

THE DANGERS OF ICING
NEW FIRE DVD AVAILABLE
UNDERSTANDING YOUR MEDICAL BENEFITS

CHANGES TO DRUG TESTING REGULATIONS
THE IMPORTANCE OF COMBATING COMPLACENCY
COMMON FACTORS FOR SURVIVING A VESSEL SINKING



NPFVOA

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VESSEL SAFETY PROGRAM

FISHING IS A DEADLY BUSINESS, BUT MANY FISHERMEN WON'T WEAR LIFE PRESERVERS

By David Abel, Boston Globe Staff, Dec. 26, 2017

One rogue wave or false step, an ankle caught in a line, is all it takes to cast a fisherman overboard. But those risks have never been enough to convince Rick Beal that it's worth wearing a life preserver. Even though he has never learned how to swim.

Commercial fishing ranks among the most dangerous professions, but fishermen — fiercely independent and resistant to regulations — have long shunned life preservers, often dismissing the flotation devices as inconvenient and constraining.

Between 2000 and 2013, 665 US fishermen died at sea, nearly one-third of them after falling overboard. Not one of the latter group was wearing a life preserver, according to the National Institute for Occupational Safety and Health. Unlike many mariners, commercial fishermen aren't required to wear them, although the government requires their boats to carry life preservers.

When a clam boat sank off Nantucket earlier this month, two fishermen who were apparently not wearing flotation devices died, while a pair of crew members who managed to put on life-saving gear survived. The fatal capsizing of the Misty Blue has renewed calls for requiring fishermen to wear life preservers, just as bikers must wear helmets and drivers use seat belts. Those safety measures also faced considerable resistance before gaining acceptance.

"I don't see why fishing boats should be exempted from a requirement that exists for just about every other working boat," said John Bullard, the regional administrator of the National Oceanic and Atmospheric Administration, noting that seamen in the Coast Guard and many in the merchant marine are required to wear life preservers while on deck. "I know it's inconvenient. But it's not just about the individual wearing, it's about the wife or the child back home who's hoping they return."

Fishermen, already subject to a welter of government regulations, bristle at the idea of more. Their safety should be their concern, they say.

To understand why so many refuse to use life preservers, researchers surveyed nearly 200 fishermen who attended safety-training courses in Massachusetts for a study published two years ago in the American Journal of Industrial Medicine.

They found that more than three-quarters did not wear a life preserver, even though those fishermen acknowledged their work is highly dangerous and they knew colleagues who had died at sea.

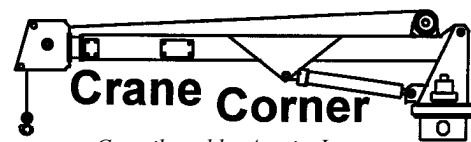
In interviews, fishermen cited several reasons for their reluctance. The flotation devices were uncomfortable, and they worried they might get entangled in them. Some said they were concerned about the expense — some models can cost as much as \$300 — or were unaware of the newer designs, in part because many marine equipment stores carried only the older, bulkier vests.

Joe Orlando, another fisherman from Gloucester who never learned to swim, ticked off a list of reasons why he doesn't wear a life preserver. But he acknowledged they're probably poor excuses.

"It's something we should be doing, but we don't," he said.

What would make him change?

"If they required me to wear one, I'd wear it," he said. "Maybe that's what it would take."



Contributed by Arxcis, Inc.

KNUCKLE BOOM CRANES

Knuckle boom cranes are very common on fishing vessels since they can better control the load by keeping it closer to the boom tip and the deck. They are similar to a standard "straight boom" crane except that the outer boom articulates at the "knuckle" near the middle, letting it fold in like a finger. But, because of the increased amount of moving parts it also requires higher power demands and more maintenance. Since vessel mounted cranes are used to move loads around on the deck and they cannot always reach the load, "side-loading" is sometimes reverted to. Side-loading a crane occurs when the hoist wire below the boom tip is pulled in any direction other than vertical. This can be a very destructive practice, causing tremendous stress on the knuckle hinge and swing motor pinion gear and a twisting action on the main boom and boom tip. Some of the damage will be very evident in worn grooves on the boom tip and sheaves, and damaged hoist wire. Other damage cannot be seen without completely dismantling the crane, such as a worn or cracked hinge pin or bushing, or a fatigued swing motor pinion gear, which, if it fails, will result in complete loss of control of the swing capabilities of the crane. Always use and operate the crane according to manufacturer recommendations and guidelines. If there is no other option, then make sure a competent person plans and oversees the lift.

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INSPECTIONS AND COMPLIANCE DIRECTORATE EXPANSION OF DEPARTMENT OF TRANSPORTATION DRUG SCREENING TO INCLUDE SEMI-SYNTHETIC OPIATES

Washington DC, Jan. 16, 2018

This Marine Safety Advisory (MSA) is to ensure mariners, marine employers, and sponsoring organizations are informed of recent changes to the Department of Transportation (DOT) Drug Testing requirements that are found in 49 CFR Part 40. As the U.S. Coast Guard requires DOT 49 CFR Part 40 drug test per 46 CFR 4.06-20(b) and 46 CFR 16.201(a), this MSA seeks to broadly communicate important changes affecting mariners, marine employers, and sponsoring organizations.

The DOT promulgated its final rule (82 FR 52229) amending the drug-testing program regulations to add hydrocodone, hydromorphone, oxycodone, and oxycodone (the most common prescription drugs of abuse) to the "Opioids" section of the drug-testing panel. Beginning January 1, 2018, in addition to the existing DOT drug testing panel that tests for marijuana, cocaine, amphetamines, phencyclidine (PCP), and opiates, mariners in safety-sensitive positions will also be tested for the four additional semi-synthetic opioids named above. Some common names for these semi-synthetic opioids include OxyContin®, Percodan®, Percocet®, Vicodin®, Lortab®, Norco®, Dilaudid®, and Exalgo®.

If a mariner tests positive for any of the semi-synthetic opioid drugs after December 31, 2017, then as with any other drug test result that is confirmed by the laboratory, the Medical Review Officer (MRO) will conduct an interview with the mariner to determine if there is a legitimate medical explanation for the result. If the mariner has a valid prescription, it must be provided to the MRO, who will then determine if the prescription is valid. If a legitimate medical explanation is established, the MRO will report the result to the marine employer as a negative. If not, the MRO will report the result as positive.

When a marine employer or sponsoring organization receives a positive drug test result from an MRO, the marine employer or sponsoring organization is required by 46 CFR 16.201(b) to remove the mariner from performing regulated safety-sensitive duties and provide a list of qualified Substance Abuse Professionals (SAP) to the mariner. In accordance with 46 CFR 16.201(c), marine employers and sponsoring organizations are required to report positive test results of credentialed mariners to the U.S. Coast Guard.

For marine employers and sponsoring organizations there is no need to make any changes if their current drug testing policies refer to adhering to "DOT 49 Part 40." However, if the marine employer or sponsoring organization lists the sub-categories of drugs tested under the 5-panel as "Opiates (codeine, heroin, & morphine)" and/or Amphetamines (amphetamine, methamphetamine, MDMA, MDA, MDEA), then the marine employers or sponsoring organization needs to change "Opiates" to "Opioids (codeine, heroin, morphine, oxycodone, oxycodone, hydrocodone, hydromorphone)" and "MDEA" will need to be removed from the list under Amphetamines. Likewise, if cut-off levels are listed in current policies, employers must update those cut-off levels. Again, employers may simply delete the cut-off levels completely and be in compliance if the DOT policy refers to adhering to "DOT 49 Part 40."

Mariners should also consult with their prescribing physician to discuss their safety-sensitive responsibilities in order to determine if continued use of these medications is appropriate. Mariners should ensure their prescribing physician knows what type of regulated, safety-sensitive work the mariner performs and discuss whether prescribed medications could impact transportation-related safety-sensitive work.

Mariners, marine employers, and sponsoring organizations may find additional information and guidance regarding these changes by DOT at: <https://www.transportation.gov/odapc/frpubs>.

JUDGE ISSUES RULING FOR COAST GUARD, SUSPENDS LOCAL CAPTAIN'S MERCHANT MARINER CREDENTIAL

U.S. Coast Guard 13th District PA Detachment Astoria, Dec. 13, 2017

PORTLAND, Ore. — An administrative law judge suspended the merchant mariner credential of the master of the Portland Spirit Dec. 11, 2017, following an investigation by members of the Coast Guard Marine Safety Unit Portland into an incident that occurred on the Willamette River, Oct. 29, 2017.

The Honorable George Jordan, Coast Guard administrative law judge for this case, found in favor of the allegations in the Coast Guard's complaint against Lowell Gillespie Jr., and ordered Gillespie's credentials to be suspended for three months.

"We are pleased with the judge's decision," said Capt. Tom Griffiths, commanding officer, Marine Safety Unit Portland. "One of the Coast Guard's primary missions is to ensure waterway safety; safe navigation and collision avoidance are primary concerns. All operators share the responsibility to prevent vessel collisions."

Gillespie, as part of the proceedings, filed an uncontested answer to the court and admitted his actions of negligence in the matter.

The complaint stated the respondent was negligent while serving as master of the Portland Spirit in that he failed to take positive action to avoid a collision with two recreational rowers. As per navigation rules, the master had the responsibility to not only avoid a collision but also to alter the course or speed of the Portland Spirit in order to not impede the passage or safe passage of the rowers.

The incident in question occurred during the Portland Fall Classic event when rowing teams raced rowing shells on the Willamette River. During the event, the Portland Spirit maneuvered through the race route and caused teams in two rowing shells to alter their course to avoid a collision with the Portland Spirit.

BE AWARE OF ICING DANGER, USCG ADVISES

U.S. Coast Guard article from Pacific Fishing Magazine, Dec. 2017

The U.S. Coast Guard reminds commercial fishing vessel operators to be aware of the dangers of icing and vessel stability as the winter fishing season gets underway across Alaska.

A vessel's center of gravity can rapidly rise when freezing spray accumulates high above the main deck. Icing conditions increase the risk of capsizing and sinking.

Operators should use all available resources to determine if icing and freezing spray is forecast in their location for the next 48- to 72-hour time window. If icing conditions are forecast or present, operators should seek shelter, reduce speed, change course, and manually remove ice. Operators should also consider reducing the amount of bait, gear, and pots onboard the vessel prior to departure.

Vessel owners, operators and crews are advised to give special consideration to vessel stability concerns after multiple fatalities and the complete loss of the F/V Destination in February in the Bering Sea.

"The amount of ice can change in an instant depending on a number of variables such as loaded condition and freezing spray," said Anthony Wilwert, fishing vessel safety coordinator for the 17th Coast Guard District. "Some ways to mitigate ice buildup on a vessel include slowing speed, changing heading, and tarping deck loads to shed water. Boaters should also remain diligent about monitoring weather forecasts and staying out of icing conditions in the first place."

Operators and crew should seek out opportunities to further their knowledge of stability with courses, training workshops and visits from naval architects. They should also take advantage of other initiatives, both mandatory and voluntary, to discuss and complete a vessel's current stability instructions (SI) to the actual load condition prior to departing port. An independent review of a vessel's loaded condition, equipment, and operations can often provide important insights.

Operators should confirm the accuracy of their SI whenever a vessel undergoes any of the following:

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- Major conversions or substantial alterations
- Changes to a vessel's rigging, deck, or fishing equipment, including pots
- Changes in principal dimensions, cargo hold, or tank capacities
- Weight creep, which is the accumulation of extra gear, equipment, and parts carried aboard the vessel, and any other weight change variations.

Additional information and questions on vessel stability may be sent to HQS-PF-flidr-CG-INV@uscg.mil.

USCG – CELLULAR PHONE GEOLOCATION

From Bryant's Maritime Blog, Dec. 1, 2017

The US Coast Guard issued a notice announcing its intent to enter into a Cooperative Research and Development Agreement (CRADA) with TriaSys Technologies Corp. to investigate the potential operational use of cellular phone direction finding technology.

USCG – US BUILD DETERMINATION

From Bryant's Maritime Blog, Nov. 29, 2017

The USCG National Vessel Documentation Center (NVDC) issued a Determination Letter confirming that the fishing vessel Blue North is deemed to have been built in the United States despite having a small quantity of foreign-sourced steel.

MINIMUM RANDOM DRUG TESTING RATE

By Gary Haugen, Jan. 19, 2018

The U.S. Coast Guard published a notice in today's Federal Register announcing that the minimum random drug testing rate for covered crewmembers employed aboard inspected and uninspected (where applicable) vessels for the calendar year 2018 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) indicate a positive testing rate greater than 1.0% (or a qualitative deficiency of reported data).

FUEL SAFE

COMPLACENCY CAN LEAD TO DISASTER

By Lori Cres and Scott Ferguson, WA State Dept. of Ecology, Oct. 21, 2017

"Success breeds complacency and complacency breeds failure," says Andrew Grove, founder of Intel Corporation. This quote warns us against the dangers of complacency, which can result in missed opportunities for improvement, as well as catastrophic accidents.

Science shows us that our brains have several evolutionary traits that make falling into complacency surprisingly easy. The brain develops routines for frequently completed tasks, uses past experience to fill in missing information, and tends to assume our actions will result in success.

How does complacency lead to accidents? A person who views their job as routine is no longer actively engaged. The job fails to hold their full attention. Conducting an oil transfer is one example of a job that could become repetitive and routine. The person may assume what worked the last time will also work this time. They're no longer open to new information because it conflicts with what they expect to happen. The person who assumes their actions will always result in success is no longer considering the very real dangers inherent in the job. They're more likely to take risks or fail to follow procedures.

To combat complacency on your boat, encourage your crew to stay observant, curious, and open to learning new information. When crewmembers are focused, question assumptions, and speak up when something doesn't feel right, they can avoid complacency and the accidents it causes. Don't fall into the trap of thinking, "This is how we always do it." Instill the idea that each oil transfer is a new opportunity to keep the fuel in the tank. Before each fueling, stop and think about the tank capacity, the shape of tanks and cross piping status, and the amount of fuel already onboard.

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Know how much fuel you're going to take and visualize the job from start to finish. Start slowly, monitor throughout, and stop fueling with plenty of extra space in the tank. Then top off slowly, remembering tank shape and piping configuration. Plug your scuppers and have containment at the connection. Let's live the ideal of no more spills. Stay sharp, be safe, and protect the environment!

OTHER NEWS

FISHERIES IN THE FRAY

By Jessica Hathaway, Jan. 4, 2018

While NMFS Director Chris Oliver assured the audience at Pacific Marine Expo in Seattle this fall that the Trump administration is supportive of his fishing friendly agenda, threats to fishery habitat and fishing grounds loom large under the new regime at EPA and the Bureau of Ocean Energy Management.

In 2017, EPA Administrator Scott Pruitt reopened the door for Pebble Ltd. to push through a mining plan that would threaten the headwaters of the world's largest wild salmon run.

Then on Dec. 1, Pruitt announced that modern mining practices along with state and federal statutes adequately address the risks of operating hard-rock mines (like Pebble). EPA no longer requires mining companies to set aside funds to clean up their own messes. Asking more from the mining companies "would impose an undue burden on this important sector of the American economy," Pruitt said.

According to the *Chicago Tribune*, the EPA spent more than a billion dollars cleaning up abandoned hard-rock mining and processing sites across the country over the five-year period from 2010-14.

Is it asking too much of mining companies to require them to provide collateral for an inherently risky business? I think this is how we ended up with a subprime mortgage disaster. "No collateral? No problem! We don't want to make it too hard for you." That model has a history of failure on a grand scale. Even a small leak of toxic byproduct can have devastating long-term effects that ripple far beyond financial hardship.

I'm all for relaxing some minor regulations that prevent small businesses from competing with the big cats. By all means, let's do what we can to level the playing field for self-driven Americans to make their own way. Mining is a very lucrative (and large-scale) business. If it weren't, who would take on the risks of environmental damage and worker safety? I don't think we're asking too much to make sure large mining companies can cut checks to clean up their own inevitable messes.

Meanwhile, as we go to press, we are waiting to hear about the Trump administration's proposal to increase oil and gas drilling off the East Coast and in the Arctic seas.

The pending Astro (Accessing Strategic Resources Offshore) Act would give the Interior Secretary (Ryan Zinke at press time) the authority to hold lease auctions on tracts that fall outside of the Obama-era drilling plan.

That plan made 6 percent of the outer continental shelf available for lease to oil and gas companies. The Astro Act would bypass that plan as well as due process and public oversight of offshore leasing. It would also combine the Bureau of Ocean Energy Management with the Bureau of Safety and Environmental Enforcement, which was created in response to departmental failures when the Deepwater Horizon oil spill devastated Gulf of Mexico fisheries (and tourism).

But the economics of offshore drilling may keep investments at bay regardless of availability — for now. The 2008 record of \$147 a barrel is small in the rearview. The five-year average price per barrel has hovered around \$60. Prices go up only as inventory decreases, which is hardly incentive to drill, baby, drill.

Meanwhile, wild fish continues to rise in value, along with utilization, fuel efficiency, bycatch reduction and advances in processing. In short, you're killing it.



GAO – COMMERCIAL FISHING VESSELS

From Bryant's Maritime Blog, Dec. 15, 2017

The Government Accountability Office (GAO) issued a report on the classification of commercial fishing vessels. The report recommends that the Coast Guard work with the National Marine Fisheries Service and other federal agencies to collect reliable data on the number of active US commercial fishing vessels. It also recommends that the Coast Guard develop regulations or guidance to address questions concerning the classification and the alternative-to-classification approaches to the design, construction, and maintenance of fishing vessels. GAO-18-16

MARAD—DOCUMENTING FISHING INDUSTRY VESSELS

From Bryant's Maritime Blog, Dec. 1, 2017

The Maritime Administration (MARAD) promulgated a final rule amending its regulations concerning requirements to document US-flag fishing industry vessels of 100 feet or greater in registered length. The rule enters into effect on 2 January 2018. 82 Red. Reg. 56899



SURVIVAL IS NO ACCIDENT

By KC Elliott and Samantha Case, Dec. 18, 2017

The National Institute for Occupational Safety and Health (NIOSH) recently completed an analysis looking at factors related to surviving vessel sinkings in Alaska. For the years 2000–2014, there were 187 sinkings of decked fishing vessels in Alaska, putting 617 crewmembers at risk. Unfortunately, 60 of those fishermen lost their lives at sea. The study showed that above all, abandoning to a nearby vessel or otherwise avoiding immersion gave the greatest chance of survival after a vessel sank. Nearly all crewmembers who were able to exit directly to another boat, a life raft, or to land survived these vessel sinkings.

There were many crewmen, however, who ended up in the water after the vessel sank. The study showed that nearly all crew who died during an event were immersed in water for some period of time, and identifying factors that lead to survival of water immersion is crucial.

For all crewmembers who entered the water for any amount of time, crewmember survival was:

- 39 times higher if the event occurred within three miles of land
- 17 times higher if they were able to enter a life raft
- Six times higher if the event was not during poor weather

If immersion was longer than 30 minutes, crewmember survival was:

- 25 times higher if the event was not during poor weather
- 12 times higher if they were able to enter a life raft
- Six times higher if an immersion suit was used

So what does this mean for commercial fishermen who are looking for ways to stay safe? Well, the first thing you can do is to prevent the sinking in the first place. That means frequently checking weather forecasts and heeding weather advisories. It also means ensuring your vessel is watertight by regularly inspecting and maintaining the hull, as well as keeping doors and hatches closed while underway to prevent flooding. And finally, it means checking how much you're carrying – and where – to ensure your vessel's stability is preserved. Make sure to re-evaluate your stability when you change gear or make modifications to your boat.

But what if that worst-case scenario does happen? This is where marine safety training could save your life! In these courses you will learn about how to correctly (and quickly) put on an immersion suit, deploy and enter a life raft, how to conduct monthly drills, use an EPIRB, and issue a MAYDAY call. NIOSH recommends all commercial fishermen take a marine safety class every five years. Always wearing a PFD on deck is also a good idea because you never know when a normal day on the water could turn into a life-threatening event. Finally, be sure to inspect and maintain your lifesaving equipment. This also means keeping it in a place you can get to within seconds – don't stack gear or pots in the way!

We hope that you and your crewmembers are never involved in a vessel disaster, but if you are, having access to well-maintained, serviceable

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life saving equipment and the knowledge and skills to use it properly are critical factors for survival. Take the steps needed to be prepared to survive!

For more information about our current projects and how you can keep your fellow fishermen safe, contact the NIOSH Commercial Fishing Safety Research and Design Program (scase@cdc.gov), follow us on Twitter (@NIOSHfishing), or visit our website: <http://www.cdc.gov/niosh/topics/fishing>.



U.S. LABOR DEPARTMENT'S OSHA ACCEPTING ELECTRONICALLY SUBMITTED INJURY, ILLNESS REPORTS THROUGH DECEMBER 31

Washington DC, Dec. 18, 2017

The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) will continue accepting 2016 OSHA Form 300A data through the Injury Tracking Application (ITA) until midnight on December 31, 2017. OSHA will not take enforcement action against those employers who submit their reports after the December 15, 2017, deadline but before December 31, 2017, final entry date. Starting January 1, 2018, the ITA will no longer accept the 2016 data.

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.

OTHER NEWS

HEALTH CARE CORNER

Capital Benefits, Dec. 2017

As the New Year quickly approaches, this means new medical benefit plans are just around the corner for many people also. Now is a great time to make sure you understand your benefits, new or old, and that you're getting the best possible benefit from your plan. Here a few tips to help you get the most from your medical benefits in 2018:

1. Know Before You Go – Knowing the basics of your health insurance benefits will make you a more confident and well-prepared consumer. Understanding how your plan operates and basic information such as your deductible, copay and out-of-pocket maximum will give you a better idea of how much you can expect to pay.
2. Research – A little bit of research before you head to the doctor's office or pharmacy can make a big difference. Confirming that your doctor is in-network, especially if you recently changed plans, will ensure you get the best possible rate.
3. Ask questions – Don't be afraid to ask your doctor if a medication they prescribe might have a lower cost alternative or how much they expect a suggested procedure to cost.
4. Speak Up – While your annual preventive care visit should be covered at no cost to you, other tests (or even questions you ask) may not be categorized as preventive and that means you could be charged. You can always ask your provider at the beginning of your appointment to make you aware if any topic or procedure that is discussed will not be considered preventive.
5. Double Check – After your appointment, make sure to read your Explanation of Benefits (EOB) carefully to check that the charges match the appointments and procedures that were performed.

Understanding health insurance benefits can be a daunting task, especially with the constantly changing health care environment. Fortunately, NPFVOA member companies have access to the NMTA Health Trust and their team of professionals to help navigate their employee benefits. If you would like to find out more about the NMTA Health Trust, contact Capital Benefit Services at 425-641-8093.

Wishing you a Happy and Healthy New Year!

CHANGES TO DOT DRUG TESTING REGULATIONS

By Ken George, Dec. 29, 2017

With the new DOT testing panels coming into effect on the 1st, companies should prepare by taking the following actions:

~First, notify your affected employees about DOT adding these new drugs as they are often prescribed. All of these drugs have warnings on the medication that their use may impair the mental and physical abilities needed to perform potentially hazardous activities such as driving a car or operating machinery.

~Employees taking these medications should notify the company and obtain authorization from their physician to be able to work in safety-sensitive positions. If an employee is taking any of these drugs, the medical review officer will most likely provide the company with a "Safety Concern Letter." This letter will create a liability for that company as it will state something similar: "During the MRO verification process, the MRO became aware of medications that in his/her reasonable judgment indicate that continued performance by the employee of his/her safety-sensitive functions(s) could pose a significant safety risk."

~When receiving such a letter, the company should already have been notified by the employee and have medical authorization to work in that safety-sensitive position. The prescribing doctor should state in writing that in his/her opinion, it is not a safety hazard to the employee or anyone else to perform all the duties of his/her safety-sensitive position while taking the medication at the prescribed dosage.

~Companies should also be reviewing their policies and amend them if necessary.

~Companies will eventually need to obtain and use new custody and control forms. Most laboratories have not been supplying those, however, the old forms will be good through June of 2018.

Please contact me if you have any questions or need assistance.

ken@kgadrugfree.com

IMO PROMOTES FISHING VESSEL SAFETY

By Aiswarya Lakshmi, Oct. 26, 2017

"We want to reduce loss of life in one of the most dangerous professions in the world, and we want to enhance safety on board fishing vessels," said Ms. Allnutt, Head of Maritime Technology in IMO's Maritime Safety Division, following a regional seminar, in Cape Town, South Africa, to promote ratification and implementation of a key fishing vessel safety treaty known as the Cape Town Agreement of 2012.

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"This Agreement, once fully ratified, in force and implemented, will be an internationally binding agreement which will facilitate better control of fishing vessel safety by flag, port and coastal States. It will also contribute to the fight against illegal, unregulated and unreported (IUU) fishing," Ms Allnutt said.

"We are seeing increasing commitment from a number of IMO Member States as well as from regional organizations and international non-governmental organizations to promote the Cape Town Agreement and other measures to make fishing a safer and more sustainable industry. This is something to be welcomed, for the millions of people worldwide who work in the fishing sector," Ms. Allnutt said.

EXCELLENCE CREW ABANDONS SHIP

Jan. 14, 2018

The Excellence crew practiced an abandon ship drill at Pier 90 prior to leaving for Alaska. The key crew entered the water from the ship, boarded a life raft and ran lifelike drills. Good job Excellence crew!



Photo by: Rebecca Wilkins



SAFETY IN NUMBERS



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FEBRUARY-DECEMBER 2018 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

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

Feb. 5-9, Mar. 5-9, Apr. 9-13, May 7-11, Jun. 4-8, Jul. 9-13, Aug. 6-10, Sept. 10-14, Oct. 8-12, Nov. 12-16, Dec. 3-7

STCW BASIC TRAINING REFRESHER

\$875 MEMBERS / \$900 NON-MEMBERS

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

STCW BASIC TRAINING REVALIDATION

\$725 MEMBERS / \$775 NON-MEMBERS

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

MEDICAL EMERGENCIES AT SEA

\$120 MEMBERS / \$135 NON-MEMBERS

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

2-DAY BASIC FIRE FIGHTING

\$575 MEMBERS / \$600 NON-MEMBERS

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

DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS

Feb. 1, Mar. 2, Apr. 4, May 1, Jun. 1, Jul. 2, Aug. 2, Sept. 5, Oct. 2, Nov. 1, Dec. 10

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS

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

SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS

Feb. 16, Mar. 16, Apr. 20, May 18, Jun. 15, Sept. 14, Oct. 19, Nov. 16, Dec. 14

24-HOUR HAZWOPER TECHNICIAN

\$400 MEMBERS / \$425 NON-MEMBERS

Feb. 26-28, Mar. 26-28, Apr. 23-25, May 21-23, Jun. 25-27, Jul. 23-25, Aug. 27-29, Sept. 24-26, Oct. 29-31, Nov. 26-28, Dec. 17-19

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. 13, Mar. 13, Apr. 17, May 15, Jun. 12, Jul. 17, Aug. 14, Sept. 11, Oct. 16, Nov. 6, Dec. 11

PLEASE CALL US TO SCHEDULE THE FOLLOWING CLASSES:

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$250 MEMBERS / \$280 NON-MEMBERS

8-HOUR SHIPBOARD DAMAGE CONTROL

\$300 MEMBERS / \$315 NON-MEMBERS

STABILITY

\$150 MEMBERS/\$175 NON-MEMBERS

SAFETY BITES & MEMBER NEWS

SAFE+SOUND WEEK 2018 TO BE HELD AUGUST 13-19

The second annual Safe+Sound Week will be held Aug. 13-19, 2018. The event is a nationwide effort to raise awareness of the value of workplace safety and health programs. These programs can help employers and workers identify and manage workplace hazards before they cause injury or illness, improving a company's financial bottom line. Throughout this week, organizations are encouraged to host events and activities that showcase the core elements of an effective safety and health program, including: management leadership, worker participation, and finding and fixing workplace hazards. For more information and to sign-up for email updates, visit the Safe+Sound Week webpage.

<https://www.osha.gov/safeandsoundweek/>



NPFVOA'S SPRING GOLF TOURNAMENT FUNDRAISER

Sponsored by Ocean Peace, Inc.

Thursday, May 10, 2018

Habour Pointe 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 to be added to our mailing list.

NPFVOA'S NEW FIRE PREVENTION AND CONTROL DVD NOW AVAILABLE

A fire at sea is every seafarer's nightmare. With no escape, your only option is to face the fire head on. Preventing a fire from starting is the goal, but when that fails, your life depends on your knowledge of fire. Understand the nature of fire, how fires are started and spread, and how to fight them in a speedy and safe manner.

In this training DVD, you and your crew will learn about firefighting techniques and tools that could save the ship in its most dire time.

Topics covered:

- Nature of Fire
- Classification of Fire
- Fire Prevention & Preparation
- Portable Fire Extinguishers
- Water Fire Main System
- Fixed Fire Extinguisher System
- Fighting the Fire

Cost: \$125 for members / \$140 for non-members

Call 206-285-3383 or email info@npfvoa.org to purchase!



NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD—EXECUTIVE DIRECTOR

REBECCA HANRATTY—PROGRAM COORDINATOR

CAIT MCKENZIE—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
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- **STCW BASIC TRAINING REVALIDATION *NEW***
- DRILL INSTRUCTOR WORKSHOP
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- SHIPYARD COMPETENT PERSON REFRESHER
- 8-HOUR SHIPBOARD DAMAGE CONTROL
- OSHA MARINE 10-HOUR
- OSHA COMPLIANCE AT THE DOCK OR SHIPYARD
- ONBOARD DRILL INSTRUCTOR WORKSHOP
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North Pacific Fishing Vessel Owners' Association
1900 W Emerson, Suite 101
Fishermen's Terminal
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): _____		
Crew Size: _____		

- | | | |
|--|-------|--|
| <input type="checkbox"/> Vessel (over 79 ft.) | \$600 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Vessel (60-79 ft.) | \$300 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Vessel (under 60 ft.) | \$125 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> 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.) |
| <input type="checkbox"/> Individual | \$75 | Benefits are limited to named individual and are non-transferable
(Appropriate for crewmen and single-person business entities.) |