

**USCG STABILITY OVERSIGHT INCREASED
UNISEA GETS OSHA VPP STAR STATUS
STCW-F GOES INTO EFFECT IN 2012**

**NPFVOA BOOTH #911—PACIFIC MARINE EXPO
WORKPLACE PRESCRIPTION DRUG USE
2010 FISHING FATALITIES—NIOSH**



NPFVOA

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VESSEL SAFETY PROGRAM

WHAT'S HAPPENING AT NPFVOA

Karen Conrad, Executive Director

The NPFVOA Vessel Safety Program remains one of the premier safety training facilities for fishermen and mariners. We strive to be a constant in a continuously changing environment. We work with the USCG, OSHA, NIOSH and other agencies so we can provide exceptional service and assist owners, captains, office personnel and crew with training both required and voluntary, license requirements and updates on regulations. We are here to support our members in any way possible. Did you know that we are the only training facility in Washington State to deploy a liferaft during our survival classes? To date, we have trained over 39,000 people!

As we grow, we continue to make changes that benefit our membership base. As many have noticed, we are adding several courses to our calendar this year at the request of our members. If the following courses are beneficial to our members, we will continue to provide them:

- Advanced Fire Fighting, AB Seamen, and Lifeboatman

We remain flexible on when and where we do training. We can travel to your boat or facility and have increased the amount of training we do in Dutch Harbor.

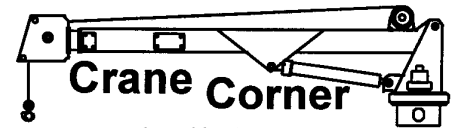
In addition to vessel safety training, we are working hard to expand the products that we offer to help our members keep current with the changing regulations. Did you know our Damage Control kits are now in use all over the world? We currently sell to the deep-water fleet, the fishing fleet, Holland America line, and companies in Dubai and the Netherlands. We have improved the training materials that we offer by adding:

- Updated OSHA Handbook, Medical logbook, Shipyard OSHA reference book, and Updated Safety Equipment and Survival Procedures DVD (to be released December 1st)

Originally produced in 1987, the Safety Equipment & Survival Procedures DVD is one of the most popular training tools for fishermen to use for their entire crew. At the request of our members, the DVD will be completely updated with current equipment and a modern look.

On September 30, 2010, Congress passed the Coast Guard Authorization Act of 2010. The forthcoming regulations will increase the safety training required for fishing vessels. We are already preparing for the new training requirements. Currently, we are fundraising to build a Damage Control Trainer on a trailer so we can not only incorporate this lesson in preexisting courses, but we can do a stand-alone DC course here or at your facility. NPFVOA is accepting any donations for the DC trainer, but a \$5,000 donation will get your logo, vessel name or person's name placed on the DC trainer as a sponsor. This would be a unique way to memorialize a lost vessel or crewmember and honor their memory. DC training saves lives and vessels; it is inexpensive insurance.

NPFVOA will continue to work with the industry to ensure that fishermen and mariners receive the training and information they need to be safe at sea. We value your feedback – if you have suggestions or would like to discuss custom classes, please don't hesitate to contact us!



Contributed by Arxcis, Inc.

SLING CAPACITIES AREN'T ALWAYS WHAT THEY SEEM

All slings should have a tag showing their capacity using a vertical, basket, or choker hitch. Typically, a 3,000 lb. capacity sling used in the vertical will be rated twice that in a basket (6,000 lb.), and about 75% in a choker (2,250 lb.).

Furthermore, slings used at angles require an additional reduction. For example: If two 3,000 lb. capacity slings are used to pick a 5,000 lb. load, whose center of gravity lies equally between the two pick points, and the angle of these slings is 45°, then each sling is going to see more than half the load that they would see if they were vertical or at 90° (2,500 lb.). The sling angle factor at 45° is 1.414; multiplied by half the load equals 3,535 lb., and so each of these slings is being overloaded by 535 lb.

Similarly, a true choker (angle of choke is between 120°—180°) with a capacity of 2,250 lb. could be reduced by up to 50% more if its angle of choke is below 30°. (This could be the case if you pounded down on the eye to get a tighter grip or if the choker hitch is used to turn a load.) So, the 3,000 lb. vertical capacity sling used in this example could be rated at 6,000 lb. if used in a true basket or reduced to 1,125 lb. if used in a tight choker to turn a load. Makes you think, doesn't it?

This issue of the *NPFVOA Vessel Safety Program Newsletter* was made possible by a contribution from **Icicle Seafoods, Inc.** NPFVOA Vessel Member since 1989

USCG RAMPS UP STABILITY OVERSIGHT

Jensen Maritime Consultants, October 2011

The USCG Marine Safety Center (MSC) in Washington, DC is significantly increasing their oversight of fishing vessel stability. Right now, this is affecting vessels in the Alternative Compliance Safety Agreement (ACSA) program and load lined vessels. As part of this effort, they are writing new policies on fishing vessel stability reviews in preparation for the new F/V safety law enacted last year.

While some of the changes are technical and don't necessarily have a large impact on operators, there are a few changes that will impact most operators:

1. Stability reviews will be much more extensive and will take much more time. For ACSA vessels, the USCG will complete a detailed review of the stability booklets, similar to what has been done for load lined vessels. In virtually all cases, this review needs to be done before the vessel begins fishing. When vessels have undergone major conversions or if USCG questions the vessel's stability, the review needs to be done before the vessel leaves port.
2. These reviews take a fair amount of time and touch on more than just stability. We have had to submit structural calculations and details of processing space pumps to support stability booklets.
3. When ABS reviews stability booklets, the USCG can still object to the way the stability calculations were done. We know of a case where a vessel's ABS-approved stability test from a year before was invalidated because the USCG did not accept the tank loading at the time of the test. The vessel had to undergo a new stability test.
4. All of this is a lot more work than we have done in the past. This means added costs for stability projects.

What can you do? First of all, plan ahead. You won't be able to call your naval architect on Monday, perform a stability test on Friday, and leave port on Tuesday. Many of the questions that come up in reviews can be resolved in advance if we are able to submit a preliminary stability booklet well in advance. We are currently doing this for several vessels that will have stability tests this winter.

Talk to the USCG about your plans, what work will be done, whether an incline is required, and when you plan on leaving port. Working out a schedule in advance will help prevent surprises. Also, be very careful about tracking weight changes. Even replacements in kind can trigger a requirement for a new incline if they are not documented appropriately.

If you will be doing a stability test, the USCG will need a stability test procedure from your naval architect about two weeks in advance for review. Any deviations from the approved test procedure need to be cleared with the Marine Safety Center in advance. If deviations are not approved, MSC may not approve the test, which would need to be repeated.

This new approach from the USCG is a challenge, but we are working with our clients to minimize disruptions to the industry. If you have any questions, please call Eric Blumhagen at (206) 332-8091.

FIRST PHASE OF THE ALEUTIAN ISLAND RISK ASSESSMENT COMPLETED

USCG News, 9/26/2011

An advisory panel of experts and stakeholders has been meeting for more than two years to develop recommendations on how to make marine transportation safer in waters around the Aleutian Islands, in response to recent marine casualties in the area. It is being funded through a federal court settlement following the grounding of the motor vessel Selendang Ayu in 2004. The project is being jointly managed by the USCG, State of Alaska, and National Fish and Wildlife Foundation.

Phase A of the project was recently concluded and includes a summary report made up of six technical studies as well as the recommendations from the advisory panel.

Federal and state agencies, along with local government, will review the recommendations and evaluate which measures merit further consideration. Phase B began in August.

A STACKED DECK

From USCG Reports, National Fisherman, August 2011

Some 85 miles east of Atlantic City, on a mid-May day, the skipper and three-man crew of a Rhode Island offshore lobster boat were corkscrewing through rough weather. The skipper was at the helm, and the crew was on deck setting in a trawl.

One of the crewmen was aft, down-stacking lobster pots, and the other two deckhands were forward on the deck just in front of the pots. The crewman working the pots was trying to keep a pot from sliding aft and working a knot out of the line. One of the other crewmen saw he was being pushed back toward the open stern gate and yelled, "Get out of the way; let it go!" But the crewman was dragged off the stern and into the 45° F water.

One of the crewmen ran to the secondary engine control at the back of the deckhouse and took the engine out of gear. He grabbed a life ring and headed toward the stern. The crewman in the water was wearing rain gear, rubber boots and a hooded sweatshirt and was already about 20 feet behind the boat.

The skipper heard the engine come out of gear and ran out on deck. One of the crewmen grabbed the grounding line and tried to stop the trawl. He looked aft and realized the man in the water wasn't tangled in the line so he cut it. As the skipper maneuvered the vessel, the other crewman made multiple attempts to reach the man in the water with the life ring. Although the ring was right next to him, the man in the water couldn't hang on. Everyone was yelling at him, "Take off your boots! Get rid of your gear!" But he seemed incoherent.

The skipper had managed to get the vessel within 4 feet of the man overboard. He was losing strength, and the skipper told the other crewmen to try to get him with the gaff or grappling hook. The crew attempted to hook him, but as the skipper recounted after the incident, "By then we just couldn't get him, and we watched him go under." The skipper made for the pilothouse so he could turn the vessel around. One of the crewmen remained aft to act as a spotter. The skipper then made a mayday call; only four minutes had passed.

The USCG received the call, launched aircraft and directed a cutter toward the location. The fishing vessel's skipper stayed on scene to help. They searched for 22 more hours. The crewman was never found.

Lessons learned

The crewmen setting the pots were working with an open stern gate. The man in the water was wearing rubber boots and heavy outerwear but no PFD; water would have filled his boots and weighed down his sweatshirt, making it extremely difficult for him to stay afloat or remove the heavy items.

The other deckhands were not permanent crew members. Neither had received an in-brief by the skipper. They admitted they had not been instructed as to where the emergency equipment was, or what the procedures were for emergency situations. They were both experienced fishermen who knew how to react, but not specific to this boat.

Newer PFDs are less cumbersome and are integrated into jackets and bibs; they do not restrict normal ranges of motion so crews can wear them while working on deck.

CFSAC TO MEET IN SEATTLE NOVEMBER 14-16

The USCG Commercial Fishing Safety Advisory Committee (CFSAC) will meet at the Henry M. Jackson Federal Building (Room 440) in Seattle on November 14-16, just before Pacific Marine Expo. Plans are being finalized, and a Federal Register Notice formally announcing it will be published soon. The public is welcome to attend. Contact Leslie Hughes at NPFVOA if you have questions.





USCG INSPECTION OF TOWING VESSELS

Bryant's Maritime Blog, 8/11/2011

The USCG issued a Notice of Proposed Rulemaking (NPRM) regarding inspection of towing vessels. The proposal, if adopted, would establish safety regulations governing the inspection, standards, and safety management systems for towing vessels. The proposal includes provisions covering specific electrical and machinery requirements for new and existing towing vessels, the use and approval of third party auditors and surveyors, and procedures for obtaining Certificates of Inspections. The USCG also seeks additional data, information, and public comment on potential requirements for hours of service or crew endurance management for mariners on board towing vessels. The agency estimates that, over the ten year period of its analysis, the annualized costs of this rulemaking for the 5,208 towing vessels affected will range from \$14 to \$18 million. Comments on this proposal should be submitted by December 9. 76 Fed. Reg. 49975.

USCG RESCUES THREE AFTER F/V GROUNDS

Anchorage Daily News, Casey Grove, 8/31/2011

A helicopter crew rescued three fishermen from a life raft after their 52 ft. boat ran aground on the Alaska Peninsula, 196 miles southwest of Kodiak, on 8/31/2011. A USCG spokeswoman called it a "textbook" rescue.

The USCG received a distress signal at 3:20 a.m. and launched an MH-60 Jayhawk with a rescue swimmer onboard just before 5 a.m. As the helicopter flew toward the distress signal, watchstanders looked up the vessel's name and registration information, including a number for its satellite phone. They called the captain, who was with his crew in a life raft tethered to the grounded vessel. All three in the raft were in survival suits and uninjured.

The helicopter reached the life raft about 6:30 a.m. and the helicopter crew had to don night-vision goggles to see the raft. A rescue swimmer descended in a hoist, then towed the men one by one, to a rescue basket about 100 yards away. With all three men and the swimmer aboard, the helicopter headed back to Kodiak.

COMMENT PERIOD ON INFLATABLE RECREATIONAL PFDs REOPENED

Docket USCG-2011-0076 (46 CFR Part 160), Federal Register, 9/29/11

On 3/30/11, the USCG published a direct final rule that notified the public of its intent to harmonize the structural and performance requirements for inflatable recreational personal flotation devices (PFDs) with current voluntary industry consensus standards, and to slightly modify regulatory text in anticipation of a future rulemaking addressing the population for which inflatable recreational PFDs are approved. In September, after receiving a single adverse comment related to the deletion of the words "approved for use by adults only" from a Florida woman who was not lobbying on behalf of anybody, the USCG took the unusual step of withdrawing the final rule.

On 9/29/11, the USCG issued a Notice of Proposed Rulemaking (NPRM) proposing the same content as the direct final rule with one change to update a version of an industry standard proposed for incorporation by reference. The conforming changes would include removing test methods, acceptance criteria, and other standards that are made redundant by the newer editions of the UL Standards. For example, when the USCG first promulgated rules in 1995, the only design for an inflatable PFD involved manual activation of the inflation mechanism. Since then, automatic and convertible manual/automatic inflation systems have been developed, and nearly half of the inflatable PFD designs available in the U.S. market utilize automatic inflation.

Comments are due by 11/28/11. In making the new rule, the USCG removed the words "approved for use by adults only," arguing that the change has no substantive effect because life vests still have to meet existing industry standards, which limit the use of inflatable PFDs to people 16 and older. The USCG will develop a future rulemaking addressing the appropriateness of PFDs for children.

RADM KEITH TAYLOR NEW USCG D13 DISTRICT COMMANDER

USCG News Release, 7/12/2011

RADM Taylor became District Commander of USCG District 13 on 7/12/11, replacing RADM Gary Blore who had the position since 7/09. RADM Taylor is responsible for USCG operations covering 4 states, more than 4,400 miles of coastline, 600 miles of inland waterways, and 125 miles of international border with Canada. Prior to his current assignment, RADM Taylor served as Deputy Chief of Staff of the USCG from 2006 to 2008 and the Assistant Commandant for Resources and Chief Financial Officer at Headquarters.

SAVING CITIZENSHIP REQUIREMENTS

Fishermen's News Online, 8/31/2011

The USCG has posted in the Federal Register a proposed rule that would provide a waiver of citizenship requirements for crewmembers on commercial fishing vessels. A waiver request would have to be accompanied by a successful dockside safety examination.

The posting says that the Coast Guard proposes to add to its regulations a description of the procedures for requesting and processing waivers of citizenship requirements on commercial fishing vessels.

Anyone wishing to comment on this matter may do so by submitting comments identified by docket number USCG-2010-0625 by Nov.16.

STCW-F TO ENTER INTO FORCE IN 2012

IMO Briefing: 50, 10/5/2011

The International Convention on Standards of Training, Certification and Watchkeeping for Fishing Vessel Personnel, 1995 (STCW-F 1995) is set to enter into force on 29 September 2012, after the required 15 ratifications were reached on 29 September 2011, with ratification by the Republic of Palau.

The STCW-F Convention sets the certification and minimum training requirements for crews of seagoing fishing vessels of 24 metres in length and above. The Convention consists of 15 Articles and an annex containing technical regulations.

According to Article 12 of the Convention, it will enter into force 12 months after the date on which not less than 15 States have ratified it. The STCW-F Convention has now been ratified by: Canada, Denmark, Iceland, Kiribati, Latvia, Mauritania, Morocco, Namibia, Norway, Palau, the Russian Federation, Sierra Leone, Spain, the Syrian Arab Republic and Ukraine.

IMO Secretary-General Efthimios E. Mitropoulos welcomed the entry into force of the STCW-F Convention as a significant development to enhance safety at sea, coming as the Organization prepares to hold, in 2012, a diplomatic conference in South Africa for the purpose of adopting an Agreement on the implementation of IMO's other instrument relating to fishing vessel safety, the 1993 Protocol relating to the 1977 Torremolinos International Convention for the Safety of Fishing Vessels. That Agreement aims at facilitating the entry into force of the 1993 Protocol, which was adopted to amend the original Torremolinos Convention of 1977.

"The safety of fishermen and fishing vessels forms an integral part of the Organization's mandate but the two instruments on fishing vessel safety which have been adopted by the Organization have not come into force due to a variety of technical and legal obstacles and unfortunately the fishing sector is still experiencing a large number of fatalities every year. Now, the entry into force of the STCW-F Convention, in 2012, and the ongoing work to bring into force the Torremolinos Protocol as a binding international safety regime, are expected to play a part in helping reverse that trend," he said, expressing the wish that the Torremolinos Protocol would also meet entry force requirements as soon as possible.



OSHA CITES SEAFOOD PROCESSOR FOLLOWING WORKER DEATH IN ICE MACHINE

OSHA Regional News Release, 11/4/2009

The U.S. Department of Labor's Occupational Safety and Health Administration (OSHA) has cited Northern Wind Inc., a New Bedford, Mass., seafood processor, for 23 alleged violations of workplace safety standards after a worker was killed on May 4 when he became caught in the moving parts of a large industrial ice-making machine that activated while he was performing maintenance work inside it.

OSHA found that the plant lacked specific steps and procedures to power down and lock out the ice machine's power source before employees entered it. The agency's investigation also found that workers were not trained to recognize and address the hazard of the machine operating without warning. In addition, the plant lacked a program and employee training for working in confined spaces, such as the ice machine, and ladders were not available to ensure safe entry and exit from the ice machine.

"This is exactly the type of grave accident that OSHA's hazardous energy control, or 'lockout/tagout' standard, is designed to prevent," said Brenda Gordon, OSHA's area director for southeastern Massachusetts. "For the safety of their workers, employers must always ensure that machinery is powered down and its power sources locked out before workers perform maintenance. Employers must also ensure that workers are properly trained for work in confined spaces."

Additionally, OSHA's inspection identified unmarked exit doors and a lack of emergency exit route lighting, no eyewash or drenching facilities for employees working with corrosive chemicals, a lack of material safety data sheets and chemical hazard communication training, unguarded open-sided floors, a missing safety latch on a hoisting hook and several electrical-related hazards.

All told, these conditions resulted in the issuance of 19 serious citations, with \$62,800 in proposed fines. OSHA issues serious citations when death or serious physical harm is likely to result from hazards about which the employer knew or should have known. The company also has been fined \$4,000 for four other-than-serious hazards, including incomplete recording of injuries and illnesses. The combined penalties total \$66,800.

MACOSH MEETS TO ADDRESS SHIPYARD & LONGSHORE SAFETY

OSHA Quicktakes, 8/1/2011

OSHA held a meeting of the Maritime Advisory Committee for Occupational Safety and Health (MACOSH) July 19-20 in San Diego. MACOSH's Longshoring Workgroup addressed issues related to retrieving someone who has fallen into the water at a marine terminal, personal protective equipment (PPE), combustible dust in marine terminals, and working safely around cargo handling equipment, and recommended that OSHA consider developing a model plan for the longshore industry that addresses Injury and Illness Prevention Programs. The Shipyard Workgroup discussed issues including fire watch safety, proper ventilation, sewage tank safe practices, welding safety, eye injury prevention and heat stress, and reviewed OSHA's Maritime Safety and Health Injury Prevention Sheets (SHIPS).

NPFVOA & OSHA RENEW ALLIANCE

9/29/2011

At the NPFVOA Board Meeting, Dean Ikeda, Regional Administrator Region 10, signed a new alliance with NPFVOA, continuing our agreement of working together to enhance the safety and health of employees, first signed in 2004. The following free classes are scheduled. Please call Brie at 206-285-3383 to sign up!

December 9, 2011 1pm-3pm Bloodborne Pathogen Training
December 13, 2011 9am-11am Process Safety Mgmt. Training



UNISEA GETS OSHA VPP STAR STATUS

Alaska Journal of Commerce, 7/7/2011

UniSea Inc. in Dutch Harbor was approved for the Alaska Occupational Safety and Health Voluntary Protection Program (VPP) at the Star level to signify achievement in occupational safety and health. The program recognizes and promotes effective workplace safety and health management through a cooperative program between a company's management, employees and AKOSH. As a Star recipient, UniSea won't be subject to random enforcement inspections for five years. Enforcement regulations remain in effect, and cases of employee complaints, accident investigations or other significant incidents will result in an enforcement inspection. Participation in the program is voluntary. There are 16 sites in Alaska with the AKOSH VPP designation. For a list of the sites and information about the program, go to Labor.Alaska.Gov/lss/vpp-participants.html.

FINAL RULE: GENERAL WORKING CONDITIONS FOR SHIPYARD WORKERS

US DOL Memorandum, 8/2/2011

Memorandum from OSHA establishes temporary citation policy for certain provisions of the Final Rule on General Working Conditions in Shipyard Employment. Most of the provisions of the rule became enforceable on August 1, 2011. However, beginning August 1, 2011 and continuing through October 31, 2011, no citations are to be issued under the following sections:

29 CFR § 1915.82 "Lighting"

29 CFR § 1915.93 "Motor vehicle safety equipment, operation and maintenance," paragraphs (a)(1)-(3), (b) (1)-(3), and (c) (1)-(3).

This temporary policy does not apply to section 1915.93 (b) (4). That section is subject to normal enforcement beginning August 1, 2011.

Section 1915.89 "Control of hazardous energy (lockout/tags-plus)" becomes enforceable on October 31, 2011. However, beginning October 31, 2011 and continuing through January 31, 2011, no citations are to be issued under 29 CFR 1915.89 (k)(2)(ii).

NEW COMPREHENSIVE OSHA WEB PAGE ON PREVENTING WORK-RELATED HEARING LOSS

OSHA Quicktakes, 8/15/2011

OSHA launched a new Safety and Health Topics page on Occupational Noise Exposure to provide resources to prevent noise-related hearing loss, which has been listed as one of the most prevalent occupational health concerns in the United States for more than 25 years. Approximately 30 million people in the United States are occupationally exposed to hazardous noise and thousands of workers every year suffer from preventable hearing loss due to high workplace noise levels. The new Web page provides information on the health effects of hazardous noise exposure and comprehensive information on controls to prevent hearing loss. <http://www.osha.gov/SLTC/noisehearingconservation/index.html>

NOW AVAILABLE ON YOUTUBE: MAN OVERBOARD PREVENTION AND RECOVERY

AMSEA, 7/18/2011

NIOSH, in cooperation with AMSEA and Alaska Sea Grant, has created a new Man Overboard Prevention and Recovery DVD designed to help crew prevent and respond to man overboard events. The DVD features interviews with fishermen about experiences with falls overboard and it explains how to successfully recover a person in the water. You can now view it on YouTube.

<http://www.youtube.com/watch?v=YT17QGVd4jc>



2010 COMMERCIAL FISHING FATALITIES

NIOSH, October 2011

NIOSH recently completed updating fatality statistics for the commercial fishing industry in the United States (US) for 2010. The purpose of NIOSH commercial fishing surveillance is to identify the most hazardous fisheries around the country and to describe the risks for particular fisheries. In 2010, 38 commercial fishing fatalities were reported in the US. The number of fatalities in 2010 is lower than the average of 50 fishing fatalities per year since 2000. However, since 2000, there has been no significant increase or decrease in the number or rate of fatalities among fishermen.

Most fatalities continue to result from either vessel losses (16, 42%) or falls overboard (15, 40%). Five other fatalities were due to on board injuries and 2 occurred while fishermen were diving. The primary circumstances for these 7 fatalities were entanglement, asphyxiation, and electrocution.

Fatalities occurred most frequently along the East Coast (16, 42%) and in the Gulf of Mexico (10, 29%). There were also 8 (21%) fatalities that occurred along the West Coast, 3 fatalities in Alaska, and 1 fatality in the Great Lakes area. The 3 fatalities reported for Alaska is the lowest number in this area since NIOSH began recording fatality data for commercial fishermen in 1990.

Almost a quarter (9, 24%) of the fatalities occurred in the shrimp fishery, 7 of these were in the Gulf of Mexico and 2 on the East Coast. The other fatalities were spread evenly across several fisheries.

Falls overboard continue to be a major safety concern for fishermen. None of the victims who accidentally fell overboard and drowned was wearing a personal floatation device (PFD). Vessel owners/operators should have a PFD policy for their vessel and crewmen should find and wear a PFD that is comfortable to work in. There are a wide variety of new PFD models and makes that are now available. Fishermen have tested new PFDs and found ones that can be worn comfortably while working. Vessel owners should also be aware of man overboard alarms and should consider investing in one to alert crew to an emergency situation.

OTHER NEWS

PACIFIC MARINE EXPO

Pacific Marine Expo welcomes members of the **NPFVOA Vessel Safety Program** and extends a free invitation to attend the show Nov. 17-19 in Seattle. Simply mention code 102402 when pre-registering to secure your free admission to the exhibit hall, a \$30 savings! To pre-register visit www.pacificmarineexpo.com or call 800-454-3005.

For over 40 years, Pacific Marine Expo has been the longest running show for the Northwest commercial marine industry. At Pacific Marine Expo you can do it all: meet and troubleshoot with product experts, negotiate directly with multiple suppliers, discuss the latest advancements in vessel technology, and locate the yard that will work on your schedule.

This year's show will include hundreds of exhibits, new products and several new and returning special events, including a daily happy hour. This show is THE place where you can get your business done and have a great time. Pre-registered visitors are automatically entered to win one of three \$500 American Express Gift Cards when you pick up your badge at the show.

Visit www.pacificmarineexpo.com for show information, including online registration, event schedule, session descriptions and speakers, the complete exhibitor list, special events, parking information, travel information and more. Be sure to visit NPFVOA at booth #911!

OTHER NEWS

PRESCRIPTION DRUGS AND THE WORKPLACE

Ken George, August 2011

Prescription drug abuse is reaching epidemic proportions throughout the United States. More people are dying from prescription drug abuse than all other illegal drug use. Anyone who has had a serious injury or a medical procedure that results in pain knows the importance of prescription painkillers. But like illegal street drugs, these can become addictive. That's why doses are usually small, and doctors and pharmacists encourage users to quit taking them as soon as possible. However, some people still become addicted to the painkillers that are supposed to help them. In a recent study the American Psychiatric Association found that one third of patients undergoing treatment for long term pain with opiate based painkillers met the criteria for opiate addiction.

Any employee working in a safety-sensitive position who is prescribed a medication bearing a warning not to drive or use machinery must get prior approval from their physician to work in that position while taking the drug. Many workers regulated by the DOT will not be able to work in their positions while taking prescription painkillers. Failing to obtain this authorization from their doctor can result in disciplinary action and possibly termination.

It is very important that, if prescribed these potentially dangerous and addictive drugs, one follow some simple guidelines:

- Do not use other people's prescription medications or let other people use your medication. It is against the law.
- Prescription medications are specifically prescribed by the physician for use for a specific situation and for a limited amount of time. Once the ailment and time limit are gone, the medication should not be used for other situations unless a physician reissues that prescription.
- Always follow medication directions carefully.
- Do not increase doses without talking with your doctor.
- Ingest the medication as directed in the amount, time and method it is supposed to be taken, do not crush or break pills.
- Learn about the drug's potential interactions with alcohol, other prescription medicines, and over-the-counter medicines.

MEMBER NEWS

JENSEN MARITIME CONSULTANTS MARKS 50th YEAR

Foghorn, March 2011

Seattle Naval Architecture firm Jensen Maritime Consultants (JMC) is an example of the benefits of talent, hard work and customer loyalty. Although the firm started small, JMC has risen to national prominence in naval architecture and marine engineering. JMC, now part of the venerable Crowley Marine Services group, is preparing for its next successful 50 years.

NPFVOA'S FALL GOLF TOURNAMENT A SUCCESS!

NPFVOA's annual fall golf tournament fundraiser was held on October 5 at Harbour Pointe Golf Club in Mukilteo. The tournament, sponsored by Delta Western, Inc., was very successful.

Congratulations to our golf winners:

- **1st Place Gross:** Michael Lake, Brad Scarp, Jim Malevitsis, Bill Germann
- **2nd Place Gross:** Mike Shelford, Brent Nysoe, Dan Jansen, Jamie Eik
- **1st Place Net:** Phil Hanson, Craig Cross, Jock Wood, Chris Plaisance
- **2nd Place Net:** Tony Lia, Ryan Macnamara, Phil Abbess, Dean Fasnacht

Congratulation to Lou Shields, our grand prize winner! He won two round trip tickets to anywhere Alaska Airlines flies. Thank you to all of our golfers, sponsors, and donors. NPFVOA's spring tournament fundraiser will be held May 24, 2011 at the Golf Club at Echo Falls with an 8:00 am Shotgun.

NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

Individuals:

- Clint Parks
- Timothy Stentz

Vessels:

- ALASKA CHALLENGER

OCTOBER 2011-DECEMBER 2011 CLASS SCHEDULE

STCW 5-DAY BASIC SAFETY TRAINING (BST)

\$950 MEMBERS / \$1,050 NON-MEMBERS
OCT 10-14, NOV 7-11, DEC 12-16

MEDICAL EMERGENCIES AT SEA

\$100 MEMBERS / \$125 NON-MEMBERS
OCT 14, NOV 11, DEC 16

2-DAY BASIC FIRE FIGHTING

\$485 MEMBERS / \$510 NON-MEMBERS
OCT 10-11, NOV 7-8, DEC 12-13

DRILL INSTRUCTOR WORKSHOP

\$100 MEMBERS / \$125 NON-MEMBERS
OCT 4, NOV 21, DEC 1

SMALL VESSEL DRILL INSTRUCTOR WORKSHOP

\$125 MEMBERS / \$150 NON-MEMBERS
NOV 16

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$175 MEMBERS / \$200 NON-MEMBERS
OCT 12, NOV 22, DEC 7

SHIPBOARD WATERTIGHT DOOR & HATCH TRAINING

\$180 MEMBERS / \$200 NON-MEMBERS
CALL FOR DATES

8-HOUR SHIPBOARD DAMAGE CONTROL

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

NAVIGATION: COLLISION AVOIDANCE

\$125 MEMBERS / \$150 NON-MEMBERS
CALL FOR DATES

4-DAY STCW MEDICAL CARE PROVIDER

\$985 MEMBERS / \$1,100 NON-MEMBERS
DEC 5-8

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS
OCT 24-26, NOV 28-30, DEC 19-21

8-HOUR HAZWOPER REFRESHER

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

SPECIMEN COLLECTION CERTIFICATION

\$100 MEMBERS / \$125 NON-MEMBERS
DEC 9

OTHER COURSES INCLUDE:

SPECIMEN COLLECTION CERTIFICATION, OSHA COMPLIANCE AT THE DOCK OR SHIPYARD, ONBOARD SAFETY ORIENTATION, 2-HOUR IN-THE-WATER SURVIVAL TRAINING, WORKPLACE 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.

SAFETY BITES & MEMBER NEWS

NATURAL RESOURCES CONSULTANTS RECOGNIZED

U.S. Commerce Association, New York, 9/15/11

For the third year in a row, Natural Resources Consultants (NRC) was selected for the 2011 Seattle Award in the best Fishery Consultants category by the U.S. Commerce Association (USCA). The USCA "Best of Local Business" Award Program recognizes outstanding local businesses throughout the country. These are local companies that enhance the positive image of small business through service to their customers and community.



NEW NPFVOA MEDICAL LOG BOOK

Vessel Medical Patient Log books are here! NPFVOA has created a new log book for recording medical visits from crewmembers and documenting the dispersing of prescription drugs. The log book features carbonless duplicates for sending originals to the office, owner, or claims adjuster. Get your Vessel Medical Patient Log today! Available at the NPFVOA office for \$30 members/\$35 nonmembers.

THANK YOU!

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

- Jim McManus—Two hand mics
- Icicle Seafoods, Inc.—All purpose firefighting nozzle
- Mustang Survival—3 floatation vests, numerous life jackets, and a work vest PFD

AB SEAMAN & LIFEBOAT COURSE

What are you doing with your seetime? This fall, NPFVOA Vessel Safety Program is making it easy to attend the courses you need for an AB Seaman's document.

AB Course: 10/28-11/5

Basic Safety Training: 11/7-11

Lifeboatman: 11/14-17

Call Brie to sign up at 206-285-3383

NPFVOA OSHA SEMINAR 10/18

NPFVOA will hold an OSHA Seminar on New General Working Conditions in Shipyard Employment; Final Rule 29 CFR Parts 1910 and 1915 on October 18, 2011 9am-11:30am. Joe Daddura and Amy Wagdahl will be here from Washington, DC to present the final rule and answer your questions. Call Brie at 206-285-3383 to reserve your seat.



NPFVOA UNVEILS NEW GOLF WINDBREAKER

NPFVOA has new golf windbreakers for sale! They come in navy blue or black with the NPFVOA logo. All proceeds support building the new Damage Control Trainer. They are \$55.00 + tax.

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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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, AB Seaman
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, 2-Hour in the Water Survival Training.
Call us for customized training!

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 Email: info@npfvoa.org Web: www.npfvoa.org

NPFVOA VESSEL SAFETY PROGRAM MEMBERSHIP APPLICATION

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

Company Name: _____
Vessel Name: _____
Primary Contact Name & Title: _____
Address: _____
City, State, Zip: _____
Phone: _____
Fax: _____
Email: _____

Web Site: _____

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

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

Please describe the services your company provides: _____

Vessel Information	Vessel/Gear Type(s)	Target Fisheries
Length (feet): _____		
Tonnage (GRT): _____		

- Vessel (over 79 ft.) \$600 Benefits apply to all current crew members and management company.
- Vessel (60-79 ft.) \$300 Benefits apply to all current crew members and management company.
- Vessel (under 60 ft.) \$125 Benefits apply to all current crew members and management company.
- Associate \$400 Benefits apply to business personnel only; vessel crew ineligible at this level.
(Appropriate for marine support industry, 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.)