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# NPFVOA

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## VESSEL SAFETY PROGRAM



### Shackles and Eyebolts

Shackles and eyebolts are among the most commonly used *and* abused types of rigging hardware. Before use, inspect each for deformation, excessive wear, corrosion, and heat damage, and make sure each has its SWL and/or size clearly stamped on it. The new ASME B30.26 standard requires shackles, eyebolts and *all* hardware used for lifting to have the manufacturer name or trademark stamped on them whereas before only the country where manufactured was required. Always check the manufacturer's recommended procedures for use of each type of device used in rigging. Here are some other important things to keep in mind: Bolted anchor shackles with a cotter pin should be used for permanent or semi-permanent applications rather than the screw pin type. Never substitute the pin or bolt for one that did not come with it.

Eye bolts come in two varieties: shouldered and unshouldered. Unshouldered eyebolts should only be used for vertical picks; never pull on them at an angle. Shouldered eyebolts may be pulled at an angle but will lose up to 70 percent of capacity at a 45 degree angle. For example, if a 1/2 inch shouldered eyebolt's vertical capacity is 2,600 lbs, its capacity at 45 degrees drops to 780 lbs!

Swivel hoist rings are the Cadillac of eyebolts (and unfortunately a Cadillac price!) but are the best choice when lifting at angles since there is no reduction in capacity no matter what angle they are pulled at.

NPFVOA's new Damage Control Trainer is one of the best hands-on training tools we provide to fishermen. The Damage Control Trainer is being used during our Drill Instructor courses and as a 2-hour stand-alone class. Crews can even rent the trainer to use with or without an instructor. NPFVOA has continued to enhance our curriculum and teaching aids by adding courses and educational materials to meet the needs of our members and all fishermen and mariners. We currently have 14 USCG-approved courses and many more customized courses to provide you with all your safety training. If you don't see a class at a time when you want it, call us and we'll try to accommodate you. We look forward to providing all your safety training needs. Remember: **set your sights for survival, train your crew today!**

This issue of the *NPFVOA Vessel Safety Program Newsletter* was made possible by a contribution from **SHIPOWNERS' MUTUAL P&I ASSOCIATION**  
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## DISCUSSION AND GUIDANCE ON NEWLY BUILT COMMERCIAL FISHING VESSELS, SUBSTANTIAL CHANGE TO A VESSEL, ALTERNATE SAFETY COMPLIANCE PROGRAMS, AND MANDATORY SAFETY EXAMINATIONS PURSUANT TO THE COAST GUARD AUTHORIZATION ACT OF 2010

USCG News Release, 10/23/2012

The Coast Guard Authorization Act of 2010 (CGAA), signed into law on October 15, 2010, established numerous new safety requirements for US commercial fishing vessels (CFV). Members of the CFV industry have expressed concern over the new vessel construction standards and provisions in the CGAA that require certain vessels to complete a dockside safety examination at least once every two years. These requirements are summarized in the following four paragraphs by topic. The discussion following those paragraphs offers insight that may help answer general inquiries about these requirements.

- **Construction standards for smaller vessels.** The CGAA, Section 604 (a)(4), requires a CFV built after January 1, 2010 that is less than 50 feet overall in length that operates beyond 3 nautical miles (of the baseline of the territorial sea or the shoreline of the Great Lakes), or with more than 16 individuals onboard, or as a fish tender vessel engaged in the Aleutian trade, to be constructed in a manner that provides a level of safety equivalent to the standards for recreational vessels established under 46 U.S.C. § 4302. Existing recreational vessel standards can be found in 33 CFR Parts 181 and 183.
- **Classing of vessels.** The CGAA, Section 604(e)(1), extends the survey and classification requirements that formerly applied only to fish processing vessels in 46 U.S.C. § 4503 to all CFVs that are at least 50 feet overall in length, built after July 1, 2012, and that operate beyond the 3-mile line. Section 604(e)(1), prescribes these survey and classification requirements as those requirements of the American Bureau of Shipping or another similarly qualified organization approved by the Secretary.
- **Alternate safety compliance.** The CGAA, Section 604(e)(1), also requires that CFVs of at least 50 feet overall in length, built before July 1, 2012, that are 25 years of age or older, and operate beyond the 3-mile line will need to comply with Coast Guard alternate safety compliance program requirements after January 1, 2020. A CFV built before July 1, 2012 that undergoes a substantial change to the vessel's dimensions, or a change to the type of vessel, completed after July 1, 2012, or a date established by the Secretary, will also need to comply with an alternate safety compliance program. The alternate safety compliance program(s) requirements are yet to be developed, but will be developed in cooperation with the commercial fishing industry and must be prescribed by January 1, 2017, in accordance with the CGAA, Section 604(f).
- **Vessel examinations.** The CGAA, Section 604(a)(3), mandates a dockside safety examination at least once every 2 years for each CFV operating beyond 3 nautical miles from the baseline from which the territorial sea of the United States is measured or beyond 3 nautical miles from the coastline of the Great Lakes, or with more than 16 individuals onboard (whether inside or outside of the 3-mile line), or as a fish tender vessel engaged in the Aleutian trade. Vessels are to be issued a certificate of compliance to show they meet all applicable requirements of the law and regulations.

The CGAA provisions outlined above were effective upon enactment of the statute. The Coast Guard has opened a rulemaking project to align the 46 CFR Part 28 regulations with those statutory requirements. We have received inquiries from the public and industry on several aspects of the CGAA. Most of these have asked, "what is meant when the CGAA refers to a vessel's 'built' date or a 'substantial change'?"

The term "built," as used to delineate a vessel's build date, is used throughout International Conventions, U.S. law, and Coast Guard regulations as the date when the vessel's keel is laid or reaches a similar stage of construction.

Consistent with those intentions, the term "built," as it applies to newly constructed CFVs (post July 1, 2012, or post January 1, 2010 for smaller vessels, which are the effective dates in the CGAA), means: when a vessel's keel is laid; or when construction identifiable with the vessel has begun.

For the purposes of meeting requirements of an alternate safety compliance program, the term "substantial change," has the same meaning as the term "major conversion" as defined by 46 U.S.C. § 2101(14a). A substantial change or major conversion under this definition means a conversion of a vessel that: substantially changes the dimensions (e.g. length, breadth, or depth) or carrying capacity of the vessel; changes the type of the vessel; substantially prolongs the life of the vessel; or, otherwise so changes the vessel that it is essentially a new vessel, as decided by the Commandant.

Biennial dockside safety examinations for CFVs that operate beyond 3 nautical miles of the baseline, operate with more than 16 individuals on board, or operate as a fish tender vessel engaged in the Aleutian trade will begin on October 16, 2012. A notice of this examination requirement was provided to vessel owners and operators on August 15, 2012 via a public letter. That letter and additional safety information are on our web site ([www.fishsafe.info](http://www.fishsafe.info)).

The information provided in this document has been developed by the U.S. Coast Guard, Fishing Vessels Division, Office of Commercial Vessel Compliance, Washington, DC. For more information on Fishing Vessel Safety, please visit [www.fishsafe.info](http://www.fishsafe.info). Questions may be directed to Mr. Jack Kemerer at 202-372-1249, or [jack.a.kemerer@uscg.mil](mailto:jack.a.kemerer@uscg.mil).

This document is intended to provide operational requirements for Coast Guard personnel and is not legally binding on any member of the public. Members of the public may use alternative approaches so long as they comply with existing statutes and regulations.

## USCG SAFETY ALERT: OVERLOADED LIFTING ON FISHING VESSELS

USCG Safety Alert, 6/20/2012

Recently, several catastrophic failures of masts, booms, and lift cables have occurred on purse seine fishing vessels that have resulted in loss of life and severe injuries. This alert serves to remind all purse seine fishing vessel owners/operators and other fishing segments to ensure safe use of the haul equipment particularly matching the size and the capacity of the nets to the rated size and capacity of the winch/haul/hoist equipment, taking into account safety factors for various species, and other concerns such as the variable platform that a rolling fishing vessel and variable catch presents.

Owners/operators, and vessel insurers must ensure that vessel winch, haul and hoist systems are not modified by crew members to increase the lifting capacity beyond the rated design which in some cases can be done very easily. Such boosting of hydraulic systems must be prohibited and certain components should be protected with special seals. The machinery should be properly maintained and records kept in a historical log. It is imperative that owners/operators ensure every load bearing structure and its associated components are maintained in original condition, that they will be operated as designed using all appropriate safety margins for anticipated working conditions. All such equipment will experience fatigue over time and as result must be inspected and monitored routinely. Bearings, limit switches, brakes, safety devices, sheaves, cables and other components should be routinely inspected by certified organizations.

For owners/operators of purse seine and other fishing vessels, the Coast Guard strongly recommends:

- Know the design limits of load bearing structures and winches, hoist, and haul components;
- Ensure they are not modified by crew members; properly maintained; and are inspected and tested on a regular basis. Repair/replace components immediately when deficiencies are discovered;
- Evaluate and revise operational procedures as needed.





## MY CHOICE FOR A SAFETY REFRESHER COURSE

Kim Carver, *WorkBoat.com*, 10/15/2012

I don't spend a lot of time offshore as a professional mariner, but I do sneak out occasionally and hope to do so more often in the future. This is at least partly because not taking offshore jobs adversely affects my pocket-book every five years, when it comes time to renew or upgrade my certifications.

The CFRs are an ever-changing conglomeration of rules that mariners have to live by, forcing us to adapt and accept change. Current requirements include taking a basic safety training (BST) "refresher" class if we don't have 360 days out beyond the domestic boundary line during the past five years. Being a busy inland sailor, I neglected to notice that my BST had expired. What to do? I called the National Maritime Center and the gentleman there said not to worry, "just take the refresher." Yay! That saved me \$400! For those of you who work for companies that pay for your recertification and upgrades, I envy you. That's a valuable benefit.

For the rest of you, don't hesitate to ask your friends where the cheapest or best schools are located. We have several maritime training schools up here in Seattle but I got online anyway, and also asked my maritime friends where I could find a deal. I have never heard anyone say that the maritime training they received at any of the local schools was inadequate, so I decided to look out for my wallet first and foremost. Surprisingly, it was my friend Capt. Laura Nelson in Florida who connected me with a local BST refresher that was only \$650 (more than \$100 less than anywhere else around here). Laura has a passion for helping mariners figure out their licensing and certification issues, so I was fortunate that she saw my online post.

I have heard great things about the maritime training schools in Seattle, but the one I ended up choosing was through the North Pacific Fishing Vessel Owners' Association (NPFVOA).

The first day was in-class fire-safety training. Our instructor was William "Smokey" Simpson, firefighter and retired USCG. Smokey is a great instructor, who engaged the class with questions, humor and cool videos he found online of backdrafts and flashovers. I learned more details about the classes of fires, portable and fixed fire extinguishers, ignition points and the chemicals involved in every kind of fire and fire extinguishing situation than I hope I'll ever need to know. These classes usually include students from a variety of ships and vessels: freighters, tugs, fishing boats and ferries, etc. The more experienced classmates had great stories about their experiences with fire on their vessels. It was good to hear them at break time instead of clogging up classtime with war stories.

The second day was all about medical emergencies at sea and renewing our First Aid/CPR cards. Again, the school I chose had some of the best instructors I've ever had the pleasure of learning from. Our first aid teacher had seen it all as an EMT. An EMT is ideal for teaching this class. They know how to do just enough to keep a person alive until a doctor or hospital is available, which is what most of us have to do during a marine medical emergency.

The third day included the usual donning of the gummy suit and handling a liferaft in a pool. I've been lucky enough to never have to do this stuff in a real emergency. I imagine the controlled environment that classes offer is nothing close to the frantic scramble of trying to save a ship and crew mates while jumping into a rough sea and hoping that a liferaft is still within reach. Show me a class that offers a more "real" abandon-ship scenario and I'll sign up. Good luck finding an insurance company to cover that school.

NPFVOA was started by five fishermen, initially to focus on training the fishing community. The Seattle fishing fleet represents 80 percent of the annual Alaska catch and 50 percent of the annual U.S. catch. They offer membership to everyone and even deeper discounts to fishermen. They accept all mariners and also offer an advanced firefighting course.

NPFVOA is one of two local non-profit maritime educational institutions that teach the BST refresher. They offer many other classes as well, and are willing to send instructors to your town or out on your boat anywhere on the West Coast, so that your mariners can be trained on damage control and emergency situations on their specific vessels. I had a great learning experience with the NPFVOA and I highly recommend them.

## USCG ENCOURAGES BOATERS TO PREPARE FOR UNEXPECTED EMERGENCIES

USCG News Release, 9/27/2012

USCG Sector Anchorage encourages boaters to prepare for unexpected emergencies after a review of the summer's search and rescue data reveals a preventable trend. This summer, USCG Sector Anchorage crews conducted 74 search and rescue cases, resulting in 26 lives saved, 262 lives assisted and more than \$8 million in property saved.

"More than 45 percent of our total case load involved disabled vessels," said Cmdr. Shane Montoya, deputy sector commander, USCG Sector Anchorage.

The USCG encourages all mariners to ensure their vessel and equipment is in good working order prior to departure. Making certain there's more than enough food, water, medicine, life jackets, flares and fuel can make a critical difference in reducing risk should the unexpected occur. It is also recommended that friends and family have a detailed float plan with vital information such as where the boaters were going, how many people are on the vessel, contact information and a description of the vessel. Also remember, EPIRBs need to be registered.

"We firmly believe a properly prepared mariner drastically improves the chances for a safe return to port," said Montoya. "Help us keep you safe by visiting our Boating Safe Resource Center at [www.uscgboating.com](http://www.uscgboating.com) to prepare for your next underway trip."

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## USCG, NATIONAL WEATHER SERVICE DEVELOP BOATING SAFETY WEBSITE FOR COASTAL MARINERS

USCG News Release, 8/21/12

The USCG and National Weather Service collaborated to develop an internet website dedicated to coastal boaters who use weather and USCG observations to evaluate bar restrictions and conditions. The site gives boaters a place to not only see the entrance or bar through updated camera images but also the USCG's evaluation of the bar conditions and any restrictions that may be in place.

"This is an excellent tool for the mariner," said Dan Shipman, Recreational Boating Safety Specialist for the 13th Coast Guard District in Seattle.

Prior to this effort mariners had to rely on getting this information via a recorded phone message, scheduled Notice to Mariners safety information broadcasts or through a low power AM radio broadcast on channel 1610 in the local harbor areas. Although these methods of notification will still be operated and maintained, the website allows boaters to get the information in virtually any location.

Although this information is provided to help a mariner make sound decisions it is not a substitute for experience. The USCG urges all mariners to take a boater education course and wear a USCG approved lifejacket when crossing coastal river entrances.

Mariners can access the website at:

[http://www.wrh.noaa.gov/pqr/marine/bars\\_mover.php](http://www.wrh.noaa.gov/pqr/marine/bars_mover.php).

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## HELPFUL LINKS TO USCG INFORMATION

- For Alaska, Washington, and Oregon Commercial Fishing Vessel USCG Information: <http://www.uscg.mil/d13/cfvs/default.asp>
- For a vessel specific equipment checklist generator: <http://www.uscg.mil/d13/cfvs/DocksideExams/v66.swf>
- The latest and greatest fishing vessel information: <http://www.fishsafe.info/>
- For Federal References (U.S.C., C.F.R., Federal Register, etc.): <http://www.gpo.gov/fdsys/>
- For Federal Register (use for reading or submitting comments about regulations): <http://www.regulations.gov/>
- For the USCG Commercial Fishing Vessel Safety Exam Form: [http://www.uscg.mil/d13/cfvs/Acsa/pdfs/CFVS\\_ExamBooklet\\_CG-5587\\_Revised\\_06\\_08.pdf](http://www.uscg.mil/d13/cfvs/Acsa/pdfs/CFVS_ExamBooklet_CG-5587_Revised_06_08.pdf)

## 2011 COMMERCIAL FISHING FATALITIES

NIOSH, October 2012

NIOSH recently completed updating fatality statistics for the commercial fishing industry in the United States for 2011. 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. Thirty-nine commercial fishing fatalities were reported in the US in 2011, up one from 38 in 2010. The number of fatalities in 2011 remained lower than the average of 49 fishing fatalities per year since 2000.

The deadliest incident in the US fishing industry during 2011 occurred in the Alaska clam fishery, which cost the lives of five fishermen. In total, Alaska saw 13 fatalities (33% of US fatalities in 2011, see Figure 1) in eight different incidents, the most of any region, up from a record low of three fatalities in 2010. Three vessel disaster incidents caused the fatalities of eight fishermen. Three fatalities were from falls overboard, and two from diving injuries. In addition to the clamming incident, Alaska saw five fatalities in the salmon fishery (three set gillnet, one seine, and one tender), two in the cucumber dive fishery, and one in the mackerel fishery (trawler).

The Gulf of Mexico saw the second most fatalities with 12 (31%) in 10 different incidents, up from 10 fatalities in 2010. Four vessel disaster incidents led to six fatalities. Three fatalities were from falls overboard and three more from on-board injuries. The Gulf of Mexico saw seven fatalities in the shrimp fishery, three in the menhaden (shad) fishery, as well as one each in the oyster and mullet fisheries.

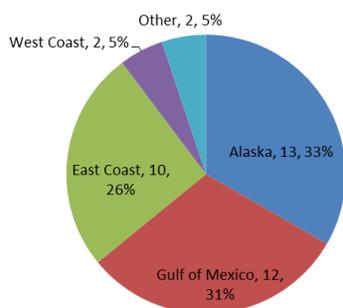
The East Coast saw the third most fatalities with 10 (26%) in 10 different incidents, down from 16 fatalities in 2010. Drowning after falling overboard was the leading cause of death in the region, with four fatalities, vessel disasters led to three fatalities, and one each caused by on-board injury, on-shore injury, and a diving injury. The oyster fishery saw the most fatalities in the region with three work-related deaths, followed by two fatalities in the lobster fishery, and one each in the squid, herring, yellow perch, catfish, and clam fisheries.

The West Coast saw only two fatalities (5%) in separate incidents, down from eight fatalities in 2010. The fatalities were caused by a vessel disaster and a diving injury and were in the dungeness crab and geoduck fisheries.

Two other incidents occurred outside of the four regions, one in Canadian waters during transit between Washington and Alaska, the other in Hawaii. Both were falls overboard.

In total for the US fishing industry in 2011, there were 18 fatalities (46%) in 11 different vessel disaster incidents, 12 falls overboard fatalities (31%), four on-board fatalities (10%), four diving fatalities (10%), and one on-shore fatality (3%). The shrimp (7, 18%), clam (6, 15%), salmon (5, 13%), and oyster (4, 10%) fisheries were the only fisheries with four or more fatalities.

**Figure 1: 2011 US Commercial Fishing Fatalities by Region (39 Total)**



## GULF SHRIMP BOAT DEATH REVIEWED BY OSHA

www.fox10tv.com, Letisha Bush, 8/16/2012

USCG officials said the U.S Department of Labor's Alabama office and the Occupational Safety and Health Administration (OSHA) have been called in to help the Coast Guard review the death of a 15-year-old shrimp boat worker. Officials said the Department of Labor is investigating to see if any state laws were violated concerning the victim's age. Authorities said OSHA is in the process of reviewing the case information.

Authorities said 15-year-old Steven Branch was killed August 11 while working on the shrimp boat the "Nettie Q" off the Mississippi Gulf Coast. Coast Guard officials said Branch died after getting stuck in a winch.

"The individual had baggy shorts and his shorts had got caught up into the capstan or the drum of the winch that pulled lines. He was actually pulled in to the winch and suffered a head injury," said U.S Coast Guard, Lt. Mike Clausen. It's unclear if Branch was working the device or standing near it.

Shrimpers said the winch is no doubt the most dangerous piece of equipment on a boat. "It's a root of all evil as we call it," said owner of Dominick Seafood, Dominick Ficarino.

Ficarino knows shrimp boats well. He said only the experienced boaters should work the winch. "It is important we try to train the guys. (It's) years and years on deck before we ever allow them to get on the winch because, like I said, it is extremely dangerous," said Ficarino.

## OSHA: MAJOR CHANGES TO HAZARD COMMUNICATIONS POLICY

10/15/2012

GHS is the Globally Harmonized System for hazardous communications (HazCom), and it's coming.

What does that mean? It means that OSHA has made another global change that will affect how we approach hazardous materials, documentation and training. Under the new system labels will be changing, and MSDS (Material Safety Data Sheets) will be replaced with SDS (Safety Data Sheets). Hazmat labeling will be divided into three general groups: Physical Hazards, Health Hazards, and Environmental Hazards. Under these three groups, there are a total of 29 classes of material, and 88 categories, and a single compound may be placed in more than one group. As awkward as this sounds once employees are trained on the new system it will be much easier to identify hazardous chemicals by their label and to assess personal vulnerability and severity of any compound.

Timeline:

- Employee training must be completed by December 1, 2013 in GHS labels and SDS's.
- Compliance with all modified provisions of the final rule by June 1, 2015 for chemical manufacturers, importers, distributors and employers.
- By December 1, 2015 distributors shall not ship containers labeled by the manufacturer unless it is a GHS label.
- By June 1, 2016 employers must update alternative workplace labeling and their hazard communication program as necessary and provide additional employee training for newly identified hazards.

Since HazCom is a very important element of HAZWOPER, the NPFVOA's November 2012 class will be the first to receive the new training. In compliance with GHS standards. All new HAZWOPER students will get this updated training. In addition, since this is such a major change those refresher students who take the first day of class of each HAZWOPER will receive the training. If you have employees who require the training (like anyone who works with a chemical) and do not require HAZWOPER you may contact NPFVOA and schedule an on-board or NPFVOA classroom session for those employees.

Additionally if you require help transitioning from MSDS to SDS you may contact NPFVOA and an expert consultant can come to your office or vessel and help you make a plan for the transition and a new written hazardous communication plan.

# OTHER NEWS

## RETIREMENT MESSAGE FROM LESLIE HUGHES

As I begin to clean out my office and work on my last NPFVOA newsletter, I find that many “last times” at NPFVOA are bittersweet. My 27 years at NPFVOA has been a challenging but a most wonderful experience of working with my beloved commercial fishing industry and together building the nation’s best fishing vessel safety program. The NPFVOA Vessel Safety Program is well established and is very well positioned to continue under the sound direction of our Board of Directors and very capable staff. My best to all; it has been a great honor to work with you and to see industry create a true safety culture. I look forward to keeping “in touch” and to continuing my many friendships.

## COURT – FORFEITURE OF RIGHT TO MAINTENANCE AND CURE

*Bryant’s Maritime Blog, 8/8/2012*

In an unpublished opinion, the US Court of Appeals for the Fifth Circuit ruled that a seaman forfeits the right to maintenance and cure when he intentionally conceals material medical facts and there is a connection between the withheld information and the injury complained of. In the instant case, plaintiff seaman alleged neck and back injuries incurred while employed on defendant’s vessels. Evidence showed that plaintiff was being treated for neck and back injuries when he received a pre-employment physical examination. Plaintiff failed to tell the physician conducting the pre-employment exam of his condition or his medication. *Lett v. Omega Protein*, No. 11-30985 (5th Cir., August 6, 2012).

## US SEAFOOD CATCH HAS 17-YEAR HIGH IN 2011

*Clarke Canfield, Seattle Times, 9/19/2012*

The U.S. seafood catch reached a 17-year high last year for volume and value for all fishing regions of the country. The National Oceanic and Atmospheric Administration (NOAA) reported that commercial fishermen last year caught 10.1 billion pounds of fish and shellfish valued at \$5.3 billion, which is a 23% increase in volume and a 17% increase in value over 2010. New Bedford, Mass., was the highest-valued port for the 12th straight year, due largely to its scallop fishery. Dutch Harbor, Alaska, was the No. 1 port for seafood volume for the 15th year in a row. Alaska led all states by far in catch volume, with 5.4 billion pounds and value of its catch, at \$1.9 billion. NOTE: Approximately 700 commercial fishing vessels based in Seattle account for 80% of Alaska’s seafood landings; and Alaska accounts for roughly 55% of the total U.S. seafood harvest.

## NOAA SATELLITES – HELPING SAVE LIVES FOR 30 YEARS; OCTOBER 1982 MARKS FIRST U.S. LIFE SAVED BY SATELLITE ASSIST

*ScienceDaily, 10/10/2012*

On 10/10/82, about 300 miles off the coast of New England, a barrage of towering, 25-foot waves battered a catamaran sailboat, causing it to begin sinking. A satellite, orbiting in space, detected the signal from an emergency beacon onboard the boat. A short while later, a USCG cutter pulled the three passengers to safety.

The Search and Rescue Satellite-Aided Tracking system, or Cospas-SARSAT, is celebrating the 30th anniversary of this first life-saving rescue in the US, and since has been responsible for the rescue of more than 30,000 people worldwide and nearly 7,000 in the US. Cospas-SARSAT began as an effort between the US, Canada, France and the former Soviet Union to establish a network of satellites, equipped with technology to detect and locate distress signals from emergency beacons onboard aircraft and ships, and later on from handheld personal locator beacons. Today, 43 countries and organizations around the world participate in the operation and management of the Cospas-SARSAT program, which includes a total of 12 satellites.

# OTHER NEWS

## NEW FISHING VESSEL SAFETY HANDOUT

*The Shipowners’ Club, August 2012*

*New publication from P&I insurance specialists The Shipowners’ Club draws together years of loss prevention experience to help vessel owners and crew enhance safety working at the most dangerous job in the world*

Mutual insurance provider The Shipowners’ Club (the Club), has produced a comprehensive handbook ‘Fishing Vessel Safety’ highlighting areas in which crew members and owners can better recognize potential dangers and operating hazards.

Fishing is the most dangerous job in the world. This is backed up by the claims records of incidents advised to the Club that historically show personal injury and illness as the area causing the most reported cases. These events are often of a nature that could easily result in death and the consequences have a huge impact on the families and dependants of the unfortunate seamen.

“We realized a safety guide was warranted as we became aware of the extent and nature of incidents that our Members have experienced, as well as seeing evidence from other industry studies,” explained Louise Hall, Loss Prevention Manager in Shipowners’ London branch. “The intention was to highlight crucial areas related to our historical claims and to address those. The booklet can be used by the skipper or the shore-side office as a guide to what is expected of them regarding training of their crews, safety and maintenance. It can also be used by crew members to help them take responsibility for their own safety and to do their own risk assessment when on board. It can be read all at once but it can also be used as a reference guide as well.” The publication is divided into sections that cover the vessel, basic stability, navigation, working safety equipment and risk assessments, with real-life case studies included as useful appendices.

The booklet urges fishermen to remember that their vessels are moving, often with wet or icy platforms and therefore the risk associated with any task will dramatically increase. The decks of a fishing vessel are very busy with many pieces of equipment i.e. ropes, wires, nets and shackles being utilized simultaneously.

“One important message is that people should wear life-jackets all the time when on deck,” said Louise Hall. “Studies have shown that the highest percentage of instances of death is caused by people not wearing flotation devices and falling overboard.”

The booklet was written with the assistance of Club Member Austral Fisheries Pty Ltd, as well as the North Pacific Fishing Vessel Owners’ Association (NPFVOA) and Seafish, a UK government-backed organization that supports all sectors of the seafood industry. Shipowners is also supporting Seafish in an initiative to promote better safety practice through the provision of on board safety kits. “As a mutual insurer, we take time to better understand our Members’ risks of operation and because we are involved with associations that represent our Members, we are able to better understand where safety can be enhanced,” said Louise Hall.

## COASTAL VILLAGES REGION FUND PROVIDES LIFE SAVING GEAR

*Pacific Fishing, October 2012*

Fishermen in Western Alaska worked this season with an added level of safety and comfort, thanks to life-saving gear provided by Alaska’s largest Community Development Quota group, Coastal Villages Region Fund (CVRF).

Earlier this year, the region fund’s board of directors allocated up to \$300,000 to supply USCG-required safety gear for the 20 region fund communities and their residents who commercially fish for salmon and halibut. Safety gear included 50 EPIRBs, 450 personal locator beacons, 101 immersion suits, 600 personal flotation devices, 850 strobe lights, whistles, and reflective tape for life jackets. The supplies were shipped out before the commercial fishing season began and were distributed to commercial fishers.

# NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

## Vessels:

HAZEL LORRAINE  
PACIFIC RAM  
SEA ERN

## Individuals:

Samuel Cunard  
Conner Ross

## NOVEMBER 2012– DECEMBER 2013 CLASS SCHEDULE

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

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

NOV 12-16, DEC 10-14, JAN 7-11, FEB 11-15, MAR 11-15, APR 15-19, MAY 13-17,  
JUN 3-7, JUL 15-19, AUG 12-16, SEPT 16-20, OCT 14-18, NOV 11-15, DEC 9-13

### MEDICAL EMERGENCIES AT SEA

\$100 MEMBERS / \$125 NON-MEMBERS

NOV 14, NOV 28, DEC 3, DEC 12, DEC 20, JAN 3, JAN 9, FEB 15, MAR 13, APR 17,  
MAY 17, JUN 7, JUL 15, AUG 16, SEPT 18, OCT 16, NOV 13, DEC 11

### 2-DAY BASIC FIRE FIGHTING

\$485 MEMBERS / \$510 NON-MEMBERS

NOV 12-13, DEC 10-11, JAN 7-8, FEB 11-12, MAR 11-12, APR 15-16, MAY 13-14,  
JUN 3-4, JUL 18-19, AUG 14-15, SEPT 16-17, OCT 14-15, NOV 14-15, DEC 9-10

### DRILL INSTRUCTOR WORKSHOP

\$100 MEMBERS / \$125 NON-MEMBERS

NOV 1, DEC 3, JAN 16, FEB 21, MAR 19, APR 12, MAY 10, JUN 5, JUL 10, AUG 9,  
SEPT 11, OCT 11, NOV 7, DEC 6

### SMALL VESSEL DRILL INSTRUCTOR WORKSHOP

\$125 MEMBERS / \$150 NON-MEMBERS

NOV 29

### SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$175 MEMBERS / \$200 NON-MEMBERS

NOV 20, DEC 20, JAN 24, FEB 20, MAR 22, APR 26, MAY 24, JUN 21, JUL 26, AUG 23,  
SEPT 27, OCT 25, NOV 22, DEC 20

### NAVIGATION: COLLISION AVOIDANCE

\$125 MEMBERS / \$150 NON-MEMBERS

DEC 11

### 8-HOUR SHIPBOARD DAMAGE CONTROL

\$235 MEMBERS / \$250 NON-MEMBERS

NOV 30, DEC 12

### AB SEAMEN UNLIMITED

\$850 MEMBERS / \$850 NON-MEMBERS

NOV 2-10

### 4-DAY STCW MEDICAL CARE PROVIDER

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

DEC 4-7, JAN 6-9

### 24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

NOV 26-28, DEC 17-19, JAN 28-30, FEB 25-27, MAR 25-27, APR 22-24, MAY 20-22,  
JUN 24-26, JUL 29-31, AUG 26-28, SEPT 23-25, OCT 28-30, NOV 18-20, DEC 16-18

### 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

DEC 14, JAN 4, OTHER DATES TBA

### 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, CRANE OPERATIONS & MAINTENANCE, 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

### NPFVOA'S FALL GOLF TOURNAMENT A SUCCESS!

NPFVOA's annual fall golf tournament fundraiser was held on September 11 at The Harbour Pointe Golf Club in Mukilteo. The tournament, sponsored by **South Pacific Tuna Corporation**, was very successful.

Congratulations to our golf winners:

- 1st Place Gross: Richard Nielsen, Peter Sandler, Kyle Nielsen, Jeff Abram
- 2nd Place Gross: Larry Soriano, Bob Owens, Brian O'Neil, Damon Nasman
- 1st Place Net: Jamie Eik, Brent Nysoe, Rick Shelford, Mike Shelford
- 2nd Place Net: Ian Beverage, James Walker, John Harder, Bill Germann

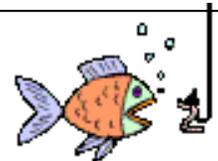
Thank you to all of our golfers, sponsors, and donors!

### THANK YOU!

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

- Alaska Boat Company—Immersion suits
- Vesteraalen, LLC—Immersion suits
- Premier Pacific —Immersion suits
- Global Seas LLC—Raft, immersion suits
- Survitec Group—Smartfind Plus 406 EPIRB, SafelinkR10 Survivor Recover System

## VISIT US AT PACIFIC MARINE EXPO NOV. 27-29 IN BOOTH #911



### STCW ENDORSEMENTS: DESIGNATED DUTY OFFICERS

*Bryant's Maritime Blog, 11/12/12*

The USCG issued a bulletin announcing that the National Maritime Center (NMC) will now issue STCW endorsements to qualifying Designated Duty Engineers (DDEs) as a Chief Engineer in accordance with 46 CFR §15.915. This means that a DDE license or endorsement authorizes service as a Chief or Assistant Engineer on vessels of not more than 500 gross tons subject to certain limitations. The USCG also issued a checklist of the various requirements to qualify for a DDE endorsement (11/1/12). Note: The DDE endorsement may be of particular value with regard to demonstrating compliance with the upcoming Canadian requirement concerning engineer manning on vessels having a propulsive power of at least 750kW (1000 HP).

### IN MEMORY OF JOHN WINTHER, JR.

Sadly, John Winther, Jr., well-known Alaskan fisherman and businessman and member of NPFVOA since 2001, passed away on October 12, 2012 at age 67, following a long battle with cancer. John had a long history of fishing in SE AK, crabbing in the Bering Sea and longlining since 1984 when he and his partners bought the F/V Prowler. His NPFVOA member vessels included F/Vs Prowler, Bering Prowler, Ocean Prowler and Kjevola. John was well known and respected throughout AK and beyond for his dedication to the commercial fishing industry.

*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**  
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**Chris Kline**  
Alaska Boat Co.

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Iquique US, LLC

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### NPFVOA VESSEL SAFETY PROGRAM STAFF

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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
Eric Blumhagen	Vessel Stability
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, Navigation, Stability, Drill Instructor Workshop, AB Seaman
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, Team Firefighting
Capt. Robert Reeder	Navigation: Collision Avoidance, AB Seaman, Drill Instructor Workshop
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

### 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
<b>Length (feet):</b> _____		
<b>Tonnage (GRT):</b> _____		
_____		

- 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.)