

IFISH 5 SAFETY CONFERENCE
THE RISKS OF ICE ACCUMULATION
FISHING APPRENTICES PROGRAM IN RHODE ISLAND

USCG SAFETY ALERT FOR PFDS
SHIP REPAIR YARD CITED BY OSHA AFTER DEADLY EXPLOSION
USCG INVESTIGATE F/V FOR OIL DISCHARGE IN CANADIAN WATERS



NPFVOA

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VESSEL SAFETY PROGRAM

ICING LED TO DEADLY FISHING BOAT SINKING

Maritime Executive, July 13th, 2018

The National Transportation Safety Board has concluded that severe icing led to the sinking of the fishing vessel *Destination* in the Bering Sea last year, killing six fishermen on board. The *Destination* disappeared with all hands on the morning of February 11, 2017, while under way from Dutch Harbor to St. Paul. Her EPIRB activated after 0600 hours and alerted the authorities to her sinking, but no mayday call was received. SAR units located her debris field and a sheen, but no sign of her six crewmembers. Her wreckage was later found just off St. George Island, about 200 nm northwest of Dutch Harbor.

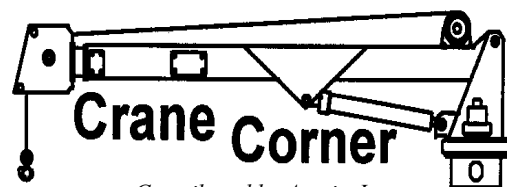


Ice accumulation on the fishing boat Polar Sea, one day after the Destination sinking. Polar Sea had transited the same area (NTSB)

On the morning of February 11, 2017, *Destination* was bound for St. Paul for the opilio crab season. She likely had 200 pots on board, within the allowances of her stability booklet under normal weather conditions. She was under way off St. George, making a steady speed of 9 knots, when her AIS reported a rapid turn to starboard and then ceased transmission. Her EPIRB activated at about the same time, triggering a SAR mission. Nearby fishing vessels joined the search, and two of them recovered life rings bearing *Destination*'s name.

Marine forecasts for the Pribilofs at the time of the accident voyage warned of heavy freezing spray, a common weather condition in the Bering Sea in February. The NTSB estimated that *Destination*

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SYNTHETIC ROPE SLINGS

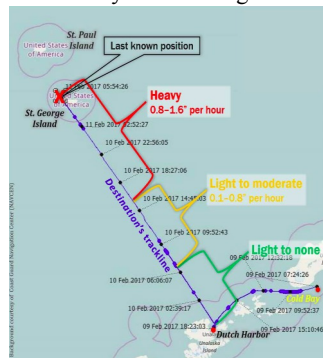
One of the more common slings used for lifting aboard fishing vessels is the synthetic rope sling that is made by members of the crew. OSHA regulations require that all lifting devices shall be load rated and that the rated capacity should be clearly marked on the device. This requirement includes synthetic rope slings. In classes that Arxcis, Inc. conducts, members of the class are given samples of the different types of ropes of various sizes and asked to give the load capacity of each. Very few are able to guess the correct capacity and most overestimate it. The safety factor for different types of ropes varies. For example, nylon and polyester ropes require a safety factor of 9 while polypropylene rope has a safety factor of 6. This means that a ¾ inch nylon rope with a breaking strength of 13,490 lbs. will have a load capacity of 1,500 lbs. The load capacity of some of the more common slings used in the vertical hitch are: 1 inch nylon = 2,600 lbs, 1 inch polyester = 2,300 lbs, and 1 inch polypropylene = 2,200 lbs. Tagging the slings with load capacities poses a problem. In discussions with the Federal Maritime Compliance Office, they have agreed to allow the installation of a placard in a conspicuous place(s) on the vessel with a sample of each rope and its rated load capacity. This allows the crew to correctly identify the load capacity for a sling.

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was exposed to icing conditions during the final 23 hours of the voyage, and she would have experienced heavier exposure to icing and higher seas after she transited out of the lee of St. George Island, about half an hour before she went down. Icing raises a vessel's center of gravity, reducing stability and (with sufficient quantity) raising the risk of a capsizing.

In testimony from fishing vessel crews that had been operating nearby, the



NTSB found that other boats had experienced icing at a rate of 0.25 to one inch per hour, and one reported stopping four times to break off the ice. Several fishing vessels had anchored off St. Paul and St. George to avoid exposure to the forecast weather conditions.

The Coast Guard's Marine Safety Center performed an analysis of the *Destination's* theoretical stability under several levels of icing, and determined that she would have had a negligible righting arm if she had accumulated eight inches

of ice—an indication that she could have been vulnerable to capsize if her crew had not slowed down and used hammers to break off some of the weight. *Destination's* AIS signal showed no signs of slowing as she passed through the lee of St. George Island.

In an advisory to shipping, the NTSB cautioned crab fishermen to take precautions in icing conditions. Sailing with fewer pots on board during heavy icing forecasts and covering pot stacks with tarps will reduce the amount of surface area exposed to icing, and seeking a lee, reducing speed and changing heading can slow the rate of accumulation. In addition, the NTSB cautioned against the effects of fatigue—a constant battle in the fishing industry—and its impact on the crew's ability to respond to icing conditions.



U.S. COAST GUARD INVESTIGATES FISHING VESSEL FOR KNOWINGLY DISCHARGING OIL IN CANADIAN WATERS

July 19th, 2018

JUNEAU, Alaska – Investigators from Coast Guard Sector Anchorage and Marine Safety Detachment Dutch Harbor, and Coast Guard Investigative Service agents are investigating the fishing vessel Mark I for knowingly discharging oil overboard in Canadian waters.

A Transport Canada aircrew detected the Mark I transiting through the Canadian exclusive economic zone 97 miles off of Cape St. James, British Columbia, with an approximate 26-mile oil sheen trailing behind, July 7. Coast Guard pollution response investigators and CGIS agents boarded the Mark I in Dutch Harbor, Friday. During the boarding they found evidence that bilge waste and oil had been discharged overboard.

The Coast Guard Captain of the Port in Anchorage determined that the Mark I poses a substantial threat to the marine environment and ordered the vessel to perform certain marine environmental actions and cleanup. "The Coast Guard is committed to protecting the world's oceans from pollution crimes," said Rear Adm. Matthew Bell Jr., Coast Guard 17th District commander. "We value our international, federal, state, local and tribal partners who cooperate with us to do just that."

Vessels documented in the United States are prohibited from discharging oil or oily water anywhere they may sail. Those that discharge oil or oily waste within U.S. waters are subject to the Clean Water Act. Those that discharge oil or oily waste outside of U.S. waters are subject to the Act to Prevent Pollution from Ships. Violating either Act is a Class D Felony that can result in up to 10 years confinement and a criminal fine up to \$250,000. Violations can also trigger civil penalties of up to \$72,718 for each violation. Each day of a continuing violation constitutes a separate violation.

COAST GUARD MEDEVACS MALE FROM FISHING VESSEL IN PRINCE WILLIAM SOUND, ALASKA

July 27th, 2018

ANCHORAGE, Alaska – Coast Guard Station Valdez crew members medevaced an 18-year-old male, suffering from a hand injury, from the fishing vessel Pacific Harvester in Prince William Sound, Alaska.

The station's crew, including an emergency trauma technician, treated the man's hand while in transit to a Valdez pier where he was transferred to awaiting emergency medical service personnel for higher care.

Watchstanders at Coast Guard Sector Anchorage command center received a report from the master of the Pacific Harvester requesting a medevac for the crewmember who was suffering from a hand injury and displaying signs of shock. Watchstanders consulted with the duty flight surgeon who recommended a medevac. Watchstanders directed the launch of a Station Valdez boat crew.

"Having an EMT and first aid certified crewmembers allowed us to treat the man's hand while transporting him to the pier," said Petty Officer 2nd Class Gary Hutchison. "We train for emergencies like these and we hope he makes a speedy recovery."

COAST GUARD SUSPENDS SEARCH FOR MAN OVERBOARD IN UGASHIK BAY, ALASKA

July 20th, 2018

KODIAK, Alaska – The Coast Guard suspended its search for a man reported overboard from the 190-foot fishing vessel Cape Greig in Ugashik Bay, Alaska.

A Coast Guard Air Station Kodiak HC-130 Hercules aircraft crew, a Station Kodiak MH-60 Jayhawk helicopter crew and nine good Samaritan vessels searched a total of 13-square miles along the Ugashik Bay shoreline and up the river in efforts to locate the man.

On Thursday, at approximately 4:27 p.m., Communications Detachment Kodiak personnel received a report of a man overboard from the fishing vessel Cape Greig. Coast Guard 17th District command center watchstanders directed the COMMDDET personnel to begin an urgent marine information broadcast and directed the launch of an Air Station Kodiak Jayhawk aircrew to conduct the search. A Coast Guard Air Station Kodiak HC-130 Hercules aircraft was diverted to the scene to search for the man. "Our deepest condolences go out to his family during this time of grieving," said Lt. Stephen Nolan.

OTHER NEWS

FISHERMEN SAFETY TRAINING INVOLVES TIPS ON YOGA, ADMINISTERING NARCAN

Michael Bonner, July 26th, 2018

NEW BEDFORD – Fishing Partnership Support Services aims at focusing on the health and well-being of fishing families in New England. Sometimes that involves aid with health insurance, but in its New Bedford office at 114 McArthur Drive it meant yoga mats, Narcan and AEDs.

The organization conducted a four-hour CPR and first-aid training certification seminar for those associated with the fishing industry.

"The hard job that fishermen have to do for an extended amount of time really does put them in a risk situation," safety training coordinator Luis Catala said. "This is a hard to reach, underserved community that really needs these services. That's why we do our best to make ourselves accessible and bringing training to them."

The seminar, which ended with those participating receiving CPR certification, covered everything from administering Narcan and EpiPens to dealing with amputated digits as well as performing CPR and using automated external defibrillators (AEDs).

"It's extremely important just because of the long response time it's going to take from the Coast Guard or another boat that's nearby to help them," said Chris Crowther, who taught the course. "These guys need to be extremely well trained in a variety of medical emergencies."

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OTHER NEWS

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Catala also offered information on ergonomics that he said would help prevent potential injuries from occurring on a vessel.

He brought yoga mats for those in attendance to use. The women who attended took part as Catala offered stretching suggestions, while the men in the room remained seated opting not to participate.

"It's a slow thing. We realize this," Catala said. "Like anything, when you want to affect change and culture, you've gotta have the mindset that you're going to have to plug at it. Little by little the word gets around." Catala had to look no further than within the group of six who participated to see that change was occurring. One man mentioned the owner of the vessel he captains requires crew to wear life jackets at night and during poor weather.

"It really does bring a reward to what we're doing," Catala said. "It's not a strange thing to hear that fishermen don't want to wear life jackets. But when you hear some of them openly saying they have adopted that as a policy on their boat, it's really encouraging to hear."

The first hour of the training was spent explaining opioids and the use of Narcan. Many of the questions revolved around the effects Narcan can have on someone who isn't experiencing an overdose.

Fishing Partnership Services has provided safety training workshops since 2005.

RHODE ISLAND PROGRAM TRAINS MOTIVATED FISHING APPRENTICES

Melissa Wood, July 10th, 2018

In 40 years of fishing from Point Judith, Rhode Island, and another 12 conducting safety training, Fred Mattera has met many fishermen. Over time, he noticed a change in the crew.

"One of the things I started to see more often was this lack of youth," said Mattera.

Those he did meet lacked motivation. They didn't see commercial fishing as a career.



He decided to find some who did. In 2017, he helped launch the Commercial Fishing Apprenticeship Program with \$120,000 from the National Fish and Wildlife Foundation. This year, Real Jobs Rhode Island is providing \$150,000 to a class of 16 aspiring fishermen who started training on July 2.

In four weeks, apprentices learn about management, stock assessment, cooperative research, and the business of fishing. They spend three days at sea; handle local species in a biology class at the University of Rhode Island; and practice safety drills, rope mending and diesel maintenance. They're then guided in choosing among local fisheries, including scalloping, trawling, gill netting, lobster and private charters. Graduates receive foul weather gear, a \$1,000 stipend and a job.

Zane Maymon, a 24-year-old member of the 2017 class, said fishing had been in the back of his mind while growing up in Narragansett. After struggling with what to do after high school, he saw an ad for the program and applied.

"I liked how it was a cooperation between URI and the fishermen so we get to see the science and research," said Maymon.

In early July, he was working as a deckhand, trawling for squid on the F/V Enterprise. So far, 10 apprentices are on boats.

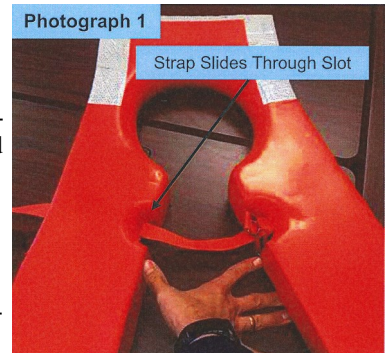
"The captains and owners that have them are content, and I get calls probably on a weekly basis, send me more," said Mattera.

USCG – SAFETY ALERT RE PFDs

Bryant's Maritime Blog, June 19th, 2018

The US Coast Guard issued a Safety Alert to raise awareness of a potentially dangerous circumstance involving Personal Flotation Devices (PFDs). During several inspections involving different vessels, Coast Guard personnel discovered a significant number (>100) of unwearable type 1 PFDs that would have presented a problem for users if needed in an emergency. During recent PFD inspections, inspectors discovered that the securing strap was secured at its bitter end, and was also fused to the side of the PFD by what appeared to be the shell coating or color-matching material. As a result, a user is unable to separate the halves of the PFD to open the gap and place over the head to wear. Based on the number of problematic PFDs discovered, the Coast Guard is strongly recommending that owners and operators using this type of PFD inspect each one for this condition. If problematic PFDs are discovered, owners and operators are encouraged to report their findings to the Coast Guard.

Alert 11-18 (6/18/18) [<https://www.dco.uscg.mil/Portals/9/DCO%20Documents/5p/CG-5PC/INV/Alerts/1118.pdf?ver=2018-06-18-155008-357>].



FUEL SAFE

WHERE DOES THE WASHINGTON NATURAL RESOURCE DAMAGE ASSESSMENT (NRDA) MONEY GO?

Jason Reichert, Washington State Department of Ecology

July 31st, 2018

You've heard this story: Early on a dark, December morning, a crabber makes its way out of the Columbia to fertile grounds off the coast. With one hold already full of 25 tons of crab, the Captain nods off and the vessel runs aground and sinks. Later, the crew watches their vessel, their livelihood, and 4,000 gallons of diesel disappear. Thankfully no one is injured. When the fishing community has an accident, it is so much more than just money. When Ecology receives a report of another fishing vessel down, we know someone's dream likely just ended. We also know that oil damages the habitat that supported those dreams. Toxicity studies show the amount of oil needed to hurt aquatic life can be less than 10 parts per billion.

Ecology is charged by Washington's Legislature with preventing oil spills to water and ensuring Washington citizens are compensated for any harm caused to the environment by oil spills. Compensation may take two forms: a project that enhances the environment, or a Resource Damage Assessment of a specific monetary amount.

This money goes into the state Coastal Protection Fund (CPF) and may be used for:

- Environmental restoration and enhancement projects
- Investigations of the long-term effects of oil spills
- Developing and implementing a computer map of water resources

This money may also fund research into oil spill causes, effects, and removal of oil spill pollution. Find out more about Natural Resource Damage Assessments on Ecology's website. (<https://ecology.wa.gov/Spills-Cleanup/Spills/Spill-preparedness-response/Restoring-resources-after-spills>).



OTHER NEWS

HOUSE PASSES BILL TO ENACT EL FARO SAFETY RECOMMENDATIONS

Maritime Executive, July 27th, 2018

The House of Representatives has passed the Save Our Seas Act of 2018 (S.756), an anti-pollution bill that has already been passed by the Senate, with a lengthy amendment aimed at maritime safety.

The amendment incorporates the provisions of the Maritime Safety Act of 2018, sponsored by Rep. Duncan Hunter (R-CA). These measures stem from the investigation into the loss of the El Faro and the Coast Guard's post-accident recommendations for regulatory change.

The act includes:

- more training for sector-level commanders of Coast Guard marine inspection units;
- steam plant inspection training for Coast Guard marine inspectors;
- class inspection oversight training for USCG marine inspectors;
- a review of USCG Alternate Compliance Program performance and policies;
- a new office dedicated to class society oversight, staffed by auditors and investigators with "the capability and authority to audit all aspects of ...recognized organizations";
- an independent review of the Coast Guard's oversight of class society performance;
- a review of options to step up Coast Guard and civilian inspection efforts;
- a review of the Coast Guard policies for designating a ship modification as a "major conversion";
- new transparency requirements for marine safety inspections, including a public website for flag-state detention rates and class society inspection performance;
- a U.S. Comptroller General audit of the IMO-required "safety management system" (ISM Code SMS) framework that provides the formal structure for every maritime operator's safety and compliance efforts;
- recordkeeping requirements for small weight changes to merchant vessels and each vessel's weight change over time;
- a U.S.-led effort at IMO to mandate float-free, EPIRB-equipped VDRs, which could reduce the need to search for lost data recorders on the sea-floor in the event of a sinking;
- a parallel IMO effort to require vessels to receive graphical weather charts;
- a review of U.S. regulations for intact and damage stability requirements, fire dampers and ventilators;

The amended bill now returns to the Senate for its consideration. If passed as amended in the Senate, without further modification, it would be sent to the White House for the president's signature.

ALASKA GILLNETTER CRUSHED BETWEEN CARGO SHIP AND PROCESSOR

Jessica Hathaway, July 18th, 2018

A husband and wife team, Jan Medhaug and Kayla Breeden, were fishing the flood tide with deckhand Kyle Brojakowski in Nushagak Bay off Clarks Point on Friday, July 13. Shortly after midnight, the 32-foot aluminum boat lost power.

While Medhaug and Brojakowski tried to restore power, Breeden hung a protective buoy off the stern. She made note of the 400-foot cargo ship Sohoh and the 330-foot processing boat Gordon Jensen about 15 feet apart and "three football fields away," she reported, or about 1,000 feet. The Kristi was reportedly drifting at about 5 knots, or about 500 feet per minute.

Shortly after Breeden dropped the buoy over the stern, the Kristi struck the processor and became lodged between the big ships, "pushed up against their Yokohama fender that was between the two of them," Medhaug told KDLG. "We started to violently smash between the two vessels." The Gordon Jensen crew responded to a radio call from Medhaug and lifted Breeden in a basket. When she was safely aboard the processor, she

asked the crew if that was as scary as it had seemed to her.

"They were looking at me like I was a ghost almost," Breeden said. Medhaug and Brojakowski remained on the Kristi for about another 20 minutes, hoping to get her situated to get through the tide so they could get her away from the fender at slack tide and out of the steel ship alleyway.

But Breeden could see from the deck of the processor that water was building up in the stern picking area. The two men escaped onto the fender with one last screech of twisting metal just before the gillnetter flipped bow over stern and sank in a flash. They came aboard the Gordon Jensen in the same rescue basket.



OSHA CITES SHIP REPAIR YARD AFTER DEADLY EXPLOSION

Maritime Executive, July 27th, 2018

The U.S. Occupational Safety and Health Administration (OSHA) has cited ship repair contractor First Marine, a division of Western River Boat Management, with more than a dozen serious violations related to the deadly explosion of the towboat *William E. Strait*. The blast, which occurred January 19, killed three workers and injured five others.

According to OSHA's citations, an employee left an oxy-acetylene gas hose line in an enclosed space on the *Strait* between January 17 and January 19. The individual had disconnected the torch from the end of the line, OSHA asserted, and on the day of the explosion, the "oxygen and propylene for the hose lines was discovered turned on without a torch attached to the line." Propylene is a flammable gas used as an alternative to acetylene. OSHA's most serious allegations contend that First Marine allowed employees to enter work spaces where flammable gas was present, without proper training and without prior testing of the space to ensure their safety. Each of these three "willful" charges is accompanied by a proposed fine of \$130,000.

Other alleged violations included leaving gas hose lines in an enclosed space unattended, failing to test an enclosed space to ensure that it is safe for hot work, failing to provide contractors with all information on work area hazards, lack of designated shipyard competent person and a variety of training shortcomings. Altogether, the penalties come to more than \$520,000. OSHA also listed First Marine in its Severe Violator Enforcement Program (SVEP).

Captain Jason Straight, the firm's VP of operations, said in a statement that First Marine is committed to safety. "As a company and as individuals, we take our safety responsibilities very seriously, and we have re-dedicated ourselves to maintaining a safe workplace," he said. "We already have implemented safety enhancements as the result of what we have learned from our own investigation."



IFISH 5: ADVANCING SAFETY AND HEALTH FOR FISHERMEN IN THE PACIFIC NW AND ACROSS THE WORLD

Kimberly Elliott, August 6th, 2018

The Fifth International Fishing Industry Safety and Health Conference (IFISH 5) took place in St. John's, Newfoundland, on June 10–13th. IFISH is the largest gathering of occupational safety and health researchers and marine safety professionals. The mission of IFISH is to advance global worker safety and health in the commercial fishing, aquaculture, and seafood processing industries through research, innovation, and the exchange of ideas.

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More than 175 attendees from 24 nations participated in four days of workshops, presentations, discussion panels, and other activities. For this conference, IFISH expanded the traditional commercial fishing safety and health program to cover occupational safety and health issues in seafood processing and aquaculture since these additional maritime industries share many of the same hazards, injuries, and health outcomes as commercial fishing. NIOSH would like to acknowledge and thank the strong showing of Pacific Northwest safety professionals who attended the conference. Sharing your experience and highlighting your dedication to the safety and health in the industry greatly contributed to the overall success of the conference.

NIOSH co-sponsored the conference with Memorial University of Newfoundland and the Food and Agriculture Organization (FAO) of the United Nations. Other sponsors included Fishing Partnership Support Services, The Ocean Frontier Institute, and WorkplaceNL. Together these organizations helped defray the cost of the conference, provided travel scholarships for 14 presenters from developing nations, organized workshops, and sponsored networking events.

Keynote speakers from six nations presented on a wide variety topics including perspectives of occupational safety successes and issues in the commercial fishing industry in the US and in Norway, occupational health and safety in the South African seafood industry, and aspects of global aquaculture safety and health. The scientific program included four concurrent tracks created to help guide attendees towards their particular interests. Specific topics which may be of interest to NPFVOA readers included:

- designing fishing boats to reduce noise
- weather and fishing safety
- injury and treatment in the West Coast Dungeness fleet
- factors associated with crewmember survival in cold water
- evaluation of “banger bar” use and effectiveness
- an overview of medical supplies and equipment needed aboard fishing vessels
- industry-led approaches to increasing safety and health
- chronic health risks in Alaska’s commercial fishermen
- seafood bioaerosol exposure and respiratory disease
- evaluating the effects of fisheries management measures on risk-taking and safety

A complete list of presentations and abstracts can be found on the conference website ifishconference.ca, and slides from the presentations will be available soon.

Many attendees also participated in an all-day pre-conference workshop which provided an overview and discussion of global fishing industry policies, hazards, and interventions. Participants learned about global initiatives to adopt vessel and worker safety standards; efforts to combat illegal, unreported, and unregulated fishing; innovations in safety management, and potential effects of fisheries management and other policies on safety. Participants also joined in group discussions to share best practices and lessons learned from past experiences and brainstormed solutions to improve safety and health outcomes in the future. IFISH 5 also included a post-conference workshop on aquaculture safety and health, a field trip to a maritime safety training center, and two networking events.

In the two months since the conference, there has been some positive outcomes thanks to the connections made at IFISH. One organization is working to create an electronic forum for researchers studying personal flotation device use and design for fishermen. Researchers from all over the Arctic are joining together to form a network focused on addressing the unique issues that exist in the Arctic maritime industry to improve worker safety and health. Another team of researchers has formed a group to create a brief report on preventing respiratory disease due to seafood bioaerosol exposures. Also, the conference organizers will be working with a scientific journal to publish a special edition of research presented at IFISH.

Because there was such an overwhelmingly positive response to IFISH 5, we are looking to hold the next conference in spring or summer of 2021. NIOSH is currently looking for partners and exploring location ideas for IFISH 6. If you’d like to know more about the conference or are interested in partnering with NIOSH, please contact the NIOSH Center for Maritime Safety and Health Studies at CMSHS@cdc.gov.

**SAFETY
ALERT**

NTSB National Transportation Safety Board



ICE ACCUMULATION- ADDRESSING THE RISKS OF ICE FROM FREEZ- ING SPRAY ON VESSEL STABILITY

June 20th, 2018

The Problem

Icing can dangerously degrade a vessel’s stability. The NTSB investigated an accident in which the fishing vessel *Destination* likely capsized at night in rough seas and gale force winds due to topside ice accumulation. The vessel was transiting through the Bering Sea to St. Paul Island in heavy freezing spray conditions that were forecasted by the National Weather Service. The vessel and all hands were lost without a mayday call.



Ice accumulation on a vessel operating near the capsized vessel that was lost with all hands in the Bering Sea on February 11, 2017. (1, 2, and 3) *Polar Sea*: ice covers the decks and anchor chain during the vessel’s transit to St. Paul Island on February 10 and remains on the wheelhouse while it was docked at the island the following day.

The Solution—What Mariners Can Do

During winter months, consult the National Weather Service’s freezing spray forecasts and plan transits and fishing operations accordingly to decrease the risks of hazardous conditions.

Should your vessel be exposed to freezing spray conditions, consider the following precautions:

- Decrease the number of pots on board or other gear above the main deck to reduce the available surface area for accumulating ice. These measures also serve to lower the vessel’s center of gravity, thereby increasing its stability margin prior to encountering icing conditions.
- Cover deck loads/ pots with tarps to shed water.
- Lessen exposure to high seas and winds:
 - reduce speed
 - change heading
 - seek shelter, such as a lee behind land mass
 - remove ice manually (break ice)
- Develop procedures and schedules for crewmembers to break ice and navigate during freezing spray conditions.
- Ensure that your vessel is fitted with proper equipment to break accumulated ice.
- Ensure that crews are rested and prepared to operate in freezing spray conditions.
- Understand your vessel’s stability information:
 - Ensure that the vessel is operating below the limits set in the stability information and that the vessel’s arrangement, equipment, and operation closely match the conditions listed in the stability information.



Ice accumulation on vessels operating near the capsized vessel *Destination* that was lost in the Bering Sea. (4) *Bering Rose*: accumulation of ice on deck aft of the wheelhouse on February 11.

Learn more about NTSB investigations and safety recommendations at www.ntsbgov

www.twitter.com/ntsb
www.facebook.com/ntsbgov
www.youtube.com/user/ntsbgov
www.instagram.com/ntsbgov
www.flickr.com/ntsb

SEPTEMBER-DECEMBER 2018 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

\$1,100 MEMBERS / \$1,175 NON-MEMBERS
Sept. 10-14, Oct. 8-12, Nov. 12-16, Dec. 3-7

STCW BASIC TRAINING REFRESHER

\$875 MEMBERS / \$900 NON-MEMBERS
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
Sept. 12&13, Oct. 10&11, Nov. 14&15, Dec. 4&5

MEDICAL EMERGENCIES AT SEA

\$120 MEMBERS / \$135 NON-MEMBERS
Sept. 10, Oct. 8, Nov. 12, Dec. 7

2-DAY BASIC FIRE FIGHTING

\$575 MEMBERS / \$600 NON-MEMBERS
Sept. 11-12, Oct. 9-10, Nov. 13-14, Dec. 5-6

DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS
Sept. 5, Oct. 2, Nov. 1, Dec. 10

SHIPYARD COMPETENT PERSON

\$575 MEMBERS / \$595 NON-MEMBERS
Sept. 12-14, Oct. 17-19, Nov. 14-16, Dec. 12-14

SHIPYARD COMPETENT PERSON REFRESHER

\$200 MEMBERS / \$225 NON-MEMBERS
Sept. 14, Oct. 19, Nov. 16, Dec. 14

24-HOUR HAZWOPER TECHNICIAN

\$400 MEMBERS / \$425 NON-MEMBERS
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
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

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.

SAFETY BITES & MEMBER NEWS

THANK YOU!

We would like to thank Seattle Fishermen's Memorial for donating 10 survival suits, and for their constant support of the vessel safety program!

CONGRATULATIONS!

NPFVOA would like to congratulate Alaskan Observers on their 30 year Anniversary!

NPFVOA'S FALL GOLF TOURNAMENT FUNDRAISER

Sponsored by Alaskan Observers, Inc.

In Honor of Their 30th Anniversary

Tuesday, September 18, 2018

The Golf Club at Redmond Ridge



Day of fun with dinner to follow!
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.



The 2018 Pacific Marine Expo will take place Sunday, November 18th through Tuesday, November 20th at the CenturyLink Field Event Center in Seattle, Washington.

Please note that this year's Expo will take place 3 days later than usual due to the NFL schedule. Although this is a change, we are confident this year's edition of the largest commercial marine trade event for the Pacific Northwest will be one for the books!

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.



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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
- **STCW BASIC TRAINING REVALIDATION *NEW***
- 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
- IN-THE-WATER SURVIVAL TRAINING
- PEDESTAL CRANE OPERATOR SAFETY TRAINING
- NAVIGATION: COLLISION AVOIDANCE
- STABILITY
- O/B FIRE TEAM TRAINING

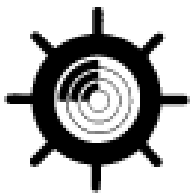
ADDITIONAL CUSTOM COURSES TO FIT ALL YOUR SAFETY TRAINING NEEDS!



*Celebrating 30 years of service, helping to
support the resources for
future generations
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130 Nickerson, Suite 206 - Seattle, WA 98109

206.283.6604



North Pacific Fishing Vessel Owners' Association
1900 W Emerson, Suite 101
Fishermen's Terminal
Seattle, WA 98119
(206) 286-3383 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.) |