

**USCG ACCOMPLISHMENTS IN 2010  
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**Issue No. 73  
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# VESSEL SAFETY PROGRAM

**2010 USCG AUTHORIZATION ACT: IMPACTS ON COMMERCIAL F/V REGS**

*Eric Blumhagen & Jonathan Parrott, Jensen Maritime Consultants*

In October 2010, Congress passed a major expansion of fishing vessel safety regulations in the 2010 U.S. Coast Guard Authorization Act. This is the most significant change to fishing vessel safety regulations since the original Fishing Vessel Safety Act of 1988. The new law has several provisions that will significantly impact fishing vessel construction and operations. While the final scope of the regulations has not been established, Congress laid down some broad guidelines.

**General Applicability**

These new regulations are generally limited to vessels that operate more than three miles from the territorial baseline. Inland vessels are generally exempted from these rules.

**New Vessels Over 50 Feet to be Classed**

Beginning July 1, 2012, all new vessels over 50 feet long overall will need to be classed by one of the major classification societies authorized by the USCG. These societies include the American Bureau of Shipping, Bureau Veritas, Det Norske Veritas, Germanischer Lloyd, and Lloyd's Register. In order to have a vessel classed, the owner or shipyard will have to submit a complete set of plans to the classification society, including structural, machinery, and outfit plans. During construction, the classification society's surveyor will inspect the vessel. These surveys will continue on a regular basis throughout the life of the vessel.

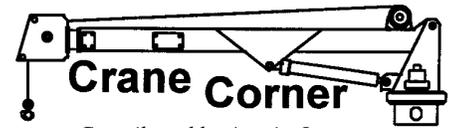
This change will add a significant expense to building a new fishing vessel in a few different ways. First of all, all major machinery (engines, generators, etc.) will need to be approved by the classification society. This approval typically adds significantly to the cost of the machinery. Second, the materials used in construction need a similar certification. Finally, the shipyard's workers will need to be tested and certified as well.

**Alternate Compliance Programs for Existing Vessels**

Vessels undergoing a major conversion after July 1, 2012 will be required to enter an alternate compliance program. A major conversion is a significant change in the length, beam, depth, or hold capacity of a vessel. Major conversions are also triggered by changing the type of vessel, for example from a fish processing vessel to a fishing vessel or from an offshore supply vessel to a fishing vessel. Beginning in 2020, existing fishing vessels over 50 feet long that are over 25 years old will be required to enter the alternate compliance programs.

The alternate compliance programs still need to be developed by the Coast Guard. The Coast Guard has indicated that these programs will be regional and will be developed in cooperation with the fishing industry. The programs will likely include at minimum hull, stability, and lifesaving equipment inspections.

*Continued on page 2*



*Contributed by Arxcis, Inc.*

**TO LUBE OR NOT TO LUBE**

A few cents of grease can prevent thousands of dollars in repairs and down time, especially on cranes mounted on vessels. Even though your crane may be stowed when out at sea, it is still working due to the torque, flexing, and vibration of the ship while in transit. This causes the grease between the moving parts to be displaced bringing the metal parts into contact with each other, thus allowing them to wear. The boom hinge pin/bushing assembly is especially susceptible to this type of wear as a result of poorly distributed lubricants. Since the hinge pin does not rotate completely the grease gets pushed aside while working the boom and thus needs to be lubricated more often. And, on cranes that have been idle for several months, the grease will not only be displaced but will also be contaminated with moisture, which is even more reason to lubricate it before putting it back into service. So how can this wear be prevented? When underway or over extended periods of inactivity, the crane should be exercised periodically. Without a load, manipulate it through its full range of motions, especially moving the boom up and down. Remember, pushing new grease in will push bad grease out, and always follow the manufacturer's recommended lubrication procedures using the proper grease for the environment.

This issue of the *NPFVOA Vessel Safety Program Newsletter* was made possible by contributions from **Ocean Peace, Inc.** NPFVOA Vessel Member since 1991



## USCG ACCOMPLISHMENTS IN 2010

USCG Release, 12/20/10

In 2010, the USCG accomplished the following:

- Saved more than 4,300 lives and conducted more than 22,000 search and rescue cases
- Boarded more than 2,100 High Interest Vessels bound for U.S. ports and conducted nearly 9,000 inspections on foreign vessels entering U.S. ports to ensure safety and security, and protect the environment
- Conducted > 11,000 inspections on U.S.-flag vessels ensuring they operated safely and in compliance with environmental laws
- Conducted more than 5,000 fisheries conservation boardings

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## MURKOWSKI COMMENDS USCG ON DRAMATIC RESCUES

Press Release, 2/13/11

U.S. Sen. Lisa Murkowski, R-Alaska, commended the USCG for the incredible rescues of 18 fishermen in four incidents in Alaskan waters within two months.

On 2/8/11 the USCG saved five fishermen from a grounded vessel near Unalaska in the Aleutian Islands; on 2/11/11 the USCG rescued five fishermen from a grounded vessel near Kodiak Island.

On 1/25/11 the USCG rescued three fishermen from a vessel taking on water in Prince William Sound, and in late December, the USCG made a dramatic rescue of five people from a sinking fishing boat near Petersburg.

“Each rescue was in a different region of the state and each one showed the heroism that our brave men and women of the USCG demonstrate on a daily basis. I want to thank all the USCG members involved in these rescues for their continued service in keeping Alaskans safe and secure,” Murkowski said.

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## USCG BERING SEA PATROL MONUMENT DEDICATED

USCG, 1/20/11

UNALASKA, Alaska—The San Diego-based crew of the USCG Cutter Hamilton conducted a flag replacement ceremony at the Bering Sea Patrol Monument dedicated to Revenue Cuttermen who served on Bering Sea Patrols since 1880.

The Bering Sea Patrol monument was dedicated by the USCG and Alaskans on the USCG’s bicentennial, Aug. 4, 1990.

The USCG’s predecessor, the Revenue Cutter Service, began patrolling the waters of Alaska in 1865. The Bering Sea Patrol began officially in 1880 when the Secretary of the Treasury tasked the Revenue Cutter Corwin to cross the Arctic Circle and patrol north to enforce revenue laws ensuring proper harvesting of northern fur seals. This prevented the possible extinction of the species due to overharvesting.

Alaska patrols in the Bering Sea continue today with a near constant USCG presence in the region. Crews enforce maritime laws, and provide search and rescue, humanitarian aid, and support for scientific research. For more than 100 years the USCG has been serving the people of Alaska and safeguarding our natural resources and commerce.

To view the Coast Guardman’s prayer please visit <http://www.ratlines.com/CoastGuardPrayer.htm>.

For more on the history of the Bering Sea Patrol please visit: <http://www.uscg.mil/history/articles/BeringSea.asp>.

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## TWIC CARD READER PROPOSAL

Bryant’s Maritime Consulting Newsletter, 1/14/11

The USCG has forwarded for consideration by the Office of Management and Budget (OMB) its proposed rule that would, if adopted, establish electronic card reader requirements for US maritime facilities and vessels to be used in combination with the Transportation Worker Identification Credential (TWIC). Once approved by OMB, a notice of proposed rulemaking (NPRM) will be published in the Federal Register.

Continued from page 1

## Commercial Fishing Vessel Safety Exams Become Mandatory

Under the new law, the voluntary Commercial Fishing Vessel Safety Exams, also known as dockside exams, will be mandatory for all vessels operating more than three miles from the territorial baseline. These exams will be required at least every two years, and cover all current statutory requirements applicable to the vessel and route. Many vessels already are required to pass these examinations to allow fisheries observers on board the vessel. After the vessel passes the safety exam, it will be issued a Certificate of Compliance that will enable the vessel to operate. If the USCG examiner finds deficiencies that can’t be corrected immediately, the vessel will not be allowed to operate until the deficiencies are corrected.

## Lifesaving Equipment

After 2015, all vessels will be required to carry inflatable liferafts or equivalent survival craft that keep the individuals completely out of the water. Existing lifesaving equipment may continue to be used until 2015, provided that it was previously approved and is maintained in good condition.

## Training Requirements

Vessel operators will be required to meet a variety of new training requirements. In addition, all onboard safety drills will need to be recorded in the vessel’s log book.

## Double Hulls

The USCG will formally implement a MARPOL requirement that all new vessels carrying more than 158,500 gallons of fuel oil have double hull protection for their fuel tanks. This impacts all vessels, not just fishing vessels, and will force significant changes to typical vessel arrangements.

## What happens next?

The USCG will issue a Notice of Proposed Rulemaking with their proposed implementation of the law. At that point, the industry and the public will have an opportunity to comment on the proposed rules. The USCG may hold public hearings to gather more feedback. The USCG will then review the comments and issue final regulations, which will also set the implementation schedule. Until the final regulations are published, they may be changed in the rule making process.

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## SENATE PROPOSAL: PUT USCG UNDER DEPT. OF DEFENSE’S (DOD) AUTHORITY

Jack Moore, 2/1/11

Newly appointed Sen. Rand Paul (R-KY.) is proposing shifting authority over the USCG from the Dept. of Homeland Security (DHS) to the Defense Dept. (DOD) in an attempt to cut \$500 billion from federal spending.

Among the policy proposals, the proposed bill would shift the USCG from DHS to DOD, to “promote uniformity, administrative savings and reduce duplicative functions.” Before DHS was created in 2003, the USCG was under the authority of the Dept. of Transportation (DOT). However, even under the official auspices of DHS, the USCG works under the Navy after a declaration of war or a presidential order.

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## USCG & EPA ENTER INTO AN MOU

Bryant’s Maritime Blog, 2/14/11

The USCG issued a news release stating that it and the Environmental Protection Agency (EPA) entered into a Memorandum of Understanding (MOU) outlining steps the two agencies will take to better coordinate efforts to ensure compliance with the Vessel General Permit (VGP) provisions of the National Pollutant Discharge Elimination System. The VGP applies to specific discharges that are incidental to the normal operation of a vessel and are discharged from non-recreational vessels of 79 feet or greater in length, except fishing vessels which are exempted until 12/18/13. The USCG issued a Policy Letter providing guidelines for its evaluation of compliance with the VGP provisions by US and foreign vessels operating in US waters. In addition, the ballast water discharge provisions apply to any non-recreational vessel of less than 79 feet, or any commercial fishing vessel of any size discharging ballast water.



## THE WAVE SWEEP DECK: WEARING PFD'S

*From USCG reports, National Fisherman, February 2011*

A man-overboard situation is one of the deadliest commercial fishing accidents. In a winter fishery, the crew has only moments to execute a rescue.

During the last week of November, an Oregon Dungeness skipper was checking equipment on his 67-foot steel boat and drilling and training his crew.

On an early December morning they left Charleston. As dawn broke on the second day of the trip, the skipper was at the helm with three of the crew on deck — one at the bait station and two tossing the 150-pound pots over the stern. The two remaining crew members were below grabbing some shuteye.

At about 7:15 a.m., a large wave swept the deck, and the crewman working the port side remembers being knocked off his feet and felt like he was “covered in white foam.” As he was getting back up, he heard someone yell, “Man overboard!” Looking over the stern, he saw the other crewman in the water about 30 yards behind the boat. The skipper also heard the man-overboard call and started to maneuver to get to the man in the water. At 7:20 he got off a mayday call to the Coast Guard.

In the meantime, the crew on deck worked to reach the man in the water with the life ring. He had stopped swimming and was having trouble keeping his head above water. One of the crewmen prepared to jump in to assist, but another wave knocked him off his feet. The skipper brought the crabber close to the man in the water. By this time, the skipper remembers that “he was there for a moment, and then he just went down.”

Within 25 minutes of the mayday call, two Coast Guard HH-65 helicopters arrived. Soon after, two motor lifeboats from Station Siuslaw River joined the search. The crabber's skipper kept searching with assistance from another vessel that responded to the mayday call.

The search went on until darkness and reduced visibility brought it to an end. The crewman was never found.

### Lessons learned:

Contributing factors included weather — winds from 25 to 35 knots and waves from 8 to 13 feet — fatigue and gear. Each member of the crew was getting about five hours of sleep a day plus cat naps. They were working on deck for six to 12 hours before the incident took place. The crewmen setting pots were working on the port and starboard quarters with a rail height of just 30.5 inches.

It is believed the crewman who went overboard was wearing rubber bands around his pant legs to prevent deck water from washing into his boots. Seawater would have quickly filled his rain pants and boots, making it extremely difficult for him to remain afloat. It also would have been difficult for him to remove his rain pants with the weight of the water in his boots, combined with the bib-type shoulder straps and the fact that he was not wearing a PFD.

A National Institute for Occupational Safety and Health (NIOSH) report revealed that a quarter of West Coast commercial fishing deaths from 2000 to 2009 were the result of falls overboard. None of the victims were wearing PFDs.

Newer PFD designs allow deck work without interfering with one's normal range of motion. The USCG encourages fishermen to keep up with their drills, look after shipmates and wear a PFD on deck — fish safe!

*This article is based on U.S. Coast Guard reporting and is intended to bring safety issues to the attention of our readers. It is not intended to judge or reach conclusions regarding the ability or capacity of any person, living or dead, or any boat or piece of equipment.*

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## USCG DIRECTIVE: SYNTHETIC MARIJUANA

*American Maritime Safety (AMS), Inc., 3/1/11*

AMS recently received many inquiries regarding the on-board abuse of synthetic marijuana (also known as K2, Spice, Dagga, Durban Poison and

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Black Mamba). The Drug Enforcement Administration (DEA) recently published a notice in the Federal Register proposing to classify five synthetic marijuanas as Schedule I Controlled Substances.

Although final rules have not yet been published, the USCG and the DOT are concerned about the abuse of synthetic marijuana by mariners prior to commencing and after commencing safety-sensitive functions, and they are working on a plan of action which will include a potential ban on these substances.

Until the USCG promulgates new regulations, AMS encourages companies to update their chemical testing policies by including the following statement:

“The use and/or possession of synthetic marijuana is strictly prohibited. Crewmembers who violate this provision will be subject to disciplinary action, including, but not limited to, termination of employment and USCG administrative action.”

AMS recommends that all current and future mariners sign and acknowledge that they agree to comply with the terms and conditions of the policy statement. The USCG maintains that if a mariner uses synthetic marijuana in violation of this policy statement, the USCG will take action against the mariner's credentials for “misconduct” and “company policy violation.”

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## PRESCRIPTION MEDICATION ALERT

*American Maritime Safety (AMS), Inc., 3/1/11*

AMS has received inquiries regarding the on-board abuse of legal prescription medication, painkillers and psychiatric drugs (Percocet, Oxycodone, Zoloft, Valium and Ativan). The USCG and the DOT are concerned about the abuse of legal prescription medication. Although an *applicant* for a USCG credential has an affirmative duty to divulge information regarding his/her legal use of prescription medication to the USCG, there is no statutory or regulatory obligation for the mariner to provide this information to the USCG once assigned to a vessel.

AMS encourages companies to develop and implement “Prescription Medication Policies” that will require crewmembers to inform vessel operators when they are taking prescription medication that may affect their performance levels.

The USCG maintains that if mariners use prescription medication that may affect their performance levels, and fail to notify the marine employers when required to do so, in violation of this policy, the USCG can take action against their credentials for “misconduct” and “company policy violation.”

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## ENERGY DRINKS & VESSEL SAFETY

*American Maritime Safety (AMS), Inc., 3/1/11*

AMS has received a number of inquiries regarding excessive consumption of energy drinks by crewmembers while on board, and the potential effect this practice has on the safe operation of the vessel.

In response, AMS obtained expert opinions from its Medical Review Officers and Toxicologists on the physical and mental effects of abusing these drinks. The experts informed AMS that the main ingredients in these drinks, those which provide the “energy kick or boost,” are sugar and caffeine. Therefore, in essence, consuming these drinks is similar to eating large quantities of candy bars and drinking excessive amounts of coffee at the same time. The result is that the blood sugar level is elevated due to the excess glucose, while the high level of caffeine stimulates the nervous system to “increase blood pressure and heart rate.”

All of our experts agree that the abuse of these drinks will result in disruption of the body's natural sleep patterns, and chronic use can result in “jitteriness, decreased mental concentration and fatigue over time.”

Use of these products is not regulated or restricted by USCG or DOT regulations. However, if there is a perceived problem of abuse of these drinks by crewmembers, AMS suggests addressing the issue in your company's chemical testing policy.

## NIOSH ENGINEERING SOLUTIONS: PROTOTYPE SLACK TANK MONITOR

Chelsea Woodward, NIOSH AK Pacific Regional Office, February 2011

National Institute for Occupational Safety and Health (NIOSH) partners with the fishing industry to design engineering solutions for hazards found in the various fleets, most recently by developing an engineering solution for the stability issue of partially full, or “slack,” tanks that may contribute to a vessel roll-over or capsizes. Vessel stability can be adversely affected by free surface in tanks, holds or on decks where the center of mass is moving as the ship heels. By following a ship’s stability test recommendations, and limiting exposure to the free surface effect sloshing, a vessel can operate more safely. It is good practice to use checkers to keep loose fish on the deck from sliding while still allowing excess water to drain out the scuppers. It is also good practice to use strong bin-boards running the length of the fish holds to keep fish from shifting with each roll. And, key to maintaining ship stability is keeping holds or tanks either completely full or empty. A partially full tank allows the contents to shift, changing the center of gravity and reducing the metacentric height that in turn reduces stability. Consistently monitoring the level status of tanks may provide warning that the check-valve in the drain line is leaking, causing slack tanks.

The problem addressed by NIOSH engineers is that traditional mechanical float-switches can easily become fouled and stick in either a closed or open position. This fouling of moving parts becomes a safety issue when erroneous “full” or “empty” tank levels are reported when there is actually a slack tank condition.

NIOSH is currently testing prototype slack-tank monitors installed in January on a Pacific NW trawler with three fish holds. The Slack Tank Monitor is an adaptation from components from the Lazarette Monitor. Three separate pressure transducers were mounted in the tank fill-lines in the engine room. The sensors measure the head-pressure in the tanks and activate the slack-tank alarm at multiple field-adjustable levels. The only exposed moving part on these sensors is a small, sealed, stainless steel diaphragm. Inspection access to the pressure-transducers is relatively easy even when the tanks are not empty. Wiring is simplified by keeping the controls and sensors in the relatively dry engine room and near an electrical power source.

For more info: contact Chelsea Woodward at (509) 354-8073

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## STAY ALIVE: WINCH HAZARDS MITIGATION

Laine Welch, Pacific Fishing, February 2011

One of the most dangerous things on a fishing boat is the most common piece of equipment: the capstan, or rotating, winch for winding ropes.

NIOSH research shows that a high number of traumatic fishing injuries come from getting entangled in the winch, especially on seine vessels. If a fisherman gets pulled into the winch, he gets pulled away from the controls to stop it, which are mounted on the back of the wheelhouse. Unless someone is there to stop the winch right way, it will spin several times before stopping, and entangle the victim.

NIOSH developed a simple device called an E-Stop, or emergency stop, that stops the capstan winch from spinning. It has a button that interrupts the flow of hydraulic fluid to the winch and locks it in place. It mounts right on top of the winch horns, so someone being pulled into the winch can slap it and it locks the winch in place.

E-Stop comes in an easy-to-install kit that cost about \$2,850 and can be purchased online only at [www.go2marine.com](http://www.go2marine.com).

Call Jennifer Lincoln at the NIOSH office in Anchorage for more information: (907) 271-2382 or (907) 271-2383.



## OSHA TEMPORARILY WITHDRAWS PROPOSED COLUMN FOR REPORTING WORK-RELATED MUSCULOSKELETAL DISORDERS

OSHA Quicktakes, 2/1/11

OSHA announced Jan. 25 that it has temporarily withdrawn from review by the Office of Management and Budget its proposal to restore a column for work-related musculoskeletal disorders (MSDs) on employer injury and illness logs. OSHA has taken this action to seek greater input from small businesses on the impact of the proposal. According to the Bureau of Labor Statistics, MSDs accounted for 28 percent of all reported workplace injuries and illnesses requiring time away from work in 2009.

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## OSHA HEARING ON PREVENTATIVE WORK HAZARDS

OSHA Quicktakes, 2/1/11

OSHA held an informal public hearing in Washington, D.C., Jan. 18-21 on the proposed rule revising the Walking-Working Surfaces and Personal Protective Equipment standards to improve worker protection from slip, trip and fall hazards. Approximately 30 representatives of groups including trade associations, unions, safety and health organizations and businesses testified during the four days of hearings. The participants provided valuable feedback as well as important insight into their concerns over the proposed rule. OSHA will consider this testimony carefully in drafting its final rule, which will prevent annually an estimated 20 workplace fatalities and more than 3,700 injuries that are serious enough to result in lost work days.

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## OSHA EXAMINES WORK RELATED HEARING LOSS

OSHA Quicktakes, 2/1/11

OSHA announced Jan. 19 that it is withdrawing its proposed interpretation titled “Interpretation of OSHA’s Provisions for Feasible Administrative or Engineering Controls of Occupational Noise.” The interpretation would have clarified the term “feasible administrative or engineering controls” as used in OSHA’s noise standard. The proposed interpretation was published in the Federal Register Oct. 19, 2010.

“Hearing loss caused by excessive noise levels remains a serious occupational health problem in this country,” said OSHA Assistant Secretary David Michaels. “However, it is clear from the concerns raised about this proposal that addressing this problem requires much more public outreach and many more resources than we had originally anticipated. We are sensitive to the possible costs associated with improving worker protection and have decided to suspend work on this proposed modification while we study other approaches to abating workplace noise hazards.”

These efforts include conducting a thorough review of submitted comments and any other information OSHA receives on this issue; holding a meeting on preventing occupational hearing loss open to employers, workers, and noise control and public health professionals; consulting with experts from the National Institute for Occupational Safety and Health and the National Academy of Engineering; and initiating a vigorous effort to provide enhanced technical information and guidance on the many inexpensive, effective engineering controls for dangerous noise levels.

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## OSHA MARITIME ADVISORY COMMITTEE TO BE RE-ESTABLISHED

OSHA Quicktakes, 1/13/11

Secretary of Labor Hilda L. Solis will re-establish the charter of OSHA’s Maritime Advisory Committee for Occupational Safety and Health (MACOSH), established in 1995. The committee is composed of approximately 15 members who are industry professionals selected to represent the interests of the maritime community. The maritime industry has been selected for special attention because of high injury and illness rates and the specialized natures of some maritime occupations.

# OTHER NEWS

## NEWFOUNDLAND AND LABRADOR FISHING INDUSTRY GETTING CAD 1 MILLION TO SET UP TWO SAFETY ORGANIZATIONS

*Seafood.com, 12/8/10*

Newfoundland and Labrador's fishing industry is getting \$1 million over three years from the provincial government to set up two safety organizations. The goal is to improve the safety record for fishermen and processing plant workers in one of the province's most dangerous industries. The funding will help create the Fish Harvesting Safety Association and the Fish Processing Safety Council. There have been 42 deaths in the fishing industry since 1999 and 77 vessels have been lost at sea according to provincial figures. The province says work time lost to incidents in the fish harvesting sector is 26 percent higher than the provincial rate in other sectors and has risen in the last three years. Statistics show time lost in fish processing plants is 63 percent higher than the provincial rate.

## WASHINGTON – OIL SPILL LEADS TO \$35,000 IN FINES

*Department of Ecology News Release, 12/10/10*

The Washington State Department of Ecology (DOE) issued a news release stating that it has assessed a \$15,500 civil penalty against a 24-passenger cruise ship for a 456-gallon diesel fuel spill in Sinclair Inlet on March 8, 2010. The spill occurred when a senior engineer attempted to transfer fuel between two internal tanks. He undertook this operation alone, despite company policy that a minimum of two persons be involved. The company has also been billed \$4,755.51 to recover state costs in responding to the spill and \$15,788.47 for natural resource damages, for a total of \$35,000.

## SAFETY PAYS: BRISTOL BAY RESERVE KNOWS

The Bristol Bay Reserve, a self-insurance group covering 230 Bristol Bay gillnetters and driftnetters, has been doing very well the past few years, according to the Purse Seine Vessel Owners' Association, which manages the Bristol Bay Reserve out of Seattle's Fishermen's Terminal. At the end of each year after all expenses, including claims against members of the group, are settled, what is left over is applied directly to member premiums for next year. Lately that has been at a rate of 40 to 70 percent of the original premiums. This provides an incentive to operate safely, as they all might get a bigger reserve back.

The Bristol Bay Reserve requires that member boats are surveyed every three years and that they carry safety devices beyond those found on the commercial fishing vessel safety examination checklist. These devices include a carbon-monoxide detector, a third fire extinguisher, and an audible bilge alarm in the engine room and lazarette. Insurance rates are lower for members of the Bristol Bay Reserve, but it's not for everyone. The group only wants people who have a history of safety and of taking care of their boats.

## TWIC OFFICE SET TO OPEN IN UNALASKA

*KUCB News, 3/1/11*

Unalaska residents can now apply for a TWIC card just by going to the local library. A TWIC card is needed for employment in many industrial facilities in Unalaska, but for the past three years, the closest TWIC office has been located in Anchorage. Because the application process takes two trips, the cost of getting a card was huge.

Since 2008, the city of Unalaska has been lobbying for a TWIC office, and now, the city has managed to set one up at the Unalaska Public Library. It will be open Tuesday mornings and run by trained volunteers. Pacific Stevedoring and UniSea have been involved in the process, and are slated to send in volunteers for training. The city will be paying to maintain the service for the next 18 months, until a federal contract related to the TWIC program is reviewed.

## USCG COMMERCIAL FISHING SAFETY ADVISORY COMMITTEE MET IN VA, 3/1-3/11

The CFSAC met for 3 days in VA to address various new requirements for the 2010 Authorization Act. Capt. Eric Christensen, RADM Cook and Watson, National Maritime Center (NMC) officers, as well as many regional F/V Safety Coordinators, attended. Questions can be directed to Jack Kemerer, Chief of F/V Safety at Headquarters: Jack.A.Kemerer@uscg.mil

## RESCUE ME: MAN OVERBOARD CAGE RECOVERY

*National Fisherman, March 2011*

In the years that Robert Reid spent fishing for whitefish out of Peterhead, Scotland, he caught his share of fish, but he also shared in the loss of life with family and friends after fishermen went overboard and couldn't be saved. So he developed a floating aluminum cage that contains a man overboard victim without rolling over and allows the crew to hoist cage and victim aboard the boat.

When a man falls overboard, crew members can drop the rigid cage with its aluminum-mesh bottom in to the water. It then sinks down to the same level as the floats that line each side so it is deep enough for a person to enter it from either end. The floats also give the cage stability. In a wave-tank test in Scotland the cage remained upright and didn't roll over in 20- to 25-foot simulated waves. Those floats also help protect both the person in the cage from additional injury and the boat from damage. When the crew is hoisting the cage and victim back on board, the floats serve as rollers against the side of the boat. Hauling the cage out of the water can be done with a crane, a pot or line hauler, or by hand.

If the person in the water is unconscious or too injured to get into the cage, a rescue swimmer can go down with the cage, tether himself to the cage and them swim to the victim. Both can them be hauled aboard in the cage, which has a load capacity of 660 pounds.

The Man Overboard Recovery Cage measures 2' x 3' x 6' when it is folded up and 4.5' x 3' x 6' when it is unfolded and ready to be used. It weighs just under 70 pounds. Contact Man Overboard Recovery Cage: (347) 280-3732.

## EXPIRED PARACHUTE FLARE DISPOSAL IN SEATTLE

*NPFVOA, 3/4/2011*

It has recently been brought to NPFVOA's attention that mariners are unaware of where to safely dispose of expired parachute flares. You can take unused, expired flares to the Seattle Police Harbor Patrol between 7am and 3pm. They are located next to Gasworks Park. Their phone number is (206) 684-4071.

## APPLICATIONS FOR FOOD HANDLER RATING

*Bryant's Maritime Consulting Newsletter, 1/19/11*

The USCG National Maritime Center (NMC) issued a bulletin clarifying the application process for steward's department ratings on US ships. Persons applying for a Food Handler rating are required to have a statement from a licensed physician, physician assistant, or nurse practitioner attesting that the applicant is free from communicable disease.

## BEGICH TO LEAD SUBCOMMITTEE OVERSEEING FISHERIES

*Fairbanks Daily News Mine, 2/17/11*

Sen. Mark Begich, D-Alaska, is now chairman of the Subcommittee on Oceans, Atmosphere, Fisheries, and Coast Guard, a subcommittee of the Senate Committee on Commerce, Science and Transportation that oversees fisheries and the National Weather Service. He also secured seats on three subcommittees of the Homeland Security and Governmental Affairs Committee — investigations, federal financial management and contracting oversight.

# NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

## Associates:

- Yukon River Towing

## Individuals:

- Wondimagegne Adane
- Stephen Brisbane
- Frank Mustappa
- Jeremiah Austin
- Ted Van Duin
- Steve Overa

## Vessels:

- KISKA SEA
- MUIR MILACH

## MARCH 2011 - JUNE 2011 CLASS SCHEDULE

### STCW 5-DAY BASIC SAFETY TRAINING (BST)

\$950 MEMBERS / \$1,050 NON-MEMBERS  
MAR 14-18, APR 11-15, MAY 16-20, JUNE 13-17

### MEDICAL EMERGENCIES AT SEA

\$100 MEMBERS / \$125 NON-MEMBERS  
MAR 14, APR 13, MAY 16, JUNE 13

### 2-DAY BASIC FIRE FIGHTING

\$485 MEMBERS / \$510 NON-MEMBERS  
MAR 15-16, APR 11-12, MAY 17-18, JUNE 16-17

### DRILL INSTRUCTOR WORKSHOP

\$100 MEMBERS / \$125 NON-MEMBERS  
MAR 1, APR 6, MAY 2, JUNE 2

### SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$175 MEMBERS / \$200 NON-MEMBERS  
MAR 9, APR 20, MAY 12, JUNE 8

### 8-HOUR SHIPBOARD DAMAGE CONTROL

\$235 MEMBERS / \$250 NON-MEMBERS  
MAY 5

### NAVIGATION: COLLISION AVOIDANCE

\$125 MEMBERS / \$150 NON-MEMBERS  
APR 8

### 4-DAY STCW MEDICAL CARE PROVIDER

\$985 MEMBERS / \$1,100 NON-MEMBERS  
MAY 3-6

### 24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS  
MAR 28-30, APR 25-27, MAY 23-25, JUNE 27-29

### 8-HOUR HAZWOPER REFRESHER

\$135 MEMBERS / \$150 NON-MEMBERS  
ON FIRST OR LAST DAY OF 24-HOUR CLASS

### OTHER COURSES INCLUDE:

SPECIMEN COLLECTION CERTIFICATION, OSHA COMPLIANCE AT THE DOCK OR SHIPYARD, ONBOARD SAFETY ORIENTATION, 2-HOUR IN-THE-WATER SURVIVAL TRAINING, WORK-PLACE FIRST AID/CPR, 2-DAY MARINE WEATHER WORKSHOP, SHIPBOARD WATERTIGHT DOOR & HATCH TRAINING, CRANE OPERATIONS & MAINTENANCE, OSHA COMPLIANCE REVIEW (OSHA 101), AND O/B FIRE TEAM TRAINING.

NPFVOA ALSO OFFERS CUSTOMIZED TRAINING TO MEET THE SPECIFIC NEEDS OF YOUR OPERATION. PLEASE CALL US AT (206) 285-3383 TO SCHEDULE.

*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

### FISHERIES GROUP HONORS KAARE NESS

At its 58<sup>th</sup> annual holiday party on 12/11/10, the Northwest Fisheries Association paid special tribute to Kaare Ness, "the gentle fisherman" and co-founder of North America's largest vertically integrated seafood harvesting and processing company – Trident Seafoods – with the presentation of NWFA's 2010 Person of the Year award at the Grand Hyatt Seattle.



### NPFVOA CERTIFIED TO TEACH FIRE CLASS LOCALLY

*Karen Conrad, NPFVOA Director, 3/7/2011*

We are happy to announce that NPFVOA is now USCG-certified to teach the STCW 2-Day Basic Fire Fighting course here in Seattle. The classroom portion will still be held in our offices in Fishermen's Terminal and the fire lab will be taught at Coastal Transportation's simulator right next to the Ballard Bridge.

### USI HOLDINGS CORP ACQUIRES COMMERCIAL MARINE INSURANCE BUSINESS COMPANY VENBROOK, SEATTLE

*USI Inside, 1/12/2011*

USI Holdings Corporation ("USI") 1/12/11 announced it has acquired the commercial marine business operation from Venbrook Group, LLC, Seattle. The acquired business will be combined with USI's existing marine industry practice group in its Seattle office to form one of the largest and most experienced marine teams in the Pacific Northwest.

### JOHN IANI JOINS PERKINS COIE'S ENVIRONMENT, ENERGY & RESOURCES PRACTICE

*Press Release, 2/3/2011*

Perkins Coie has added attorney John Iani to its Environment, Energy & Resources practice. Iani joins the Seattle office as Partner, along with more than 70 Perkins Coie attorneys focused on environmental, energy, and resource matters.

Prior to private practice, Iani was the Regional Administrator for Region 10 of the U.S. Environmental Protection Agency (EPA). While there, Iani was responsible for managing EPA's programs in AK, ID, OR and WA. While serving at the EPA he took the lead on implementing several major initiatives.

## NPFVOA's Spring 2011 Golf Tournament Fundraiser Sponsored by Bauer, Moynihan & Johnson LLP



Thursday, May 26, 2011  
Echo Falls Golf Club, Snohomish

Reserve your spot today  
by calling Brie at (206) 285-3383!

## 2011 BOARD OF DIRECTORS

**Tim Vincent—President**  
Vincent Maritime Services

**Chris Kline**  
Icicle Seafoods, Inc.

**David Wilson—Vice President**  
Iquique US, LLC

**Lurilla Lee**  
**Jim McManus**  
Trident Seafoods

**James Thorpe—Treasurer**  
Bank of America

**Mark Weed**  
Golden Alaska Seafoods

**Kurt Gremmert**  
Spartan Ltd.

**Ken Tippett**  
Alaska Boat Company

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

**Kevin Kaldestad**  
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Mariner Boats

**Jim Woepfel—Legal Counsel**  
Aiken St. Louis & Siljeg

### NPFVOA VESSEL SAFETY PROGRAM STAFF

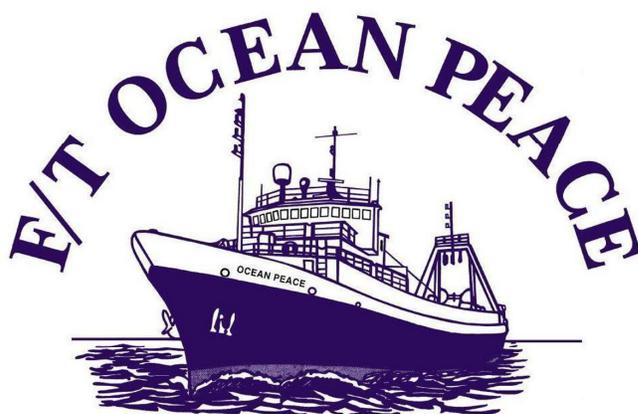
KAREN CONRAD – EXECUTIVE DIRECTOR  
LESLIE HUGHES – GOVERNMENT & INDUSTRY AFFAIRS  
REBECCA HANRATTY – PROGRAM COORDINATOR  
BRIE BAGAN – PROGRAM ASSISTANT

## **NPFVOA INSTRUCTORS**

|                                 |   |
|---------------------------------|---|
| American Environmental Services | 24-Hr HAZWOPER Technician, 8-Hr HAZWOPER Refresher  |
| Koll Andersen, EMT              | Basic Medical Emergencies at Sea, Workplace First Aid/CPR, STCW Medical Care Provider   |
| Karen Arnold                    | Drill Instructor Workshop, Small Vessel Drill Instructor Workshop, STCW PST/PSSR, Safety Equipment & Survival Procedures  |
| Eric Blumhagen                  | Vessel Stability / Damage Control   |
| Capt. Luke Carpenter, EMT       | STCW Basic Fire Fighting, Emergency Drill Training  |
| Amy Duz, iWorkWise, Inc.        | OSHA Compliance Review, OSHA Ship Repair Safety & Health  |
| Norris Edwards, EMTP            | Basic & Advanced Medical Emergencies at Sea, Workplace First Aid/CPR, STCW Medical Care Provider  |
| Ken George                      | Specimen Collection Certification   |
| Mike Heryla, EMT                | Safety Equipment & Survival Procedures, Emergency Drill Training, Personal Survival Techniques, Personal Safety & Social Responsibilities, STCW Basic Fire Fighting, Medical Emergencies at Sea, STCW Medical Care Provider |
| Kerry Lee, Arxcis, Inc.         | Crane Operations & Maintenance, Safe Cargo Handling   |
| Abe Mutawe                      | Bloodborne Pathogens  |
| Capt. Jim Oakley                | Safety Equipment & Survival Procedures, Navigation: Collision Avoidance   |
| Readiness Response Institute    | Damage Control Training, Watertight Door & Hatch Training   |
| Capt. Robert Reeder             | Navigation: Collision Avoidance   |
| Capt. Paul Russell (USCG, Ret.) | Safety Equipment & Survival Procedures, Emergency Drill Training, Personal Survival Techniques, Personal Safety & Social Responsibilities   |
| Geoff Shapiro                   | STCW Medical Care Provider  |
| Capt. Dave Shoemaker            | Safety Equipment & Survival Procedures, Emergency Drill Training, Personal Survival Techniques, Personal Safety & Social Responsibilities   |
| Capt. William Simpson           | STCW Basic Fire Fighting  |
| WA State Fire Training Academy  | Fire Prevention & Control, STCW Basic Fire Fighting   |

### OTHER CUSTOMIZED TRAINING

**Onboard Fire Team Training, Workplace First Aid/CPR, Passenger Vessel Safety Classes, Crew Endurance Management, 2-Hour in the Water Survival Training.**  
*Call us for customized training!*



**Ocean Peace, Inc.**  
**4201 21st Avenue West**  
**Seattle, WA 98199**

**Phone: (206) 282-6100**  
**Fax: (206) 282-6103**  
**www.oceanpeaceinc.com**



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 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

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## NPFVOA VESSEL SAFETY PROGRAM MEMBERSHIP APPLICATION

The **NPFVOA Vessel Safety Program** is a non-profit association dedicated to education and training in marine safety. Because safety is a concern for everyone in our industry, NPFVOA seeks membership from an expanded industry sector—commercial fishing, workboats, passenger and recreational vessels, and the businesses that support them.

**Company Name:** \_\_\_\_\_

**Vessel Name:** \_\_\_\_\_

**Primary Contact Name & Title:** \_\_\_\_\_

**Address:** \_\_\_\_\_

**City, State, Zip:** \_\_\_\_\_

**Phone:** \_\_\_\_\_

**Fax:** \_\_\_\_\_

**Email:** \_\_\_\_\_

**Web Site:** \_\_\_\_\_

Would you like to receive information & updates via email?    Yes    No

Would you like us to link to you from our web site?            Yes    No

Please describe the services your company provides: \_\_\_\_\_

**Vessel Information**

**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, i.e. 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.)