

**ADDITIONAL LOGBOOK & ENTRY REQUIREMENTS
UPDATES TO OSHA'S HAZCOM STANDARD
NPFVOA CRUISE RAFFLE**

**COOL UNDER FIRE—TRAINING PAYS OFF
NEW OSHA RESPIRATOR USE VIDEOS
MEDICAL MARITIME ACCESS VIDEO CONFERENCING**



Issue No. 77
Spring 2012

VESSEL SAFETY PROGRAM

USCG 13TH DISTRICT PROMOTES SAFETY AND STEWARDSHIP

Rear Admiral Keith Taylor, story and photo courtesy of Fishermen's News, www.fishermensnews.com

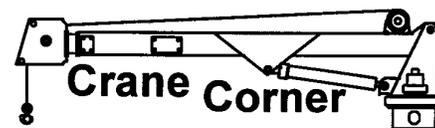
It's been six months since I left the "other Washington" and it is great to be here as the new Thirteenth District Commander – it has been exceptionally challenging, rewarding and a real honor to be part of the tremendous maritime community here in the great Pacific Northwest. Living and working in this unique and dynamic part of our country has been an incredible opportunity for me both personally and professionally. After getting to meet many of you over the last six months and engaging in all parts of our operations, I can report back that your Coast Guard is on watch and ready 24 hours a day and seven days a week. Together we are ensuring the safety, security and environmental stewardship of our pristine waters and the incredible economic force they represent to all of us.

The Pacific Northwest is not only a beautiful place to work, it is also essential to our nation's economy. It hosts the country's largest ferry system, the third biggest container port complex, and is a major gateway for grain exports. It serves as a strategic port for the US Navy, caters to a busy cruise ship season, and is home to one of the nation's largest commercial fishing fleets. The Northwest presents unique maritime challenges and perils not commonly found elsewhere in our nation. Commercial mariners and our Coast Guard men and women face hazardous river bar conditions, rugged coastline, year-round cold water, severe weather, and dangerous operations in their daily work.

Safety cannot be taken for granted! As the senior commander for more than 5,500 Coast Guard personnel, I am constantly stressing the importance of proficiency, doing the best we can each and every day, and not just meeting minimum standards (no one goes home to his family and brags about accomplishing the bare minimum!). I firmly believe that everyone in the maritime industry must focus on these same values and instill them in all employees. As maritime professionals, being proficient, being safe and protecting our waters are not only the "right" things to do, they are essential to your bottom line. A strong safety and environmental culture will reduce workplace injuries, lower insurance costs, cut down on the need to manage "bad" things, and improve employee morale and productivity.

The Coast Guard plays very important roles as the federal lead for safety, security and stewardship on our nation's waterways: we work hard to prevent bad things from happening; and, when bad things do occur we respond decisively. To achieve these outcomes we must work exceptionally close with many of you in the maritime industry. As a regulator, the Coast Guard helps build effective regulatory regimes and ensures compliance with all applicable federal laws. As a partner, the Coast Guard collaborates with the marine industry, elected officials, other agencies, and the public to identify, assess and mitigate risk. Using both informal and formal processes, we routinely seek the advice and support of stakeholders to ensure a full understanding of all issues, bolster relationships and trust, and to develop industry standards of care that advance safety, security and stewardship, often without the need for new regulation.

Continued on page 2



Contributed by Arxcis, Inc.

HOW MUCH CAN YOUR CRANE SAFELY LIFT?

Just because your crane is rated for 24,000 lbs does not mean you can lift that much in any configuration. When calculating what your crane can safely lift, there are several factors that must be considered.

First, what is the safe working load of the hoist line? If you are using 5/8 inch, 6x19, IPS wire rope, its safe working load for single line pull is only 10,200 lbs so that would be its maximum capacity. To achieve 24,000 lbs you would need to go to a three-part hoist line. (To determine the capacity of the wire rope, you need to divide its breaking strength by its safety factor.)

Your second consideration would be the radius of your pick. The farther out you reach to make a pick the less capacity the crane has. For example, a crane that is rated for 24,000 lbs at 10 feet radius, at 50 feet might only be good for 3,300 lbs.

Your third consideration is load deductions. If you are using a one-sheave block, then the weight of the block must be added to the load *or* deducted from its capacity. The same goes for the weight of a headache ball.

Your final consideration is the weight of any rigging gear, such as flying forks, or a lifting beam, that is used to make the pick. This weight must also be added to the weight of the load.

This issue of the *NPFVOA Vessel Safety Program Newsletter* was made possible by a contribution from
PFI Marine Electric
NPFVOA Associate Member since 1983



COOL UNDER FIRE—TRAINING PAYS OFF

National Fisherman, March 2012, from U.S. Coast Guard reports

In the middle of a calm August night a 314-foot fish processing vessel swung on its hook with a smaller fishing boat alongside unloading salmon. Suddenly the vessel's general alarm sounded and all hands were roused from their slumber.

Moments before, a crew member making his mid-watch rounds noticed heavy, black smoke coming from an exhaust fan vent on the starboard side of the main deck and immediately told the chief mate. Within seconds the chief mate announced over the intercom, "Fire in the engine room. All hands man your damage control stations immediately!"

Quickly all 145 crew members moved to their assigned emergency stations as the chief mate briefed the skipper. Anticipating that the ship could lose power, the skipper made a mayday call.

The processor's lights soon began flickering until the entire vessel went dark. Firefighting teams found flashlights and put on protective gear. Other crew members manned life raft stations, donning immersion suits in preparation for a possible "abandon ship" order.

The skipper and chief mate assessed the situation, ascertaining why the electricity went out and established internal communications using handheld radios. Meanwhile, the chief engineer supervised the back-up generator's engagement. With power restored, the skipper established communications with the fishing vessel alongside and two other fishing boats that had arrived on scene.

Black smoke kept billowing from the exhaust vents as the fire seemed to strengthen and intensify. The skipper ordered every person who didn't have firefighting-related duties to abandon ship, arranging for the three fishing vessels now alongside to take his crew.

Personal observation and information from fire detection equipment in the vessel's machinery spaces confirmed that the black smoke was coming from the forward generator space. The vessel's fixed CO₂ system was activated and the generator room's ventilation system was automatically secured.

Within minutes the smoke subsided. Investigation of the main engine room showed that save for some residual smoke, it was OK. The bulkhead was cool but the generator room doors were warm. The skipper had the team wait 30 minutes, check for flare-ups and then recheck the doors' temperature.

When the firefighting team rechecked, the doors were cool enough to enter. Inspection revealed the CO₂ firefighting system had put out the fire.

After checking around the vessel for other damage and posting a reflash watch outside the generator room, the skipper allowed all evacuated crew members to reboard. Once firefighting equipment was put away, everyone met in the galley to debrief the incident.

The crew stood down from the general alarm. Still, the skipper suspended fishing operations and informed the Coast Guard of the mishap. Convinced the vessel was able to proceed, the skipper headed the boat to a nearby port without further incident.

Lessons learned

An investigation determined that a piston rod failed on the no. 2 generator, causing its crankcase to explode. Crankcase oil that sprayed forward onto the no. 1 generator's turbocharger ignited, causing the fire.

In this case, this effectively trained crew's near-textbook reaction mirrored firefighting actions many training courses recommend. You may be your best first responder and will most likely be on your own when a fire starts at sea. Training, drills and exercises increase your knowledge and ensure you can handle a fire or any other emergency situation. As always, 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.

Continued from page 1—RADM Keith Taylor

A good example of the Coast Guard partnering with the industry is Operation Safe Crab. Recognizing the Pacific Northwest crab fishery is one of the most dangerous fisheries in the US, the Coast Guard collaborated with fishermen and their associations to develop a program to improve safety during the fishery. This initiative includes joint safety training involving our people and fishermen, and a period of concentrated, voluntary dockside vessel exams just prior to fishery openings. This joint effort is credited by fishing vessel owners for improving the proficiency and safety of their crews. We have seen improvements to vessel loading, quick action to extinguish vessel fires and lives saved by the "right" response to a man overboard incident. One recent call we received drove this home – a fisherman attributed his life to the Coast Guard training he received and the fact that he was wearing his lifejacket!

Strong relationships, collaboration on the toughest of issues and honest dialogue have long been the trademark here in the Pacific Northwest, and are essential to the continued safety and environmental protection on our oceans and waterways. I promise I will do my part each and every day. Thanks again for the hearty "Welcome Aboard" my family and I have received – we are excited to be here and love being part of this great community. I look forward to working with all of you to tackle the challenges and opportunities that lie ahead. Be proficient, be safe, and never forget we are a maritime nation!

Rear Admiral Keith A. Taylor, Commander of the Thirteenth Coast Guard District headquartered in Seattle, Washington, is responsible for US Coast Guard operations covering 4 states, more than 4,400 miles of coastline, 600 miles of inland waterways, and a 125-mile international border with Canada. Rear Admiral Taylor holds a Bachelor of Science degree with honors from the US Coast Guard Academy, a Master of Science in Industrial Administration degree from the Krannert School at Purdue University and a Master of Business Administration degree from the Massachusetts Institute of Technology.

USCG – INTERIM RULE FOR LIFESAVING EQUIPMENT

Bryant's Maritime Blog, 2/21/2012

The USCG promulgated an interim rule addressing lifesaving equipment to harmonize its regulations for inflatable liferafts and inflatable buoyant apparatuses with recently adopted international standards affecting capacity requirements for such lifesaving equipment. The interim rule became effective on March 22. 77 Fed. Reg. 9859

ASTORIA – INTOXICATED MASTER DETAINED

Bryant's Maritime Blog, 2/29/2012

The US Coast Guard issued a news release stating that it has taken into custody the master of a freighter in Astoria, Oregon after finding that his blood-alcohol level exceeded the legal limit. The Coast Guard boarding team was first alerted to the possibility that the master might be intoxicated by a Customs team that had boarded the ship earlier.

GRAND JURY ISSUES ILLEGAL DUMPING INDICTMENT

Anchorage Daily News, 3/28/2012

A federal grand jury has indicted a Kodiak man on charges of dumping pollutants from his vessel into the harbor at St. Paul. The Kodiak Daily Mirror reports 56-year-old Victor Buchanan is charged with dumping oil-contaminated bilge water and raw sewage from the 86-foot commercial fishing boat Chisik Island between Sept. 30 and Oct. 4. The Coast Guard investigated the incident. Federal prosecutors say Buchanan faces a felony count of violating federal laws that prohibit discharge of any form of oil into U.S. navigable waters or shorelines and a misdemeanor charge of dumping refuse into navigable waters without a permit.



**Q & As - COMMERCIAL F/V SAFETY TRAINING
REQUIREMENTS April 2012
CURRENT REQUIREMENTS:**

Q- Who is currently required to have safety training such as emergency instructions, drills and safety orientations?

A- Documented commercial fishing vessels, of any length or with any size crew, that operate beyond the U.S. Boundary Line, or documented fishing vessels with more than 16 individuals onboard operating inside the U.S. Boundary Line, or Fish Tender vessels engaged in the Aleutian Trade. (46 C.F.R. Part 28 Subpart C)

Q- Where is the federal "Boundary Line"?

A- Generally speaking, it is a line that follows the trend of the seaward high water shorelines and crosses entrances to small bays, inlets and rivers. 46 CFR Part 7 gives specific descriptions, particularly where they deviate from this general description. For example, in the Gulf of Mexico this line is 12 nautical miles from high water shorelines.

Q- What is a "documented vessel"?

A- Federal law requires that any vessel of at least 5 net tons which engages in the fisheries on the navigable waters of the United States or in the Exclusive Economic Zone (and Great Lakes trade or coastwise trade) must have a Certificate of Documentation bearing a valid endorsement appropriate for the activity in which engaged. A fishery endorsement entitles a vessel to employment in the fisheries as defined, subject to Federal and State laws, and entitles the vessel to land its catch, wherever caught, in the U.S.

Q- What type of safety training is required currently for documented vessels operating beyond the Boundary line?

A- See first question and response above. Monthly emergency drills and instruction (46 C.F.R. § 28.270(a)). Emergency Drill Conductor training for the person conducting the required monthly emergency drills on a vessel (46 C.F.R. § 28.270(c)). Also, First Aid/CPR if more than 2 individuals are onboard (46 C.F.R. § 28.210).

Q- What are the requirements for First Aid/CPR training based on number of crewmembers?

A- Under 46 C.F.R. § 28.210, Commercial Fishing Vessel First Aid/CPR training requirements vary based on the number of individuals on board the vessel.

- 3-16 people onboard: 1 person First Aid and 1 CPR trained (can be same person).

- 17-49 people onboard: 2 people First Aid and 2 CPR trained (can be same persons).

- 50 or more onboard: 4 people First Aid and 4 CPR trained (can be same persons).

Q- Is First Aid/CPR or Drill Conductor refresher training currently required?

A- An individual trained as a Drill Conductor and holding proof of such training is currently not required to complete refresher training. An individual trained in First Aid and/or CPR must hold a certificate indicating completion of an approved course. While the regulations in 46 CFR 28.210 do not specifically state that refresher training is required, they do state that the individual(s) must be certified. Since certifications have an expiration date, refresher training is necessary to keep a certification current and valid.

Q- When are emergency drills required?

A- At least once each month when the vessel is working. (See 46 CFR 28.270)

Q- Who may conduct the monthly emergency drills? How long has this been in effect?

A- Since 1994, only an individual who is trained in the proper procedures in conducting the drills (a "F/V Drill Conductor"). The Drill Conductor does not have to be a member of the crew. Since 1994, the person conducting the drills must be able to show a valid "Drill Conductor certificate".

Q- Can a Coast Guard license or STCW Basic Safety Training certificate substitute for a Drill Conductor certificate?

A- No, these do not cover all the fishing vessel safety procedures for emergency drills.

**Q & As - COMMERCIAL F/V SAFETY TRAINING
REQUIREMENTS April 2012
FUTURE TRAINING REQUIREMENTS:**

Q- Didn't new fishing safety training requirements become law in 2010?

A- Congress adopted the Coast Guard Authorization Act that was signed into law October 15, 2010. However, new training requirements in the law will not be fully implemented until regulations are published that are in line with that law. These pending regulations are being drafted and will be published as soon as they have cleared all administrative reviews.

Q- Are there changes in the new fishing vessel statutes that will affect who has to be trained?

A- Yes. Under the 2010 law, the U.S. Boundary Line is replaced by the 3 mile line as the applicable operating area, the same as the EPIRB requirement. In addition, the training is required for the operator of both state-registered and federally-documented fishing vessels operating beyond 3 nautical miles.

Q- What are the potential future training requirements?

A- Under the 2010 law, individuals in charge of a fishing vessel have to pass a training program and/or demonstrate knowledge and competency in seamanship, navigation and publications, collision prevention, stability, fire fighting and prevention, damage control, personal survival, emergency medical care, emergency drills, weather, and emergency communication. Curriculum requirements are being developed.

Q- Will the trainee have to be a member of the crew?

A- Yes, the master or individual in charge.

Q- Will there be grandfathering for some of these topics for those with sea time experience?

A- Under the 2010 law, the program also must recognize and give credit for recent past relevant experience in fishing vessel operation. If you hold a license issued by the Coast Guard, you may receive credit toward some of the competencies.

Q- When will this training be required?

A- No date is set at this time. The regulations are under development. There could be some type of a phase-in period.

Q- Will there be a period of time to obtain training before it is required?

A- This will be determined as the Coast Guard develops its new regulations. It is possible that implementation could stretch over several years.

Q- Will refresher training be required?

A- Yes. Under the 2010 law, the training certification will be valid for 5 years after which refresher training will be required to keep the certificate current for another 5 years.

Q- What are the changes in the law and pending regulations that will affect training?

A- The pending regulations will fully implement the 2010 law. Under that law, the change in treating state-numbered fishing vessels the same as documented vessels requires more people to be trained, since state-numbered vessels were previously exempt from training and drill requirements. Also, changing the demarcation line for applicability from the Boundary Line to 3 nautical miles requires additional vessels and fishermen to comply with training requirements. However, where the Boundary Line is inside 3 nautical miles, if fishermen do not go outside of 3 nautical miles, the 2010 law exempts them from some of these requirements.

The information provided in this document has been developed in consultation with the U.S. Coast Guard, Fishing Vessel Safety Division, Washington, DC. For more information on Fishing Vessel Safety, please visit www.fishsafe.info

**MERCHANT MARINER MEDICAL ADVISORY
COMMITTEE MEETING**

Bryant's Maritime Newsletter, 4/9/12

The Merchant Mariner Medical Advisory Committee (MMMAC), sponsored by the US Coast Guard, will meet in Martinsburg, West Virginia on May 8-9. Topics on the agenda include the top medical conditions leading to denial of mariner credentials. 77 Fed. Reg. 20834.



USCG – ADDITIONAL LOGBOOK AND ENTRY REQUIREMENTS

Bryant's Maritime Blog, 3/29/2012

The US Coast Guard issued a Marine Inspection (MI) Notice addressing additional logbook and entry requirements for US vessels. A US vessel subject to inspection (except one on a voyage from a US port to a Canadian port) is required to have entries in its logbook concerning the time each seaman and each officer assumed or relieved the watch; the number of hours in service to the vessel of each seaman and each officer; and an account of each accident, illness, and injury that occurs during each watch. This requirement is based on a recent amendment to US law. As yet, there are no regulations addressing this requirement, but technically this statute is self-executing. MI Notice 03-12.

SIX DEATHS OFF OREGON, WASHINGTON COAST REMINDERS OF DANGERS OF NORTH PACIFIC

The Oregonian, Lori Tobias, 3/12/12

Five fishermen and one federal fisheries observer died over the March 11th weekend in the deadliest 24 hours for commercial fishing in the Pacific Northwest in recent memory. Investigations are ongoing, but early indications suggest rough seas on what is already considered one of the most treacherous stretches of water in the U.S. contributed to the capsizings. Two men lost their lives near Gold Beach and four died when their boat went down off of Willapa Bay, Wash. A third boat ran aground on the jetty at Yaquina Bay in Newport, but all four aboard survived.

USCG ISSUES STANDARD FOR LIVING ORGANISMS IN SHIPS' DISCHARGED BALLAST WATER

USCG News Release, 3/16/2012

The USCG announced the final rule for standards for living organisms in ships' ballast water discharged into US waters was scheduled for publication March 23 in the Federal Register.

A public inspection copy of the final rule is available online. Go to <http://www.archives.gov/federal-register/public-inspection> and select the option "View the Special Filing Document List."

The USCG is amending its regulations on ballast water management by establishing a standard for the allowable concentration of living organisms in ballast water discharged from ships in waters of the United States. The USCG is also amending its regulations for engineering equipment by establishing an approval process for ballast water management systems.

"These new regulations will aid in controlling the introduction and spread of nonindigenous species from ships' ballast water," said Jeffrey Lantz, director of the Coast Guard's Office of Commercial Regulations and Standards. "This final rule establishes a ballast water discharge standard that is protective of the marine environment and is also consistent with the discharge standard adopted by the International Maritime Organization (IMO) in 2004." The numerical limits set by the discharge standard in this final rule are supported by reports from the National Academy of Sciences and the U.S. Environmental Protection Agency Science Advisory Board in 2011 as the most stringent that vessels can practicably implement and that the USCG can enforce at this time. The final rule is effective 90 days after publication in the Federal Register, which is available through the new Federal Digital System at <http://www.gpo.gov/fdsys/>.

USCG—MARPOL ANNEX I AMENDMENTS

Bryant's Maritime Newsletter, 4/9/12

The USCG proposes to amend its regulations to incorporate amendments made to MARPOL Annex I that were adopted by the International Maritime Organization (IMO) Marine Environment Protection Committee during its 52nd, 54th, 56th, and 59th sessions. The proposal would also incorporate certain guidance adopted by the IMO. Finally, comment is sought on an alternative to add a requirement that some new US non-oceangoing vessels be equipped with an oily bilge water storage tank. Comments should be submitted by July 9. 77 Fed. Reg. 21360.



NIOSH RESEARCH CITED IN RECOMMENDATIONS FOR IMPROVING COMMERCIAL FISHING SAFETY

Occupational Health & Safety Release, 3/25/2012

Commercial fishing is, by any measure, a dangerous occupation. Brutal environmental conditions lead to hazards in every part of the work environment: slip/trip hazards, contact injuries from fishing gear entanglement, vessel losses, and falls overboard.

NIOSH facts on fishing:

- Commercial fishermen have the deadliest occupation in the US. From 2000-2010 the fatality rate for commercial fishermen was 124 per 100,000 compared to 4 per 100,000 for all other occupations.
- The two leading causes of death are vessel disasters (51 percent) and falls overboard (31 percent).
- Of the 170 man-overboard fatalities between 2000 and 2010, none of the victims were wearing a personal flotation device, (PFD).

In 1990, NIOSH began working closely with industry partners to address the high number of fishing fatalities in Alaska. By focusing on fishery-specific hazards such as vessel overloading in the crab fleet, fatality rates have been reduced 42 percent, NIOSH says. Beginning in 2007, NIOSH expanded this approach to identify specific regional hazards for the rest of the country by collecting risk factor information for fatalities and creating the Commercial Fishing Incident Database. In 2008, NIOSH researchers conducted a personal flotation device (PFD) study with more than 400 fishermen to identify PFDs that are comfortable to work in for several gear types. These rate reductions and research programs with industry partners set the stage for NIOSH's opportunity to affect fishing safety policy on a national level.

In 2010, the National Transportation Safety Board (NTSB) asked NIOSH to participate in the Fishing Vessel Safety Forum held in Washington, DC. NTSB used NIOSH research presented during the forum to develop recommendations for improving commercial fishing safety. The recommendations address practices to decrease fatalities due to the two leading causes of death among fishermen as identified by NIOSH research: vessel loss from instability and fatalities from man-overboard events.

NTSB recommendations to the USCG include the requirement for training in stability for vessel owners and skippers, and mandatory use of flotation aids for workers while on deck. Skippers and crew are also encouraged to be trained in man-overboard recovery techniques and show certification in these areas prior to each season. Enactment of these recommendations would support the long-term NIOSH National Occupational Research Agenda (NORA) goals to reduce vessel sinking and man overboard fatalities in commercial fishing by 50 percent by 2018.

NIOSH researchers continue to work to improve occupational safety for commercial fishermen. Ongoing efforts include collection and analysis of nationwide fatality data, development and evaluation of engineering interventions to prevent vessel loss from downflooding and instability, and communication efforts to encourage use of PFDs while working on deck.



OSHA'S MACOSH MEETING IN FEBRUARY

OSHA held a meeting of the Maritime Advisory Committee for Occupational Safety and Health (MACOSH) February 22-23 in Washington, D.C. Work groups met February 22 and the full committee met February 23. The MACOSH agenda included discussions on working safely around radiation; man overboard incidents; confined space ventilation; safe entry and cleaning practices for vessel sewage tanks; best practices for eye injury reduction; hot work on hollow structures; injury and illness prevention programs; container handling equipment; semi-tractor tip-over; top/side handler operation safety; staying focused on safety while working on or around cargo handling equipment; safety zones between railcars and cargo handling equipment; and preventing chassis drivers from jostling in the cabs.

UPDATES TO OSHA'S HAZCOM STANDARD*OSHA Quicktakes, 3/22/2012*

A final rule updating OSHA's Hazard Communication Standard (HCS) has been announced. The revised standard will align with the United Nations' Globally Harmonized System of Classification and Labeling of Chemicals. Exposure to hazardous chemicals is one of the most serious dangers facing American workers today. Revising OSHA's HCS will improve the quality, consistency and clarity of hazard information that workers receive, making it safer for workers to do their jobs and easier for employers to stay competitive in the global marketplace. OSHA explained that the revised HCS, which will be fully implemented in 2016, benefits workers by reducing confusion in the workplace, facilitating safety training, and improving understandings of hazards, especially for low-wage and limited-literacy workers. For more information, go to www.osha.gov.

NEW OSHA TRAINING VIDEOS IN ENGLISH AND SPANISH HELP EDUCATE WORKERS ON RESPIRATOR USE*OSHA Quicktakes, 2/1/2012*

OSHA has posted a series of 17 videos to help workers learn about the proper use of respirators on the job. These short videos, nine in English and eight in Spanish, provide valuable information to workers in general industry and construction. Topics include OSHA's Respiratory Standard, respirator use, training, fit-testing and detecting counterfeit respirators. The clips are available with closed captioning for streaming or download from OSHA's Web site.

OSHA's Safety and Health topics page on Respiratory Protection also includes additional training materials, information about occupational respiratory hazards in different industries, and details of OSHA's Respiratory Protection Standard (29 CFR 1910.134 and 29 CFR 1926.103).

MACOSH FIRE WATCH QUICK CARD AVAILABLE*MACOSH Committee, 4/1/12*

NPFVOA has the new Fire Watch quick cards that were developed by the MACOSH committee. This quick card will guide employers with their fire watch training and assist the employee with understanding how important fire watch is. Pick yours up today!

**NPFVOA's Spring 2012
Golf Tournament Fundraiser****SPONSORED BY ALASKAN OBSERVERS**

Thursday, May 24, 2012
The Golf Club at Echo Falls
Snohomish, WA
Reserve your spot today by
calling Brie at (206) 285-3383!

WARREN AAKERVIK: MARITIME PERSON OF THE YEAR

Long time NPFVOA Associate Member, **Warren Aakervik** of **Ballard Oil Company** will be honored as the Maritime Person of the Year by the Puget Sound Ports Council Maritime Trades Labor Mgt. at their awards luncheon on May 17th. Ballard Oil Co. has served the commercial fishing industry since 1937. Congratulations, Warren!

NEW FREEZER-LONGLINER HAILED AS ONE OF THE LARGEST, MOST ECO-FRIENDLY EVER BUILT*Fishermen's News Online, 2/15/2012*

Alaskan Leader Fisheries LLC is hailing a large new freezer-longliner due for delivery in April 2013 as one of the largest, most eco-friendly commercial fishing vessels in the nation.

Alaskan Leader Fisheries and J.M. Martinac Shipbuilding Corp. of Tacoma, Wash. announced the contract on Feb. 14. The Fishing Vessel Northern Leader will be a 184-foot by 42-foot by nearly 19-foot freezer-longliner designed for service in longline fisheries of the North Pacific, Bering Sea and Aleutian Islands. Its crews will target Alaska cod, sablefish and other groundfish species, with a capacity of more than 38,000 cubic feet of refrigerated fish hold and estimated capacity of 1.8 million pounds of frozen seafood.

Alaskan Leader Fisheries is one of the largest Alaskan longline companies with four freezer-longliners, a seafood marketing company, a vessel management firm and a marine equipment fabricating enterprise. Alaskan Leader Fisheries was established in Kodiak in 1990 by seven Alaskan fishing families. Bristol Bay Economic Development Corp. in Dillingham and the original founding families today have an equal ownership interest in the company.

When the Northern Leader is completed in the spring of 2013 it will be home ported in Kodiak with the primary port of operation being Dutch Harbor. Robin Samuelsen, chairman of Alaskan Leader Fisheries and chairman and chief executive officer of Bristol Bay Economic Development Corp., said the ship will be one of the most technologically advanced and innovative commercial fishing vessels ever built. "Our ship design will combine an extremely ecosystem friendly fishing system, onboard processing capacities featuring complete utilization of the vessel's targeted catches, and propulsion and generator systems that will substantially reduce fuel usage," he said.

OREGON RESCUE REFLECTS VALUE OF SAFETY TRAINING*National Fisherman, Susan Chambers, March 2012*

One accident marred the opening of the Oregon Dungeness crab season in mid-December, but another showed the value of safety training.

Late in the afternoon of the first day of setting gear, Jim Peterson, running the Randi out of Charleston, Ore., was presumed trapped in the wheelhouse as the boat overturned and sank a couple miles out of the harbor. The Patty AJ, another Charleston boat setting gear nearby, rescued Peterson's two crewmen.

But earlier that morning, Coquille, Ore., resident Stan Jones went overboard while the Seeker, a larger boat setting gear for Jones' vessel the Agnes C, rocked in a steep trough.

Jones and his son, Rocky, were setting gear from the deck when Jones turned his back to the rail and the boat rose up on a large swell. Jones went in the water wearing full layers of work gear. He didn't panic but became concerned about the volume of water above him. He heard his son yelling, "Man overboard!" as he popped to the surface.

"Two times," Jones said. "I remember hearing Rocky say it two times."

He credits his survival to the Alaska Marine Safety Education Association (AMSEA) training, his son's and the captain's quick response and the fact that he wore a life vest.

"We were organized," Jones says. Father and son had attended AMSEA classes earlier in the year. That training, offered in various ports around the country, kept all three fishermen levelheaded during the crisis. The captain turned the boat around while Rocky kept an eye on his dad and Jones was able to grab on of the haul-in lines.

AMSEA instructor Curtis Farrell heard about the incident later that week. "I'm certainly glad to hear that," Farrell says of Jones' survival. "If I train a thousand guys and one guy can use it, that's worth it."

NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

Associates:

Fusion Marine Technology, LLC

APRIL 2012– DECEMBER 2012 CLASS SCHEDULE

STCW 5-DAY BASIC SAFETY TRAINING (BST)

\$950 MEMBERS / \$1,050 NON-MEMBERS

APR 16-20, MAY 14-18, JUN 11-15, JUL 16-20, AUG 13-17, SEPT 17-21, OCT 15-19,
NOV 12-16, DEC 10-14

MEDICAL EMERGENCIES AT SEA

\$100 MEMBERS / \$125 NON-MEMBERS

APR 20, MAY 18, JUN 11, AUG 15, SEPT 19, OCT 17, NOV 14, DEC 12

2-DAY BASIC FIRE FIGHTING

\$485 MEMBERS / \$510 NON-MEMBERS

APR 16-17, MAY 14-15, JUN 14-15, JUL 19-20, AUG 13-14, SEPT 17-18, OCT 18-19,
NOV 12-13, DEC 10-11

DRILL INSTRUCTOR WORKSHOP

\$100 MEMBERS / \$125 NON-MEMBERS

APR 4, MAY 2, JUN 5, JUL 6, AUG 2, SEPT 5, OCT 4, NOV 1, DEC 5

SMALL VESSEL DRILL INSTRUCTOR WORKSHOP

\$125 MEMBERS / \$150 NON-MEMBERS

APR 12, MAY 3

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$175 MEMBERS / \$200 NON-MEMBERS

APR 30, MAY 30, JUN 19, JUL 26, AUG 21, SEPT 27, OCT 24, NOV 20, DEC 20

NAVIGATION: COLLISION AVOIDANCE

\$125 MEMBERS / \$150 NON-MEMBERS

MAY 7

8-HOUR SHIPBOARD DAMAGE CONTROL

\$235 MEMBERS / \$250 NON-MEMBERS

MAY 1

AB SEAMEN UNLIMITED

\$850 MEMBERS / \$850 NON-MEMBERS

APR 5-7 & 9-13

4-DAY STCW MEDICAL CARE PROVIDER

\$985 MEMBERS / \$1,100 NON-MEMBERS

APR 30-MAY 3, DEC 4-7

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

APR 23-25, MAY 21-23, JUN 25-27, JUL 23-25, AUG 27-29, SEPT 24-26, OCT 29-31,
NOV 26-28, DEC 17-19

8-HOUR HAZWOPER REFRESHER

\$150 MEMBERS / \$175 NON-MEMBERS

ON FIRST OR LAST DAY OF 24-HOUR CLASS

SPECIMEN COLLECTION CERTIFICATION

\$100 MEMBERS / \$125 NON-MEMBERS

APR 26

OTHER COURSES INCLUDE:

SHIPBOARD WATERTIGHT DOOR & HATCH TRAINING, 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, 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

THANK YOU FROM NPFVOA: RECENT DONATIONS

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

- InnerSea Discoveries: VHS RADIO

NICOLE BLACK & FEIG LAW FIRM EXPANDS

Two new attorneys, Jeremy Jones and Ruby Redshaw, have joined the firm as Nicoll Black & Feig continues to expand their Seattle office and regional capabilities in WA, AK, OR and ID. Jeremy, who graduated *magna cum laude* from Tulane Law School, has focused his practice on maritime casualty and commercial litigation. Ruby, who graduated from the U of Idaho, has focused her practice on marine and insurance-related matters. NPFVOA wishes the firm continued success!



2012 NPFVOA Vessel Safety Program Fundraiser Raffle Tickets \$20

A Luxurious 7-Day Holland America Cruise for Two!*

Your choice of Mexico or the Caribbean
Valued at over \$1600!

Special thanks to our raffle sponsor:
Icicle Seafoods, Inc.

*Prize does not include airfare, taxes, onboard charges, excursions, or hotel service charges. Only 250 tickets will be sold! Raffle proceeds support the NPFVOA Vessel Safety Program. Drawing will be held May 24, 2012 at the NPFVOA Spring Golf Tournament Fundraiser. Winner need not be present to win.

GWU—MEDICAL MARITIME ACCESS VIDEO CONFERENCING

George Washington University's (GWU) Medical Maritime Access (MMA) has now integrated DigiGone™ video conferencing software at their worldwide emergency communications center. Video conferencing is now accessible 24/7, 365 days a year, worldwide, anywhere an internet connection can be established.

The injured or ill party and the physician now have the ability to see each other face-to-face from anywhere in the world. A third party can even be added to the conferencing. This will enable the doctor, patient with medical person onboard, and an office worker, claims adjuster, or translator to see each other and discuss treatment. This new technology has saved thousands of dollars for small vessel owners by eliminating the need to run into town for minor medical problems.

NPFVOA Vessel Safety Program will demonstrate this technology during the 4-Day Medical Care Provider course, April 30–May 3. The demo will take place on May 1 at 11:00 am. Please email Brie if you plan on attending, brie@npfvoa.org.

This newsletter is published quarterly by the North Pacific Fishing Vessel Owners' Association (NPFVOA) Vessel Safety Program and is free to members. To receive a subscription, please consider joining NPFVOA by completing the membership form on the back page and mailing it to NPFVOA with the appropriate fee. Memberships are annual, and all contributions are tax deductible. NPFVOA is a 501(c)(3) non-profit association.

2012 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

Darrin Manor
United States Seafoods

Kurt Gremmert
Spartan Ltd.

Ken Tippett
Alaska Boat Company

Devon Grennan
Global Diving & Salvage, Inc.

Mark Weed
Golden Alaska Seafoods

Steve Johnson
Alaska National Insurance Company

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

Kevin Kaldestad
Tom Suryan
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	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	STCW Basic Fire Fighting, Emergency Drill Training
Kim Cunningham	Medical Emergencies at Sea
Amy Duz, iWorkWise, Inc.	OSHA Compliance Review, OSHA Ship Repair Safety & Health
Norris Edwards	Medical Emergencies at Sea, Workplace First Aid/CPR, STCW Medical Care Provider
David Fulton	Personal Survival Techniques, Personal Safety & Social Responsibility, Safety & Survival
Ken George	Specimen Collection Certification
Mike Heryla	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
Geoff Shapiro	STCW Medical Care Provider, George Washington University MMA
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

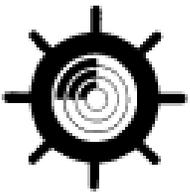
OTHER CUSTOMIZED TRAINING

Onboard Fire Team Training, Workplace First Aid/CPR, 2-Hour in the Water Survival Training.
Call us for customized training!

PFI MARINE ELECTRIC
AT
PACIFIC FISHERMEN SHIPYARD

Marine Electrical Wiring • UL Certified Switchboard and Panel Shop
Dutch Harbor (907) 581-1498 www.PacificFishermen.com **Seattle** (206) 783-6800

Bristol Bay 2012 Gillnetter Special
Now Available
Electrician and Stock Onboard F/V AMATULI
12 Volt LED Deck Lights



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

Length (feet): _____
Tonnage (GRT): _____

Vessel/Gear Type(s)	Target Fisheries

- Vessel (over 79 ft.) \$600
- Vessel (60-79 ft.) \$300
- Vessel (under 60 ft.) \$125
- Associate \$400
- Individual \$75

Benefits apply to all current crew members and management company.
 Benefits apply to all current crew members and management company.
 Benefits apply to all current crew members and management company.
 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.)
 Benefits are limited to named individual and are non-transferable
 (Appropriate for crewmen and single-person business entities.)

