

RANDOM DRUG TEST RATES CHANGED
NEW GARBAGE LOGS, PLACARDS, & STICKERS
REQUIREMENTS FOR DOCKSIDE EXAMS CHANGE

WHAT'S HAPPENING AT NPFVOA?
GUIDE FOR COLD WATER SURVIVAL
HAZARD COMMUNICATION STANDARD CHANGES

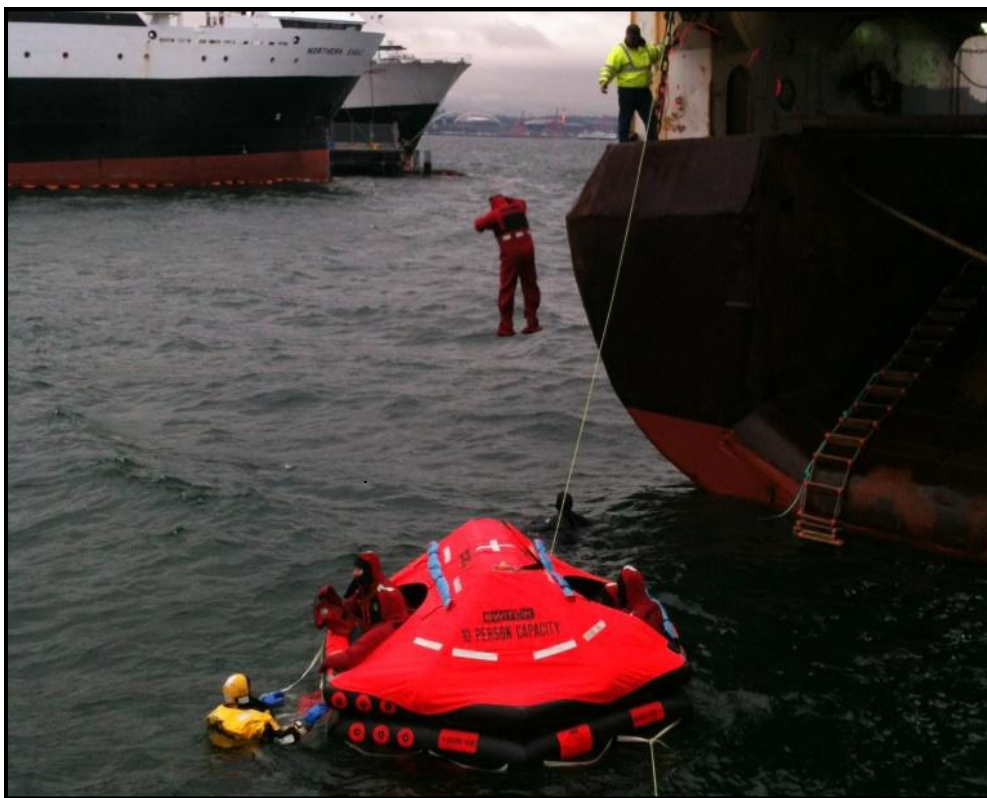


NPFVOA

Issue No. 80
Winter 2013

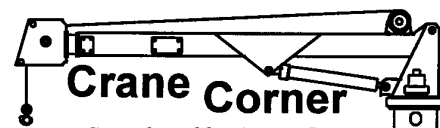
VESSEL SAFETY PROGRAM

ABANDON SHIP EXERCISES AT PIER 91



U.S. Seafoods practicing an abandon ship drill (more photos on our Facebook page).

I always think it is exciting in early January when crews start assembling on their vessels and get ready to leave town for the fishing season. NPFVOA had the chance to work with U.S. Seafoods on running their drill for launching their liferaft and abandoning ship. I am glad to report that all their crew from all their vessels made it safely in the water, in the liferaft and back onboard. NPFVOA hopes all the vessels have a safe voyage and great fishing!



Contributed by Arxcis, Inc.

TRAINED, QUALIFIED & AUTHORIZED

Everyone would agree that a crane operator must be trained before he operates the crane. Some of the topics that should be covered are: recognizing, avoiding and/or eliminating hazards; safe operation and capacity of the crane; methods of determining the weight of the load; selecting and inspecting rigging gear; basic rigging hitches; how to determine pick points and the center of gravity of the load; sling angles and stresses; and communicating using proper hand signals.

And, rarely does a person retain all the knowledge taught his first time through. This is why refresher courses are important. Often, an operator will gain more knowledge in the second class because he has had some time on the crane and it now makes more sense to him. But, just because an operator has been through classroom training does not necessarily mean he is sufficiently trained to operate on his own. He must be qualified.

What is qualified? He must be able to show through a written and/or oral test that he understands the material from the classroom training *and* be evaluated on the crane to verify he has the skills and knowledge of that particular crane to operate it safely without constant supervision.

Finally, trained and qualified operators must be authorized. Cranes that are allowed to be operated by anyone at any time tend to become damaged more often because of misuse and lack of responsibility. So, when not in use the crane should be secured against unauthorized use.

This issue of the *NPFVOA Vessel Safety Program Newsletter*
was made possible by a contribution from

Servco Pacific Insurance
NPFVOA Member since 2010



USCG CAUTIONS FISHERMEN FOLLOWING ACCIDENTS

The World, 1/28/2013

A death off the Washington coast and two close calls, including one off Cape Arago, have prompted the U.S. Coast Guard to remind crabbers to avoid fatigue and wear life jackets.

John Salas, a 56-year-old crewman on the crabbing vessel Senja, died after falling overboard without a life jacket Jan. 15 off the mouth of the Queets River on Washington's Olympic Peninsula. Although the crew reacted quickly and a deckhand went after him in an immersion suit, Salas died. His body has not yet been recovered.

Two additional near catastrophes within the Pacific Northwest Dungeness crab fleet in recent weeks have demonstrated the dangers of neglecting proper sleep at sea.

Coast Guard Capt. Bruce Jones said fatigue played a role in the grounding of the Robert Henry off Cape Arago and the Genesis A near Willapa Bay in Washington. In both incidents, Coast Guard personnel rescued crew members.

"Because of how acutely it affects the judgment of even experienced mariners, fatigue is one of the leading causes of commercial fishing vessel casualties," Jones said in a statement. "The consequences of even small errors can be devastating, particularly while engaging in a dangerous, winter fishery along the rugged Pacific Northwest coast. The Coast Guard urges all operators to take reasonable precautions to ensure adequate rest for their crews."

DOT OFFICE OF DRUG AND ALCOHOL POLICY AND COMPLIANCE NOTICE

Department of Transportation Press Release, 12/3/2012

Recently, some states passed initiatives to permit use of marijuana for so-called "recreational" purposes.

We have had several inquiries about whether these state initiatives will have an impact upon the Department of Transportation's longstanding regulation about the use of marijuana by safety-sensitive transportation employees – pilots, school bus drivers, truck drivers, train engineers, subway operators, aircraft maintenance personnel, transit fire-armed security personnel, ship captains, and pipeline emergency response personnel, among others.

We want to make it perfectly clear that the state initiatives will have no bearing on the Department of Transportation's regulated drug testing program. The Department of Transportation's Drug and Alcohol Testing Regulation – 49 CFR Part 40 – does not authorize the use of Schedule I drugs, including marijuana, for any reason.

Therefore, Medical Review Officers (MROs) will not verify a drug test as negative based upon learning that the employee used "recreational marijuana" when states have passed "recreational marijuana" initiatives.

We also firmly reiterate that an MRO will not verify a drug test negative based upon information that a physician recommended that the employee use "medical marijuana" when states have passed "medical marijuana" initiatives.

It is important to note that marijuana remains a drug listed in Schedule I of the Controlled Substances Act. It remains unacceptable for any safety-sensitive employee subject to drug testing under the Department of Transportation's drug testing regulations to use marijuana.

We want to assure the traveling public that our transportation system is the safest it can possibly be.

Jim L. Swart

Director

Office of the Secretary of Transportation

Office of Drug and Alcohol Policy and Compliance

Department of Transportation

RANDOM DRUG TESTING RATE FOR COVERED CREWMEMBERS

Federal Registrar, 1/23/2013

The Coast Guard has set the calendar year 2013 minimum random drug testing rate at 25 percent of covered crewmembers. The Coast Guard will continue to closely monitor drug test reporting to ensure the quality of the information. The Coast Guard may set the rate back up to 50 percent of covered crewmembers if the positive rate for random drug tests is greater than 1 percent for any one year, or if the quality of data is not sufficient to accurately assess the positive rate.

RESPONSE CREWS REMOVE TUG, BARGE FROM BEACH NEAR COLD BAY, AK

USCG Press Release, 12/3/2012

Response crews successfully completed the salvage of the tug Polar Wind and its barge the Unimak Trader from Ukolnoi Island, 40 miles east of Cold Bay. "The teamwork between federal, state, local and tribal partners working together with industry resulted in an outstanding and professional response," said Capt. Paul Mehler III, commander, Coast Guard Sector Anchorage. "The crews were able to resolve a complex and logistically challenging job without adversely impacting the maritime environment and ensured the safety of responders."

Responders removed more than 13,000 gallons of diesel fuel and lube oils and refloated the Polar Wind. It was towed to Sand Point where it was safely docked.

The barge, Unimak Trader, was also refloated and towed to Sand Point. Both vessels will undergo dive assessments and temporary repairs before being towed to another location.

Prior to the barge being towed, 97 refrigerated shipping containers, including 33 which contained more than 1,475,000 pounds of frozen seafood products, were transferred from the Unimak Trader to another barge and were safely delivered to Dutch Harbor.

"The extreme weather and sea conditions our crews faced, coupled with the remote location, introduced challenges that were largely overcome through the involvement of the local communities and fishermen," said Kerry Walsh, marine casualty project manager and salvage master, Global Diving and Salvage. "Their expertise in the local conditions contributed greatly to the safe and successful outcome."

"This has been one of the more successful recovery operations in the past few years," said Steve Russell, state on scene coordinator, Alaska Department of Environmental Conservation. "We are grateful for a job very well done." The five-person crew of the Polar Wind was rescued Nov. 13 after the tug ran aground and began taking on water. The crew was reportedly attempting to recover the barge after their towline parted.

USCG CREWS AND GOOD SAMARITAN ASSIST VESSEL IN DISTRESS

USCG News Release, 1/30/2013

USCG crews and a good Samaritan assisted the crew of a 70-foot fishing vessel taking on water approximately five miles west of Fairweather Ground. An Air Station Sitka MH-60 Jayhawk helicopter and crew successfully delivered dewatering pumps to the four people aboard the fishing vessel Masonic.

The crew of the good Samaritan vessel Myra arrived on scene and assisted the crew of the Masonic until the Masonic began dewatering by their own means. The helicopter crew arrived on scene, delivering two more dewatering pumps and a rescue swimmer to assist in dewatering efforts.

"In these dangerous waters, preparedness and early actions from the crew and nearby good Samaritan vessels play a key role in ensuring the safety of the Alaskan boating community," said Lt. Ryan Erickson of Sector Juneau. "Due to the vast areas our Coast Guard crews are required to cover, it is vital that all mariners ensure their vessels are inspected and properly outfitted before setting sail."



REQUIREMENTS FOR MANDATORY DOCKSIDE SAFETY EXAMS HAVE RECENTLY CHANGED

USCG News Release, 1/16/2013

On August 15, 2012, I issued a letter explaining that after October 15, 2012, all commercial fishing, fish tender and fish processing vessels that operated (or transited) more than 3 nautical miles offshore must demonstrate full compliance with existing fishing industry vessel safety regulations by completing a biennial safety examination. That requirement was one of several mandates established by the *Coast Guard Authorization Act of 2010*. The examination requirement applied to State-registered or Federally-documented vessels, to vessels with more than 16 individuals on board operated anywhere, and to fish tender vessels engaged in the Aleutian Trade.

That statutory biennial examination requirement for these vessels has changed. The *Coast Guard and Maritime Transportation Act of 2012*, which was signed into law by the President on December 20, 2012, modified the law to require that dockside safety examinations must be completed at least once every 5 years (instead of 2 years), and that the first dockside exam of a vessel must be completed no later than October 15, 2015. Please note, however, that depending on the type and area of vessel operations, other examination requirements may still apply (such as for Distant Water Tuna Fleet manning exemptions, District-granted equipment exemptions, post-SAR boarding and safety checks, post-voyage termination compliance checks, etc.).

The development of specific regulations to clarify the new examination (and other) requirements of the law is ongoing. Mandatory safety exams on many vessels, for now, are not required until after October 15, 2015. If you had your vessel examined for the first time based on the mandates described in my August letter, please recognize that it was not done in vain. Completion of the exam demonstrated that your vessel was in compliance with current safety regulations. At this point, I encourage you to continue to have your vessel examined at least every 2 years, which will help you align with the current period for which a safety decal is issued after successfully completing an examination. Also, be aware that a 2-year examination requirement remains in effect for your vessel and operation if you are subject to carrying a NOAA Fisheries Observer, or if your vessel is a fish processing vessel or fish tender vessel engaged in the Aleutian trade.

To arrange for an examination, or to obtain more information on methods to ensure compliance, please contact your local Coast Guard Sector, Marine Safety Unit, or Field Office and ask for the local fishing vessel safety examiner. They will make every effort to accommodate your operations and schedule an examination. You may also request an examination through a link on the www.fishsafe.info website. If you have any questions regarding exam requirements, please feel free to contact Mr. Jack Kemerer, Chief of Fishing Vessels Division at Coast Guard Headquarters (CGCVC3@uscg.mil), or one of our Area or District Fishing Vessel Safety Program coordinators listed on our website.

For your future awareness, and as required by the *Coast Guard Authorization Act of 2010* and the *Coast Guard and Maritime Transportation Act of 2012*, the Coast Guard is updating the regulations applicable to all U.S. commercial fishing vessels, fish processing vessels, and fish tender vessels. That project, when finished, may have additional requirements for fishing vessels beyond the current regulations. There will also be a new Coast Guard Certificate of Compliance (COC) form that will be used when the regulations are updated, but in the interim, a valid safety decal or signed exam form will signify compliance.

As a last note, if you operate your vessel and it is boarded and found not to be in full compliance with the current regulations, your operation may be subject to enforcement action for noncompliance with 46 C.F.R. Part 28, as well as other applicable regulations currently in effect. Such enforcement action may include civil penalties, termination of the vessel's voyage, or other operational controls such as a Captain of the Port Order.

Kyle P. McAvoy
Captain, U.S. Coast Guard

USCG REAUTHORIZATION LEGISLATION HAS CRUCIAL PROVISIONS FOR FISHERMEN

Fishermen's News Online, 12/19/2012

The US Coast Guard reauthorization legislation – HR 2838 – which passed the US House and Senate earlier in December, contains several crucial provisions for commercial fishermen. They are outlined in the Aleutians East Borough's online "*Fish News*," which is online at www.alutianseast.org.

HR 2838 continues the existing moratorium on vessel discharge permits for another year, through December 2014. This means all sizes of commercial fishing vessels and commercial use vessels under 79 feet will not be mandated to have a National Pollutant Discharge Elimination System permit until December 2014.

The reauthorization legislation now requires that all commercial fishing vessels have dockside examinations by Oct. 15, 2015, and at least once every five years thereafter. That compares with the current provision requiring all vessels be examined by October 2012, and at least once every two years thereafter.

The legislation eliminates a requirement that the safety training course results for those operating beyond three miles be made available on a publicly accessible database. It also changes the date requirement for fishing vessel load line requirements from do not apply "unless the vessel was built after July 1, 2012" to "unless the vessel was built after July 1, 2013."

HR 2838 also changes the date requirement for American Bureau of Shipping-type certification for vessels operating beyond three miles at sea and that are at least 50 feet overall in length from "after July 1, 2012" to "after July 1, 2013."

The legislation includes major provisions that prevent the Coast Guard from scrapping the heavy icebreaker *Polar Sea* until it completes an analysis of costs for extending the service life of the vessel and requires the *Polar Sea* to be returned to active duty if it makes business sense.

And the legislation authorizes the Coast Guard to study the feasibility and potential of establishing a deep-water seaport in the Arctic to protect US interests within the Arctic region.

USCG MEDEVACS FISHERMAN NEAR ST. PAUL, AK

USCG News Release, 1/30/2013

An Air Station Kodiak MH-60 Jayhawk helicopter crew, forward deployed to St. Paul, medevaced a crewmember from the 126-foot fishing vessel *North Sea* who was reportedly suffering seizure-like symptoms approximately 60 miles southwest of St. Paul.

The helicopter crew safely hoisted the patient from the *North Sea* and successfully transported the crewmember to St. Paul where he was transferred to awaiting emergency medical services for transport to further medical care in Anchorage.

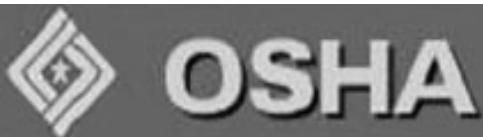
Coast Guard 17th District watchstanders received a relayed request for assistance from Med Call Assist, reporting that a 23-year-old crewmember aboard the *North Sea* was suffering from seizure-like symptoms and required medical assistance.

"Having forward operating locations in place around Alaska during peak seasons of maritime activity greatly reduces the time it takes to respond to emergencies and allows us to save lives," said Lt. Bernard Auth of the Coast Guard 17th District.

USCG SEEKS COMMENTS ON NVIC RE MLC 2006

Bryant's Maritime Blog, 2/11/2013

The US Coast Guard seeks comments on a draft Navigation and Vessel Inspection Circular (NVIC) that sets forth the Coast Guard's policies and procedures regarding inspection of US vessels for voluntary compliance with the Maritime Labour Convention, 2006 (MLC 2006), which enters into force on 20 August 2013. Comments should be submitted by 13 March. 78 Fed. Reg. 9709.



OSHA REMINDS EMPLOYERS TO POST INJURY/ILLNESS SUMMARIES BEGINNING FEB. 1

OSHA Quicktakes, 2/1/2013

Beginning Feb. 1, employers who are required to keep the OSHA Form 300 Injury and Illness log must post a summary of the log. Employers must post OSHA's Form 300A from Feb. 1 to April 30, 2013 in a common area wherever notices to workers are usually posted.

The summary must list the total numbers of job-related injuries and illnesses that occurred in 2012. All establishment summaries must be certified by a company executive. Copies of the OSHA Forms 300, 300A and 301 are available for download on the OSHA Recordkeeping webpage. See OSHA's Recordkeeping Handbook for more information on posting requirements for OSHA's Form 300A.

HAZARD COMMUNICATION STANDARD CHANGES 1/1/2013

OSHA Website, 1/1/2013

"Exposure to hazardous chemicals is one of the most serious threats facing American Workers today," said U.S. Secretary of Labor. "Revising OSHA's Hazard Communication standard will improve the quality and consistency of hazard information, making it safer for workers to do their jobs and easier for the employers to stay competitive."

The Hazard Communication Standard (HCS) is now aligned with the Globally Harmonized System of Classification and Labeling of Chemicals (GHS). This update to the Hazard Communication Standard (HCS) will provide a common and coherent approach to classifying chemicals and communication hazard information on labels and safety data sheets. Once implemented, the revised standard will improve the quality and consistency of hazard information in the workplace, making it safer for workers by providing easily understandable information on appropriate handling and safe use of hazardous chemicals. This update will also help reduce trade barriers and result in productivity improvements for American businesses that regularly handle, store, and use hazardous chemicals while providing cost savings for American businesses that periodically update safety data sheets and labels for chemicals covered under the hazard communication standard.

Hazard Communication Standard

In order to ensure chemical safety in the workplace, information about the identities and hazards of the chemicals must be available and understandable to workers. OSHA's Hazard Communication Standard (HCS) requires the development and dissemination of such information:

- Chemical manufacturers and importers are required to evaluate the hazards of the chemicals they produce or import, and prepare labels and safety data sheets to convey the hazard information to their downstream customers;
- All employers with hazardous chemicals in their workplace must have labels and safety data sheets for their exposed workers, and train them to handle the chemicals appropriately.

Major changes to the Hazard Communication Standard:

- Hazard classification: Provide specific criteria for classification of health and physical hazards, as well as classification of mixtures.
- Labels: Chemical manufacturers and importers will be required to provide a label that includes a harmonized signal word, pictogram, and hazard statement for each hazard class and category.
- Safety Data Sheets: Will now have a specified 16-section format.
- Information and training: Employers are required to train workers by December 1, 2013 on the new labels elements and safety data sheets format to facilitate recognition and understanding.

Please see www.osha.gov for additional information and Frequently Asked Questions.



THE CHEAPEST LIFE INSURANCE YOU CAN BUY *NIOSH, 2/11/2013*

In January the Port Townsend Leader published an article that talked about the commercial fishing fatalities and close calls that had occurred in the Pacific Northwest so far this winter. One item in particular caught our attention. The title of the article stated it plainly, "*Without a life jacket, crab boat crewman succumbed to the effects of the frigid water within three minutes of falling overboard*"¹. The piece goes on to describe an incident that took place on the F/V Senja while out Dungeness crab fishing. A crewman went overboard while retrieving gear and even though the crew saw him go over, kept him in sight, got the boat turned around, and got a rescue swimmer in the water, the man succumbed to swimming failure in a matter of minutes and slipped below the water.

This is an all-too-typical scenario that plays out every year in fisheries around the United States. Falling overboard is the second leading cause of death among fishermen nationwide. Research by NIOSH has shown that while fatalities in commercial fishing have gone down over the past 20 years, the number of fatalities specifically from falls overboard have remained constant each year. A key piece of equipment that can potentially prevent these fatalities is a personal flotation device (PFD) or lifejacket. In all of the 182 man overboard fatalities during 2000 to 2011 not a single victim was wearing a PFD. In the incident on the F/V Senja the article stated, "*Had he been wearing a life jacket, there is no doubt in the mind of Senja's fast-acting crew that he would still be alive...*"¹

Fishermen say they don't wear PFDs because they are uncomfortable or they interfere with work. These are valid complaints that were examined in a NIOSH study. We asked 200 fishermen to evaluate one of six currently available PFDs for wearability in actual working conditions. Fishermen identified several models that rated highly on comfort and function and these preferences were different depending on what type of fishing they did. The results of this study are now available on gear-specific factsheets that show the highest rated types of PFDs for crabbers, gillnetters, trawlers, and longliners. These factsheets can be viewed and downloaded on the NIOSH website at: <http://www.cdc.gov/niosh/topics/fishing>.

PFDs evaluated in the NIOSH study range in cost from \$70 to \$250 and by any measure, they represent some of the cheapest life insurance you can buy. Next time you're at the supply shop for some new boots or raingear, take a moment to try on a few different PFDs; comfortable options are out there. The best lifejacket for you is the one you will wear.

¹Without a life jacket, crab boat crewman succumbed to the effects of the frigid water within three minutes of falling overboard. (2013, January 26). *Port Townsend Leader*. Retrieved from <http://ptleader.com/main.asp>

EUROPE ADOPTS SWEEPING CHANGES TO FISHING POLICY

The New York Times, David Jolly, 2/6/2013

PARIS — In an outcome hailed by environmentalists, European Union lawmakers voted overwhelmingly to overhaul the region's troubled fisheries policy to end decades of overfishing. Responding to widespread public dissatisfaction with the current policy, the European Parliament voted 502-to-137 to impose sustainable quotas by 2015 and end the wasteful practice of discarding unwanted fish at sea. The legislation also returns some management responsibility to E.U. member states.

"The fishermen back home were really determined to wrest control away from Brussels, where the micromanagers have been the absolute ruination of the fisheries policy," and they will be pleased with the outcome, said Struan Stevenson, a Scottish member of Parliament for the European Conservatives and Reformists and the party's spokesman on the issue.

Markus Knigge, policy and research director for Pew Environment, said the E.U. legislation was comparable to the Magnuson-Stevens Act, the landmark U.S. law that in 1976 established modern American fisheries practices, widely seen as superior to European practices. Under current policy, 63 percent of the E.U.'s Atlantic stocks and 82 percent of its Mediterranean stocks are overfished, according to the European Commission.

OTHER NEWS

GUIDE FOR COLD WATER SURVIVAL

IMO, 1/25/2013

The Maritime Safety Committee, at its ninety-first session (26 to 30 November 2012), taking into account the considerable medical progress which has been made in recent years, approved the revision of MSC.1/Circ.1185 on the Guide for cold water survival, prepared by the Sub-Committee on Radiocommunications and Search and Rescue, at its sixteenth session (12 to 16 March 2012), as set out in the annex.

This guidance is intended primarily for seafarers. It provides information which will help you if you are unlucky enough to fall into cold water, or have to enter it in an emergency, or have to use survival craft in cold conditions. It also provides information which will help seafarers, trained as first-aid providers, to treat those rescued from cold conditions.

The guide is intended for seafarers and provides guidance in the following areas:

- An explanation of cold water hazards and their effects
- Actions to take prior to abandoning ship into cold water
- Action to take during the survival phase—both in the water and in survival craft
- The rescue phase
- Treatment of people recovered from cold water or from survival craft
- Treatment of the ‘apparently dead’

For more information, type “MSC.1/Circ.1185/Rev.1” into your search engine to retrieve the entire document.

WORKPLACE MANUALS NOT APPLICABLE TO SLEEPING QUARTERS

Bryant's Maritime Newsletter, 1/30/2013

In an unpublished opinion, the US Court of Appeals for the Fifth Circuit affirmed the district court's dismissal of claims of unseaworthiness and negligence brought by a crewmember against his employer. Plaintiff alleged he was injured when a portable ladder used to access his bunk-bed fell during use. On appeal, plaintiff argued that the district court failed to give proper weight to two safety manuals that addressed use of portable ladders. The appellate court concurred with the district court that the manuals were not applicable to sleeping quarters, but only to work spaces. *Oliver v. Weeks Marine, No. 12-30577 (5th Cir., January 29, 2013).*

WHAT'S HAPPENING AT NPFVOA?

- Feb. 28th – Controlled Substances: How not to get in trouble with the DEA.
- March 6th – FIPAWA Meeting: Questions answered on Health Care Reform.
- Check out our Facebook page!

HOUSE MEMBERS LAUNCH CONGRESSIONAL MARITIME CAUCUS

www.marinelog.com, 2/7/2013

In an effort to give the maritime industry an ongoing and consistent voice in the House of Representatives, Congressman Cedric Richmond (D-LA) and Congressman Michael Grimm (R-NY) announced the formation of the first ever Congressional Maritime Caucus. The Caucus will work to raise awareness among members of Congress on a broad range of maritime-related topics.

“The maritime industry is the unsung hero of our nation's economy,” said Rep. Richmond. “From Alaska to Puerto Rico, Louisiana to New York, every day this industry facilitates trade and delivers energy resources that support millions of jobs and pays billions in state and federal taxes every year. I am confident that this Caucus will be a voice for the entire maritime industry, one that stresses how critical this industry is to sustaining our economic recovery.”

The caucus will operate as a forum and information distribution center in the House of Representatives where members of Congress can turn for material on maritime issues, legislation, and initiatives.

OTHER NEWS

IPIRB: ACCURACY IN LOCATING CASUALTIES AT SEA

SNAME Marine News Daily, 11/16/2012

A Scottish company has developed a vital new level of accuracy for locating casualties at sea. The new iPIRB, launched by MarineMTS and Telemar UK Limited, locates and identifies marine casualties fast so that every effort can be concentrated on rescue and saving life. The technology was showcased Friday, November 16 at a launch hosted by the Maritime Rescue Institute at Stonehaven, and attended by marine industry operators including Taqa Bratani, Shell, Nexen, Marathon and Total, as well as Grampian Police.

iPIRB (Individual Position Indicating Rescue Beacon) is a neat, portable and, most of all, reliable personal locator beacon system, which completes the search and rescue circle by providing a hitherto unavailable layer of pinpoint rescue accuracy for maritime or helicopter operators – whether leisure or commercial.

Over the years, search and rescue technology has developed to the point where the location of an incident at sea can be determined by on-board communications technology with reasonable accuracy. However, available technology does not allow pinpoint accuracy – crucial when searching for an individual in the water, often in treacherous conditions. Or, multiple individuals – hundreds even.

Wynne Edwards is managing director of Marine MTS, who developed the new iPIRB system. He commented: “If you know exactly where everyone is in a mass casualty situation, vital time can be saved and every effort is immediately concentrated on their rescue. Fast arrival and action gives victims a far greater chance of survival. We developed iPIRB to deliver this level of accuracy in any situation where there are casualties in the water, whether having come from a helicopter or a boat. Working with satellite technology, we've made rescue at sea more precise, and therefore, survival more likely.”

Dave Pressley is General Manager of Telemar Scotland, a business unit of Telemar UK, who will be the distributor of the iPIRB in the UK. He added: “Any organization that has employees crossing sea either on the water or by air needs the best equipment possible for locating people in the event of a disaster. In that unfortunate situation, and often against the elements, iPIRB will allow these organizations to pinpoint individuals and better coordinate a successful rescue.”

Where help has been summoned to the rough location of an incident, iPIRB identifies the precise location of casualties within a search area, either on board a craft or crucially, in the water. Even unconscious casualties can be located, as the beacon is automatically activated on impact with the water. In the case when an incident results in multiple casualties, each can be located with absolute accuracy – reducing time in the water, and thereby increasing the chances of survival.

NPFVOA CERTIFICATE POLICY CHANGE

1/1/2013

Due to recent requests for copies of student certifications, NPFVOA has updated our policy regarding certificate distribution. Going forward, students will still receive a hard copy of their certification upon completion of the course and NPFVOA member vessels/companies will now receive an electronic copy of the certification for their records. Please email Brie the designated email address where you would like the copies sent.

WASHINGTON—\$405,000 OIL SPILL FINE ASSESSED

Bryant's Maritime Newsletter, 1/30/2013

The Washington Department of Ecology issued a news release stating that it assessed a fine of \$405,000 against the individual and the company that owned the derelict barge Davy Crockett that was the source of a significant oil spill as a consequence of an unauthorized salvage operation on the Columbia River in 2011. (1/28/13).

NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

Associates:

Hatton Engine & Generator Services
Marel Seattle Inc.

Individuals:

Whitney Thomas
Jared Bright
Shayne Wade

FEBRUARY – DECEMBER 2013 CLASS SCHEDULE

STCW 5-DAY BASIC SAFETY TRAINING (BST)

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

FEB 11-15, MAR 11-15, MAR 25-29, 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

FEB 15, MAR 13, MAR 25, APR 17, MAY 17, MAR 25, JUN 7, JUL 15, AUG 16,
SEPT 18, OCT 16, NOV 13, DEC 11

2-DAY BASIC FIRE FIGHTING

\$485 MEMBERS / \$510 NON-MEMBERS

FEB 11-12, MAR 11-12, MAR 28-29, 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

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

APR 25

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$175 MEMBERS / \$200 NON-MEMBERS

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

CALL FOR DATES

8-HOUR SHIPBOARD DAMAGE CONTROL

\$235 MEMBERS / \$250 NON-MEMBERS

MAY 2, CALL FOR ADDITIONAL DATES

AB SEAMEN UNLIMITED

\$850 MEMBERS / \$850 NON-MEMBERS

APR 22-27, JUN 3-8, NOV 4-9

4-DAY STCW MEDICAL CARE PROVIDER

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

APR 1-4, CALL FOR ADDITIONAL DATES

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

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

MAY 2, CALL FOR ADDITIONAL DATES

SAFETY BITES & MEMBER NEWS



NEW MEDICAL EMERGENCIES AT SEA DVD

To order, contact:

NPFVOA Vessel Safety Program

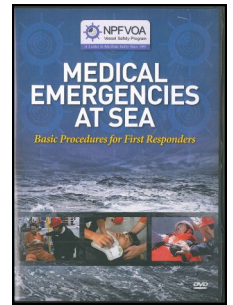
(206) 285-3383

info@npfvoa.org

www.npfvoa.org

NPFVOA Members \$95.00

Non-Members \$105.00



NEW GARBAGE LOGS & UPDATED MARPOL PLACARDS

GARBAGE LOGS:

NPFVOA Members \$25.00

Non-Members \$30.00

MARPOL PLACARD:

NPFVOA Members \$5.00

Non-Members \$6.00

MARPOL STICKER:

NPFVOA Members \$2.50

Non-Members \$2.50



(4 inches x 6 inches)

NPFVOA's Spring 2013 Golf Tournament Fundraiser SPONSORED BY ALASKAN OBSERVERS

Thursday, May 23, 2013

Harbour Pointe Golf Club

Mukilteo, WA

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



THANK YOU!

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

- Immersion Suits—Shelford Fisheries, LLC

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.



2013 BOARD OF DIRECTORS

Tim Vincent—President
Vincent Maritime Services

Chris Kline
Alaska Boat Co.

David Wilson—Vice President
Iquique US, LLC

Lurilla Lee
Jim McManus
Trident Seafoods

James Thorpe—Treasurer
Bank of America

Ken Tippet
Andrew Heater
Coastal Villages Seafoods

Kurt Gremmert
Spartan Ltd.

Mark Weed
Golden Alaska Seafoods

Devon Grennan
Global Diving & Salvage, Inc.

Darrin Manor
United States Seafoods

Steve Johnson
Alaska National Insurance Company

Jonathan Parrott —
Technical Advisor
Jensen Maritime Consultants

Kevin Kaldestad

Tom Suryan
Mariner Boats

Jim Woeppel—Legal Counsel
Aiken St. Louis & Siljeg

NPFVOA VESSEL SAFETY PROGRAM STAFF

KAREN CONRAD – EXECUTIVE DIRECTOR
REBECCA HANRATTY – PROGRAM COORDINATOR
BRIE BAGAN – PROGRAM ASSISTANT

info@npfvoa.org

www.npfvoa.org

NPFVOA VESSEL SAFETY PROGRAM 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
- O/B FIRE TEAM TRAINING
- STCW BASIC SAFETY TRAINING
- STCW BASIC SAFETY TRAINING REFRESHER
- STCW PERSONAL SURVIVAL TECHNIQUES
- STCW PERSONAL SAFETY & SOCIAL RESPONSIBILITY
- STCW 2-DAY BASIC FIREFIGHTING
- STCW MEDICAL EMERGENCIES AT SEA
- STCW 32-HOUR MEDICAL CARE PROVIDER
- DRILL INSTRUCTOR WORKSHOP
- DRILL INSTRUCTOR WORKSHOP FOR SMALL VESSELS
- SPECIMEN COLLECTION CERTIFICATION
- 24-HOUR HAZWOPER TECHNICIAN
- 8-HOUR HAZWOPER REFRESHER
- 8-HOUR SHIPBOARD DAMAGE CONTROL
- NAVIGATION: COLLISION AVOIDANCE
- PROFICIENCY IN SURVIVAL CRAFT (LIMITED)
- ABLE SEAMAN

**ADDITIONAL CUSTOM COURSES TO FIT ALL YOUR
SAFETY TRAINING NEEDS!**

SERVCO PACIFIC INSURANCE

Partnership makes the best policy.

Seattle Office
1100 Dexter Ave N Suite 220
Seattle, Washington 98109
TEL 206.216.4830

Tacoma Office
221 South 28th Street Suite 101
Tacoma, Washington 98402
TEL 253.207.5500

www.servcopacific.com



North Pacific Fishing Vessel Owners' Association
1900 W Emerson, Suite 101
Fishermen's Terminal
Seattle, WA 98119
(206) 285-3383 Fax: (206) 286-9332
Email: info@npfvoa.org Web: www.npfvoa.org

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

- | | | |
|--|-------|---|
| <input type="checkbox"/> Vessel (over 79 ft.) | \$600 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Vessel (60-79 ft.) | \$300 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Vessel (under 60 ft.) | \$125 | Benefits apply to all current crew members and management company. |
| <input type="checkbox"/> Associate | \$400 | Benefits apply to business personnel only; vessel crew ineligible at this level.
(Appropriate for marine support industry, i.e. law firms, ship yards, fuel suppliers, etc.) |
| <input type="checkbox"/> Individual | \$75 | Benefits are limited to named individual and are non-transferable
(Appropriate for crewmen and single-person business entities.) |