April 10-13, 2017, with key stakeholders from the U.S. and Canada, including the Coast Guard and Transport Canada.

The task group is drafting new bi-national standards for immersion suits and lifejackets for use on commercial vessels in the United States and Canada. During the week, participants drafted language for the standards, reached consensus on a number of critical issues, identified areas where more work needs to be done, and assembled sub-task groups to complete that work. The Coast Guard is proud to participate in the development of these groundbreaking joint Canada-U.S. standards. Their development and eventual publication and adoption support the goal of facilitating innovation in the area of personal flotation devices and reducing trade barriers between the U.S. and Canada.

UL's Standards Technical Panel is a consensus body made up of government, commercial, and private entities whose mission is to identify and develop safety standards for a wide variety of products and services. The Coast Guard is an active member and regularly provides input on matters related to mariner and boating safety.

The full PFD Standards Technical Panel is scheduled to meet at the end of May to discuss the task group's progress and propose a timeline for completing the project.

For more information on this topic, visit the Coast Guard's Lifesaving and Fire Safety Division, or email the staff at [typeapproval@uscg.mil](mailto:typeapproval@uscg.mil).

### SEAFOOD PROCESSING COMPANY AND OWNER SENTENCED TO PAY \$50K FOR DUMPING OIL AND RAW SEWAGE

*United States Department of Justice, 3/21/2017*

Anchorage, Alaska — East West Seafoods LLC, a State of Washington company, was sentenced in federal court today to pay a total of \$50,000 in fines for violating the Act to Prevent Pollution from Ships, the Clean Water Act, and the Refuse Act by intentionally discharging oily bilge water and raw sewage into the ocean off the coast of Alaska, and then presenting false records to the U.S. Coast Guard.

East West Seafoods LLC was also placed on probation for five years. During the term of probation, East West Seafoods LLC will be subject to a heightened level of scrutiny, including warrantless searches of its vessels and places of business based upon a reasonable suspicion that it is violating the law. Other terms of probation require East West Seafoods LLC to instruct crewmembers on the proper operation of the pollution prevention equipment, including the Oil Water Separator, and the completion of the Oil Record Book, and to review and certify the accuracy of the Oil Record Book every six months for any vessel owned, operated, managed or controlled by East West Seafoods LLC.



# OTHER NEWS

## WHAT TRUMP'S BUDGET MEANS FOR THE FILET-O-FISH

*Bren Smith, Sean Barrett and Paul Greenberg, 4/25/2017*

Consider the Pollock.

It is the most voluminously caught fish in the United States, accounting for a quarter of everything Americans catch. As such it is *the* major bulwark against the United States' multibillion-dollar seafood trade deficit—the second-largest deficit in our trade portfolio, after crude oil. And it is, today, the main component in the McDonald's Filet-O-Fish. Now consider the president's budget for the people who make his preferred sandwich possible.

If Congress seriously entertains the White House's suggestions, the National Oceanic and Atmospheric Administration—a popular target for conservatives, who see it primarily as a source of pesky climate-change research—and the National Marine Fisheries Service it oversees will lose 17 percent of their funding. This despite Secretary of Commerce Wilbur Ross's desire to "try to figure how we can become much more self-sufficient in fishing and perhaps even a net exporter."

Because of repeated sacrifices made by American fishermen working with NOAA over the past 40 years, the United States now has the most robust and well-managed wild fisheries in the world. Federal observers oversee 80 percent of the large trawlers fishing for Pollock, ensuring that this largest of fisheries maintains an impeccable set of management tools.

But in spite of all of our success, only around 9 percent of the seafood available in American markets comes from American fishermen. In fact, the last traditional fishing communities in the United States are fighting for their very existence. Fair-trade local fishermen remain unable to compete in our domestic marketplace, which is overwhelmed and flooded with cheap, untraceable imported seafood.

More than half the imported seafood here comes from fish farms, mostly in Asian countries, where there is little regulation of food safety. The rest, which is wild, is often from illegal sources. Rates of seafood fraud and deceptive mislabeling in the domestic marketplace are soaring to unprecedented levels.

Which government agency is at the forefront of combating this fraud? NOAA. Any funding for NOAA programs that help consumers reconnect to clean, healthy, sustainable seafood swimming off our shores is funding that we cannot afford to lose. The costs of managing our wild fisheries will not disappear with budget cuts; instead, the financial burden for programs like federal at-sea monitoring will continue to shift onto the shoulders of the last remaining American fishermen. And it's not just wild American seafood that risks disaster. Aquaculture, the fastest-growing food sector in the world and one of the most promising new industries in the United States, will be crippled by President Trump's budget cuts. The United States already ranks 17th in world aquaculture production, behind Myanmar.

Most Americans probably think NOAA focuses on the weather. It does, but it does much more. NOAA gave birth to domestic shellfish farming in the 1930s and continues to fund innovations like seaweed and land-based salmon farming, which has in turn opened up new horizons for unemployed fishermen and their children. In Rhode Island alone, oyster growers raked in more than \$4.3 million and have swelled their ranks by over 20 percent. And if revival of the blue-collar economy is the goal, according to the World Bank, building a network of seaweed farms covering a piece of ocean less than 5 percent of American waters could generate up to 50 million new jobs globally.

For those who work at sea, economic opportunity is inextricably tied to environmental protection. An Environmental Protection Agency initiative to reduce nitrogen and phosphorus pollution, now on the chopping block, has been the catalyst for more than 500 new ocean farms in the Chesapeake Bay in the last five years.

Last, for everyday Americans who need fish for good nutrition, particularly school-age children, endangering the supply of clean, traceable, healthy American Seafood risks our very future. It is estimated by the United Nations' Food and Agriculture Organization that pregnant women who eat 8 to 12 ounces of seafood per week bear children with better brains and eyes, and I.Q. scores 5.8 points higher than the children of mothers who did not eat the recommended amount of seafood.

Cutting NOAA's budget is a bad idea, both for parents who want their children to realize their full potential and for a president who wants to keep eating his favorite sandwich. And if all that fails to convince, consider this: NOAA tracks storms and wave heights, allowing thousands of fishermen to work safely. Without adequate funding, many could find themselves literally lost at sea.

*Bren Smith is a kelp and shellfish farmer and the founder of Greenwave. Sean Barrett is a co-founder of Dock to Dish, an international network of community supported fishery programs. Paul Greenberg is the author of "Four Fish" and the correspondent for the forthcoming "Frontline" special "The Fish on My Plate."*

## RECENT CHANGES TO DRUG TESTING PROGRAMS

*Ken George, 5/2/2017*

Recent changes and proposed regulations from the DOT will affect current drug testing programs. A change late last year has made it much easier to conduct your DOT drug testing. The DOT approved the use of ECCFs (Electronic Custody and Control Forms) which has been available for non-DOT programs for many years. With the appropriate laboratory accounts, employers can register donors via the internet and have them go into the collection sites without the need to have a hard copy of the custody and control form.

LabCorp provides that ability through their own patient service centers. Quest Diagnostics has a wider range for their system that not only includes their patient service centers but a large network of preferred independent sites they have arrangements with. This is a great benefit and time saver for those maritime employers who hire throughout the nation. When hiring an individual out of state, the company can easily have that person registered and ready to go to the collection site within minutes.

The proposed rule change that will lead to increased cost of drug testing is the addition of semisynthetic opioids to the testing panels. The proposed regulations will add hydrocodone, hydromorphone, oxycodone, and oxymorphone to drugs laboratories will be required to test. This will increase the cost of both laboratory and medical review fees. Presently the drugs tested are illegal and require little investigation by the medical review officers prior to reporting.

The proposed additional opioids are commonly prescribed pain-killers which will require much more investigation and verification. Then if there is a legitimate medical use of these drugs (i.e., legal prescriptions) the medical review officer would report that as a negative drug test after verification of the prescription. In my opinion this will have little impact on the safety of the workplace as in my experience those who are abusing these drugs almost always have a prescription and often more than one from different doctors.

## FUEL SAFE

### HYDRAULIC HOSE SPILL PREVENTION

*Dept. of Ecology, April 2017*

Oil spills can come from a variety of sources; one common cause of spills is failure of hydraulic hoses. The following is a list of simple steps that can be taken to reduce the risk of your vessel being involved in a hydraulic oil spill.

- Keep hydraulic hose runs as short as practical to minimize the length of hydraulic hose exposed to weather on deck.
- Consider using anti-corrosion "grease tape" to protect hydraulic fittings from weather where appropriate.
- Install hydraulic hoses so that they do not have kinks or sharp turns. Use protective guards as needed to prevent chafing.
- Regularly check hydraulic hoses for leaks, cracking, abrasion, or damage. Replace the hose if the integrity appears compromised.
- Always use marine grade hydraulic fittings and hoses.
- Update hydraulic system diagrams and valve labels at least annually.
- Use a lock out tag out system when working on hydraulic systems to prevent accidental pressurizing of the system.
- Test hydraulic systems after maintenance or repair by "bump testing," running the system for a brief period and checking for leaks.



## **NEW EMAIL SIGN-UP AVAILABLE FOR RECORDKEEPING REMINDERS AND UPDATES ON ELECTRONIC SUBMISSION OF INJURY LOGS**

*OSHA QuickTakes, 3/17/2017*

OSHA has established an email notification system to provide recordkeeping reminders as well as updates on a new requirement that employers electronically submit their injury and illness logs to the agency. This year's deadline is July 1, 2017. OSHA is not accepting electronic submissions at this time, but will notify interested parties when and how to provide electronic submissions. To receive these notifications, sign up online at [https://public.govdelivery.com/accounts/USDOL/subscriber/new?topic\\_id=USDOL\\_1011](https://public.govdelivery.com/accounts/USDOL/subscriber/new?topic_id=USDOL_1011).

## **NIOSH RELEASES SOUND APP TO HELP PROTECT WORKERS FROM HEARING LOSS**

*OSHA QuickTakes, 3/1/2017*

The National Institute for Occupational Safety and Health has developed a new, free mobile application for iOS devices that measures sound levels in workplaces. The NIOSH Sound Level Meter app displays real-time noise exposure data based on NIOSH and OSHA limits. The easy-to-use app can be particularly helpful to occupational safety and health trainers as they teach construction apprentices about noise hazards and the need for hearing protection. Visit the app webpage at <https://www.cdc.gov/niosh/topics/noise/app.html> for more information.



## **WASHINGTON STATE RELEASES TWO NEW APPS TO PROMOTE WORKPLACE SAFETY**

*OSHA QuickTakes, 3/17/2017*

The Washington Division of Occupational Safety and Health has launched two free smartphone apps to enhance workplace safety. The Good Observation, Near-Miss and Accident Reporting app provides a method to document safety incidents in the workplace and can be used in training, hazard recognition and risk analysis. The SafeMe app offers safety lessons, videos and hazard identification for a number of entry-level retail jobs frequently held by teen workers.

## **OSHA'S SAFETY PAYS PROGRAM SHOWS EMPLOYERS HOW WORKPLACE INJURIES AND ILLNESS IMPACT THEIR BOTTOM LINE**

*OSHA QuickTakes, 3/1/2017*

OSHA has updated the Safety Pays Program to include the most recent workers' compensation data from the National Council on Compensation Insurance. The program helps employers understand the impact of workplace injuries and illness on their company's profitability. OSHA provides many resources to help employers develop an effective safety and health program to improve safety and reduce costs. Benefits include reduced absenteeism, lower turnover and workers' Compensation costs, higher productivity and increased morale.

# OTHER NEWS

## **HOW THE CHANGING HEALTH CARE ENVIRONMENT IS SHIFTING FOCUS TO YOU**

*Capital Benefits, 4/1/2017*

There is a big shift coming in who is going to be responsible for managing and controlling health care costs in the near future: you. While the current administration continues to fumble through their collective plan for tweaking the ACA, the consistent theme from those in charge revolves around the idea of personal savings accounts.

Many folks remember the days of company funded pension plans and the slow transition away from them into individual funded plans such as IRAs and 401K plans. The same thing is happening in health care via Health Savings Accounts or "HSA" plans. While these plans are not new and in fact most employers have at least looked at them, get ready for them to be the norm.

In the new HSA environment, employees will be responsible for saving money into their own personal accounts to help pay for medical expenses they may incur. And while employers can and often do contribute to these accounts, the ultimate responsibility is going to be on the individual. This very philosophy is what is being proposed by the current administration. By providing individual savings accounts and accompanying tax breaks for the money that funds them, the hope is people will make smart decisions on where to direct their health care dollars. With this new found attention to where your own hard earned dollars are going, they hope to create a savvy health care consumer who will help drive down expenses and ultimately the cost of health care.

While this may seem like a huge undertaking, make no mistake this trend is coming. If you have been socking away money into 401Ks for years to prepare for retirement, you may be experiencing a sense of déjà vu when you are once again forced to sock away money on your own, but this time for health care expenses. Be on the lookout for the forthcoming plan from the administration and notice who will bear the responsibility of helping bend the cost curve and saving money: you.

Our team has been offering HSA plans for almost a decade and can help your team understand if these plans are right for you. Contact us for more information at 425-641-8093.

## **DISCOVERY HEALTH, LLC**

*3/1/2017*

We are excited to announce the launch of Discovery Health, LLC. Drs. Ann and Ray Jarris are passionately committed to improving the health and welfare of mariners.

Discovery Health has recruited a team of physicians, nurses and support staff with over 15 decades of collective experience in maritime and emergency medicine. They have a strong interest and experience in remote and maritime medicine. With this strong core of operation, they are poised to become the leading provider of medical support for the maritime industry. In the past four years, Dr. Ray has spent over 100 days at sea as a medical officer with Quark Expeditions in both the Arctic and Antarctic. This personal experience and the insights gained have helped them better understand the sense of isolation that vessel officers and their crew experience in a medical emergency at sea. Discovery Health's team of dedicated, passionate, and knowledgeable medical providers is working to move maritime medical support from a reactive to proactive approach.

## **FIRE TRAINING ACADEMY COURSE ANNOUNCEMENT**

*4/27/2017*

The Washington State Fire Training Academy offers a unique training location for marine firefighting. Located just off I-90, it is home of the only marine firefighting ship prop that utilizes actual shipboard fuels during drills. The engine room prop burns Class B diesel fuel which provides realistic hands-on training and is designed to replicate the "real" thing. Additional modifications to the ship include three Class Alpha burn props; two accommodation spaces and a laundry room.

The Fire Training Academy provides advanced STCW Marine Firefighting courses, including the new advanced refresher and revalidation classes. To review the schedule and register go to [www.wsp.wa.gov/fire/fireacad.htm](http://www.wsp.wa.gov/fire/fireacad.htm)

# OTHER NEWS

## FIVE THINGS TO KNOW ABOUT PRESCRIPTION PAIN-KILLER ABUSE

4/24/2017

Prescription painkiller use kills about 45 people every day across the United States. The National Safety Council says employers need to know these five things about prescription painkiller abuse and how it affects both employee safety and the financial security of their business:

1. **Opioid painkillers compromise employee safety.** Even a legitimately prescribed amount of painkillers can impair a worker's ability to operate equipment, drive or perform other job duties safely.
2. **Workers prescribed opioids have higher workers' compensation claims.** Workers prescribed even one opioid have four times more expensive total claims costs than workers with similar claims who didn't get opioids. And employers and insurers have been held financially accountable for overdose deaths tied to injured workers.
3. **Employers play an important role in helping their employees seek treatment.** Research shows that employee recovery rates from prescription painkiller abuse are higher when employer—rather than friends or family—offer or suggest treatment.
4. **Opioid painkillers can delay recovery and return to work following an injury.** "Return to work" and "fitness for duty" criteria vary widely, so it's often difficult for employers to determine when an employee can safely begin working while under the influence of prescription painkillers. Opioid painkillers also delay recovery from workplace injuries.
5. **Using opioid painkillers increases the likelihood of disability claims.** Receiving more than a one-week supply of opioids soon after an injury doubles a worker's risk for disability one year later.

## HARLEY MARINE SEATTLE MARITIME FESTIVAL, MAY 11-13, 2017

NPFVOA participated in the Family Fun Day at the Seattle Maritime Academy on Saturday, May 13<sup>th</sup>. Individuals and families stopped by our booth to learn about emergency signals. Everyone was taught the value of flares in an emergency and had hands-on training safely igniting their own flare. It was a great time!



## SPRING GOLF TOURNAMENT FUNDRAISER

5/25/2017

Harbour Pointe Golf Club was the venue for NPFVOA's spring fundraiser golf tournament. It was a perfect day to be out on the course and much fun was had by all. This year we held our first putting contest sponsored by Marlink and Fusion Marine Technology, LLC. Thank you to all our golfers and sponsors, with a special shout out to our larger sponsors:

**Overall tournament sponsor:** Ocean Peace, Inc.

**Lunch sponsor:** Alaskan Observers, Inc.

**Hole in One Sponsor:** Bauer Moynihan & Johnson LLP

**Keg Sponsor:** Alaskan Observers, Inc.



# SAFETY IN NUMBERS

The NMTA Health Trust provides greater stability, lower rates and better benefits for you and your employees.

**NMTA** Health Trust

Call or click today to learn how we can help you,  
your employees and your bottom line.

425.641.8093 • [www.npfvoahealthtrust.com](http://www.npfvoahealthtrust.com)



## 2017 CLASS SCHEDULE

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

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

Jun. 26-30, 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

June. 27/28/30, 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

Jun. 28, Jul. 10, Aug. 11, Sept. 13, Oct. 13, Nov. 8, Dec. 8

### 2-DAY BASIC FIRE FIGHTING

\$575 MEMBERS / \$600 NON-MEMBERS

Jun.26-27, 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

Jun. 21, Jul. 20, Aug. 15, Sept. 7, Oct. 4, Nov. 2, Dec. 1

### SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS

Jul. 12-14, Sept. 20-22, Oct. 18-20, Nov. 15-17, Dec. 13-15

### SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

Jul. 14, Sept. 22, Oct. 20, Nov. 17, Dec. 15

### STCW MEDICAL CARE PROVIDER

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

Dec 5-8

### 24-HOUR HAZWOPER TECHNICIAN

\$400 MEMBERS / \$425 NON-MEMBERS

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

Jun. 27, 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 EQUIPMENT & SURVIVAL PROCEDURES

\$250 MEMBERS / \$280 NON-MEMBERS

## CONGRATULATIONS!!

To Golden Alaska, American Seafoods, Coastal Alaska Premier Seafoods, and Clipper Seafoods for putting your crews through Water Survival Training!



## NPFVOA'S FALL GOLF TOURNAMENT FUNDRAISER

*Sponsored by Ocean Peace, Inc.*

*Thursday, September 14, 2017*

*Redmond Ridge Golf Club*



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](mailto:info@npfvoa.org) to be added to our mailing list.

## NEW MEMBERS

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

#### Associates:

- ABD Insurance & Finance Services

#### Individuals:

- Chad Johnson
- Nina Marie Altman
- Kenneth Tippet
- Mark Woods

#### Vessels:

- Bravado
- Flicka

#### NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD—EXECUTIVE DIRECTOR  
REBECCA HANRATTY—PROGRAM COORDINATOR  
CAIT MCKENZIE—PROGRAM ASSISTANT

[info@npfvoa.org](mailto:info@npfvoa.org)

[www.npfvoa.org](http://www.npfvoa.org)

For your convenience, current and past issues of our newsletter are available online at [npfvoa.org](http://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.*



## 2017 BOARD OF DIRECTORS

**Tim Vincent—President**  
Vincent Maritime Services

**Chris Kline—Vice President**  
Alaska Boat Co.

**Jason Brantley—Treasurer**  
Bank of America

**Margaret deGravelle**  
Icicle Seafoods, Inc.

**Kurt Gremmert**  
Spartan Ltd.

**Aaron Harrington**  
Global Diving & Salvage

**Kevin Kaldestad**  
**Tom Suryan**  
Mariner Boats

**Darrin Manor**  
United States Seafoods

**Greg Mohs**  
Coastal Alaska Premier Seafoods

**Rich Morgan**  
**Lauren Frey**  
Servco Pacific Insurance

**Sarah Scherer**  
Seattle Maritime Academy

**Marty Teachout**  
**Katie Knifong**  
Trident Seafoods

**Annemarie Todd**  
O'Hara Corporation

**Mark Weed**  
Golden Alaska Seafoods

**Jim Woepfel—Legal**  
*Counsel*  
Woepfel Law PLLC

**Jonathan Parrott —**  
*Technical Advisor*  
Jensen Maritime  
Consultants

## 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!**



## **North Star** **INSURANCE SERVICES, LLC**

1801 Fairview Ave East, Ste 200, Seattle, WA 98102  
Office: (206) 285-4655 | Fax: (206) 285-5022 | On the web: [www.nsis.biz](http://www.nsis.biz)

*Additional Location in Fairhaven, MA*

**North Star Marine Insurance Services, LLC**  
59 Main Street, Unit 1, Fairhaven, MA 02719  
Office: (774) 202-2751 | Fax: (774) 202-3764 | On the web: [www.nsis.biz](http://www.nsis.biz)



North Pacific Fishing Vessel Owners' Association  
 1900 W Emerson, Suite 101  
 Fishermen's Terminal  
 Seattle, WA 98119  
 (206) 285-3383 Fax: (206) 288-9332  
 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**

**Length (feet):** \_\_\_\_\_  
**Tonnage (GRT):** \_\_\_\_\_

Vessel/Gear Type(s)	Target Fisheries

- Vessel (over 79 ft.)      \$600      Benefits apply to all current crew members and management company.
- Vessel (60-79 ft.)      \$300      Benefits apply to all current crew members and management company.
- Vessel (under 60 ft.)    \$125      Benefits apply to all current crew members and management company.
- Associate                 \$400      Benefits apply to business personnel only; vessel crew ineligible at this level.  
(Appropriate for marine support industry, e.g., law firms, ship yards, fuel suppliers, etc.)
- Individual                 \$75        Benefits are limited to named individual and are non-transferable  
(Appropriate for crewmen and single-person business entities.)