

UPDATE ON NEW U.S. FISHING REGULATIONS
SEATTLE MAYOR RECOGNIZES PACIFIC FISHERMEN

NEW SAFETY CLASSES
STABILITY 101 WEBSITE



NPFVOA

Issue No. 81
Spring 2013

VESSEL SAFETY PROGRAM

NEW FISHING VESSEL IS MORE EFFICIENT, LESS DANGEROUS

Meg Coyle, King 5 News, 5/7/2013

A Seattle fisheries company has found the kinder, gentler side of long-line cod fishing. They're creating a new kind of vessel—one that's greener, meaner, more efficient and less dangerous.

Blue North has contracted with Dakota Creek Industries in Anacortes to build one of the safest, most environmentally friendly fishing vessels in the world. The boat was specifically developed for the Alaska cod hook-and-line fishery.



"The fish are automatically sorted and weighed. So there's a lot of new innovation and automation in the new boat," said Mike Burns, Blue North's Chairman. "That new innovation also includes a new method of long-line cod fishing through something called a Moon Pool. It's an internal haul station that allows fishermen to pull in their catch from inside the boat. "It is a hole about five feet in diameter right in the center of the boat and then there's a platform in there that comes up. It's kind of like being in the bottom of an elevator shaft," said Burns.

For the last century, fishermen have been tethered to the side of the vessel as they pull up the lines, gaff the cod, process and freeze them. "You get really cold and wet. You'll be working and a wave comes and you just get completely drenched," recalled Pat Burns, Blue North's Vice President. "This is probably the most difficult job on the boat."

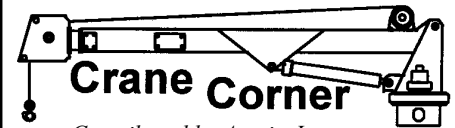
Blue North Fisheries is now riding the wave of the future. The Burns brothers knew some of their older vessels had run their course. So they visited Norway where the internal haul system and green technology was first developed and now in practice. "I just thought this is what we need," said Pat Burns.

Once the \$30 million vessel is built, what's been a traditionally outside practice will bring crews inside.

"Now crews get to be in a climate-controlled atmosphere inside the boat fishing the Bering Sea," said Blue North CEO Kenny Down.

The new vessel will also deploy hook-and-line gear, allowing one fish to be caught at a time. Processing changes also mean using more of the fish that is caught.

Building the boat is expected to create hundreds of jobs in Anacortes. The new vessel is scheduled to hit the water in October 2014.



Contributed by Arxcis, Inc.

CALCULATING SLING ANGLES

A typical 2-inch wide, 2-ply, nylon web sling has a vertical capacity of 6,400 lbs. If you use two of these to pick a 10,000 lb load using a spreader bar (so that each sling is vertical) then each sling will share exactly half the load (or 5,000 lbs) as long as the center of gravity is in the middle. But, if you put these same two slings together on the crane hook, then the stress of each sling will increase and how much it will increase is not difficult to calculate: simply measure the length of the sling (let's say 10 feet) and then measure the distance from the hook down to the load (let's say 6 feet). Divide 10 by 6 and that will give you 1.66 which is the 'Load Angle Factor.' Now multiply 1.66 times half the load (5,000 lbs) and that will give you the stress in each sling or 8,300 lbs and we will be overloading the sling. So, we will either have to find longer slings to improve the angle or use slings with more capacity. The ideal sling angle for rigging should be 60°, and the easiest method to determine that is to lay the sling down between the two pick points, if it reaches, then your sling angle will be at least 60°. The load angle factor for 60° is 1.15. Multiply that by 5,000 lbs (half the load) and now the stress in each sling is only 5,750 lbs and we are within its rated capacity. It's that easy!

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

Alaskan Observers, Inc.

NPFVOA Member since 2005



UPDATE ON U.S. COMMERCIAL FISHING INDUSTRY VESSEL REQUIREMENTS

USCG News Release, 3/12/2013

Based On Section 604 of the Coast Guard Authorization Act of 2010 (Public Law 111-281) and Section 305 of the Coast Guard and Maritime Transportation Act of 2012 (Public Law 112-213)

On December 20, 2012, the President signed the Coast Guard and Maritime Transportation Act of 2012 (CGMTA). This law made significant changes to the Coast Guard Authorization Act of 2010 (CGAA) which had previously established safety and equipment requirements for commercial fishing vessels (Chapters 45 and 51 of Title 46 United States Code). The requirements in both laws build upon the standards established in the Commercial Fishing Industry Vessel Safety Act of 1988.

While some provisions of both the CGAA and CGMTA are self-executing and do not necessarily require new or amended regulations (for example; vessel construction standards, survey and classification, and loadline requirements for new vessels), changes made by the laws will be implemented through new or amended regulations. Title 46 Code of Federal Regulations Parts 28 and 42 will be amended to reflect the requirements in these laws and to implement rules where the USCG has authority or discretion. Below is a quick summary highlight of the pending changes due to both laws.

The changes will:

- Establish parity with respect to equipment requirements for state-registered and federally-documented vessels operating beyond 3 nautical miles of the baseline.
- Establish the “demarcation line” beyond which certain equipment requirements apply as 3 nautical miles from the territorial sea baseline or 3 nautical miles from the coastline of the Great Lakes instead of the Boundary Line.
- Require installation of a survival craft that ensures no part of an individual is immersed in water on all commercial fishing vessels operating beyond 3 nautical miles of the baseline.
- Require individuals in charge of commercial fishing vessels operating beyond the 3 nautical mile demarcation line to keep a record of equipment maintenance and required instruction and drills.
- Require periodic dockside safety examinations on all commercial fishing vessels operating beyond the 3 nautical mile demarcation line.
- Require training, or demonstration of knowledge and competency, for all individuals in charge of commercial fishing vessels operating beyond the 3 nautical mile demarcation line.
- Require new commercial fishing vessels, built after January 1, 2010, that are less than 50 feet overall in length to be constructed in a manner that provides a level of safety equivalent to the minimum standards established for recreational vessels.
- Require new commercial fishing vessels, built after July 1, 2013, that are 79 feet or greater in length to be assigned a load line.
- Require new commercial fishing vessels, built after July 1, 2013, that are at least 50 feet overall in length and will operate beyond the 3 nautical mile demarcation line to meet survey and classification requirements. Commercial fishing vessels built to class requirements before July 1, 2013 must remain in class.
- Require certain commercial fishing vessels that undergo a major conversion to comply with an “alternate safety compliance program” to be developed for both load line and construction standards requirements.

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. Or, direct questions to Mr. Jack Kemerer at 202-372-1249, or jack.a.kemerer@uscg.mil.

STABILITY 101

Created by Dan Hardin, Coast Guard FV Safety Coordinator based in Seattle

The Coast Guard District 13 Fishing Vessel Safety website is hosting an educational stability animation.

The animation explains basic stability concepts including the center of gravity, center of buoyancy, metacenter and how these three forces work to affect the stability of every vessel. It also illustrates the effects of other stability issues such as GM, free surface effects, reserve buoyancy, down flooding, suspended weights and more.

Whether you are new to the science of stability or just in need of a refresher, you will find this animation gives very clear and concise explanations. It can be found at: www.uscg.mil/d13/CFVS/training.asp.

Coming soon: Stability 201. Learn about stability curves, how they are created, what should you know about them, and what they tell you about your boat.

SEATTLE-BASED FISH PROCESSING VESSEL GROUNDS ON KODIAK ISLAND

Associated Press, Rachel D'Oro, 3/18/2013

A Seattle-based fish processing vessel that went hard aground on Kodiak Island was struck by other problems earlier this year, including a diesel spill and two ammonia leaks.

The 169-foot Pacific Producer grounded in 9-foot tides while traveling through Ouzinkie Narrows between Kodiak and Spruce islands. The vessel had just left the city of Kodiak two hours earlier when the mishap occurred in relatively calm seas, according to the Alaska Department of Environmental Conservation (DEC). “It hit the beach fairly hard,” said Steve Russell, the DEC’s state on-scene coordinator.

No one among the 16-member crew was injured and no fuel spilled when it grounded near the Spruce Island village of Ouzinkie.

The vessel, home-ported in Seattle, sustained a 10-inch crack in the hull wall of a water tank, according to the DEC. The Coast Guard is investigating the cause of the grounding, Petty Officer Sara Francis said.

SAFETY ALERT: SURGE PROTECTIVE DEVICES ONBOARD VESSELS

USCG Safety Alert, 4/30/2013

We’ve all seen them and used them. Surge protective devices (SPDs), more commonly known as surge protectors or power strips, help protect our expensive electronic devices from being damaged from excessive currents and allow us to simultaneously deliver power to multiple devices. This safety alert addresses the use of certain electrical protection devices onboard vessels and the inherent risks they may cause. Most commercially available SPDs are designed for use ashore and will interrupt only the hot conductor when a surge occurs. What does that mean for the ship owner/operator? It means that while these devices may provide protection in our homes and offices, these same devices may be a fire risk onboard vessels.

The Coast Guard recommends that vessel Owners, Operators, Class Society Surveyors, Insurers, and other inspection personnel examine the risks associated with the use of SPDs aboard their vessels, and if necessary ensure their organizations have policies and procedures relating to their use. Vessels should have defined procedures for checking the condition and grounding capabilities of personal/portable electrical equipment, and trained shipboard personnel should be assigned to check and approve all SPDs in use or brought on board for compatibility with the vessel’s electrical distribution system prior to use. Routine checks of switchboard and distribution system 120 VAC ground detection systems are necessary to detect the presence of grounds that may cause similar circumstances with non-marine type SPDs. These recommendations are not mandated rather just an advisory based on lessons learned.

KEEP CALM AND ABANDON SHIP

National Fisherman, June 2013

From U.S. Coast Guard reports

The skipper and two-man crew of an 84-foot steel dragger were fishing for cod one evening on a mid-March trip out of Dutch Harbor, Alaska. At about 9:30, the weather began to worsen.

With inclement weather forecast for the next day, the skipper decided this haul-back would be the day's last. The crew and their NMFS observer would steam to a nearby port, unload the catch and repair some damaged gear.

The vessel cleared the north end of the pass around 11:55. The skipper asked to be awoken at 2 a.m., just before they'd enter port; the first mate took the helm. At 1 a.m., the mate handed over the helm to the other crew member. As they neared the port, the crewman checked the chart. With the vessel steaming at 9 knots, he altered course for the harbor entrance.

At 2 a.m. a loud bang awoke the skipper, who headed for the wheelhouse. The sound of alarms greeted him, and he saw the crewman backing down on the throttle. The vessel had strayed into a reef area off the harbor entrance and hit a rock. The mate instinctively checked the engine room. There, water was rising over the deck plates and was halfway up the side of the main engine.

As lights began flickering, he grabbed a flashlight and went to the observer's cabin. He calmly told her to "grab your warmest clothes and your survival suit and go up to the wheelhouse." After informing the skipper of the engine room flooding, he escorted the observer to the wheelhouse.

The skipper issued a mayday call, which another fishing vessel moored in the harbor acknowledged. The mate and crewman took the life raft from atop the wheelhouse, deployed it and tied it to the rail.

The skipper grabbed the EPIRB and the flare box and told the observer and crew to go on deck and don their survival suits. He made one more radio call to verify his position and announce that the crew was abandoning ship before joining the others in the raft.

The skipper activated the EPIRB, and the observer activated her PLB. One crewman had a safety knife ready to cut the painter. Within moments the vessel rolled over.

One of two fishing boats that arrived to help picked up all four survivors, who were transported to shore. None needed medical attention.

Lessons learned

An investigation revealed the helmsmen on duty made his course change approximately 10 minutes before 2 a.m., and fell asleep before the vessel strayed off course. The crew said the watch alarm was in working order and usually set for 10 minutes. However, nobody knew if it was on, was about to sound when the collision occurred, or if the helmsman was just so fatigued he never heard the alarm.

Skippers must look for signs of fatigue in crewmen assigned to watches. The NMFS observer said she participated in a series of drills covering all emergency situations. During the sinking, she added, crew members calmly performed their assigned tasks as if it was safety drill. Keep conducting emergency drills and fish safe!

USCG – NEW VERSION OF MARINE CASUALTY/DRUG & ALCOHOL TESTING FORMS

Bryant's Maritime Blog, 4/11/2013

The US Coast Guard has developed new versions of two important forms: [CG-2692](#) – Report of Marine Casualty and [CG-2692B](#) – Report of Required Chemical Drug and Alcohol Testing following a Serious Marine Accident. The forms, in PDF format, can be filled out on a computer.

- http://www.uscg.mil/forms/cg/CG_2692.pdf
- http://www.uscg.mil/forms/CG/CG_2692B.pdf



LIFE JACKETS SAVE LIVES IN COLD WATER TOO

Kansas City infoZine, Tom Vargo, 3/9/2013

The best way to survive an accidental cold water immersion is to wear a life jacket. It will help keep the head above water in the event of an accidental immersion. It will also keep the victim afloat. If unable to rescue themselves, a life jacket can provide some thermal protection against the onset of hypothermia, and keep the swimmer afloat until help arrives.

Swimming ability in warm water has little relationship to the ability to swim in cold water. Mario Vittone, a former Coast Guard rescue swimmer, states, "It is impossible to die from hypothermia in cold water unless you are wearing an approved flotation device, because without flotation – you won't live long enough to become hypothermic, you will most assuredly drown."

When the temperature of water is below 50° F significant physiological responses occur, including the possibility of death. The causes of death may include cardiac arrest, deep body (core) cooling resulting in unconsciousness, and circulatory collapse, all of which could end in drowning. The effects of cold water immersion are predictable and well documented by what is known as the 1-10-1 Principle:

1 minute: Upon immersion in cold water, the body reacts with an involuntary gasp, followed by hyperventilation of up to 10 times regular breathing (if head is underwater during that initial deep gasp, a person can inhale enough water to drown). Avoid panicking—breathing will return to close to normal.

10 minutes: A person immersed in cold water will become incapacitated as limb muscles stop working and prevent swimming or self-rescue, so swimmer should attempt to rescue themselves before incapacitation becomes a factor. If this is not possible, try to get as much of the body out of the water as possible to delay the onset of hypothermia.

1 hour: After about 60 minutes (depending on the water temperature), the body continues to cool. The resulting hypothermia can create a range of symptoms from confusion to unconsciousness, eventually leading to death. When rescuing a cold water victim beware of post rescue collapse (up to several hours after) by assisting the victim to become dry and warm. Keep him or her still until medical treatment arrives.

VESSEL OPERATORS REMINDED TO MAINTAIN PROPER LOOKOUTS

Cordova Times, 4/12/2013

USCG officials are reminding all mariners to maintain a proper lookout at all times while on open waters to prevent collisions, groundings and other marine casualties, as required under international fisheries regulations. "Nearly every collision investigated by the Coast Guard has found a failure on the part of one or both involved parties to maintain a proper lookout," said Ken Lawrenson, fishing vessel safety coordinator for the Coast Guard 17th District. "This is not a new requirement. There is admiralty case law going back nearly 200 years that addresses the absolute need to keep an effective lookout while at sea, drifting, or anchored, day and night."

The USCG is aware that some vessel operators, including commercial fishermen, engage in the practice of working all day, and then in the evening, allowing their vessels to either drift or anchor in open water while the entire crew sleeps. This practice is dangerous, as well as being a violation of basic seamanship law. Commonly referred to as the Look Out Rule or Wheel Watch Rule, its proper name is Rule 5 of the International Regulations for Prevention of Collisions at Sea.

Rule 5 states that "every vessel shall at all times maintain a proper lookout by sight and hearing as well by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision."

Sole reliance on an automatic radar alarm is not a substitute for a proper lookout, although if the vessel is equipped with radar, it must be used as well. The vessel captain has ultimate responsibility for maintaining adequate watch. The Coast Guard may issue violations for failing to follow Rule 5, and the maximum fine is \$6,500 per violation.



HAZARD COMMUNICATION: WORKERS MUST BE TRAINED BY DEC. 1, 2013

OSHA Quicktakes, 4/1/2013

OSHA's Hazard Communication Standard is now aligned with the United Nations' Globally Harmonized System of Classification and Labeling of Chemicals. This update to the Hazard Communication Standard provides a common and coherent approach to classifying chemicals and communicating hazard information on labels and safety data sheets. The first deadline in the implementation phase is Dec. 1, 2013, the date by which employers must train workers on the new label elements and safety data sheet. OSHA has prepared a number of additional materials that explain the new changes to the requirements of the HCS, including QuickCards, fact sheets, a list of frequently asked questions and a brief (PDF) on labels and pictograms. These and other materials are available on OSHA's Hazard Communications page.

NEW OSHA FREQUENTLY ASKED QUESTIONS AVAILABLE IN ENGLISH AND SPANISH

OSHA Quicktakes, 4/15/2013

In response to questions received from workers, employers and other workplace safety and health stakeholders, OSHA regularly posts new frequently asked questions at www.osha.gov/OSHA_FAQs.html. FAQs are also available in Spanish at www.osha.gov/OSHA_FAQsSP.html.

Recently added topics include requirements for recordkeeping and reporting, respirator fit-testing, and access to clean drinking water. Questions also cover workers' rights, employers' responsibilities and how to get free copies of OSHA resources.

NEW OSHA PUBLICATIONS AVAILABLE: TOLUENE FACT SHEET, MARITIME SAFETY PUBLICATIONS, SPIROMETRY GUIDANCE DOCUMENT FOR HEALTH PROFESSIONALS, HEXAVALENT CHROMIUM AND WELDING FUMES

Several new Fact Sheets and QuickCards are also available to help employers protect workers performing shipyard and longshoring activities. These resources are available online on OSHA's Maritime Industry publications page, <http://www.osha.gov/pls/publications/publication.athruz?pType=industry&pID=132>

ALLIANCE RENEWED TO PROTECT PUGET SOUND SHIPYARD WORKERS

OSHA Quicktakes, 4/1/2013

OSHA's Region X Bellevue Area Office recently renewed its alliance with the Puget Sound Shipbuilders Association to continue fostering safe and healthful working conditions for shipyard workers. During the two-year agreement, alliance members will address worker exposure to shipyard hazards by developing training programs on personal protective equipment, management issues such as workplace violence, hazard recognition and health hazards. OSHA personnel also intend to visit shipyards to observe and receive training on best practice situations.

Through its Alliance Program, OSHA works with businesses, trade associations, unions, consulates, professional organizations, faith- and community-based organizations and educational institutions to prevent workplace fatalities, injuries and illnesses. The purpose of each alliance is to develop compliance assistance tools and resources and educate workers and employers about their rights and responsibilities. For more information, visit www.osha.gov/dcsp/alliances/index.html.



US DEPARTMENT OF LABOR RE-ESTABLISHES THE MARITIME ADVISORY COMMITTEE FOR OCCUPATIONAL SAFETY AND HEALTH

OSHA Quicktakes, 4/15/2013

Acting Secretary of Labor Seth D. Harris announced that he will re-establish the charter of the Maritime Advisory Committee for Occupational Safety and Health. Re-establishing MACOSH will allow the committee to continue its important work protecting the safety and health of workers in the maritime industry. Since receiving its first charter in 1995, MACOSH has made more than 100 recommendations to OSHA. The agency used these recommendations to develop guidance products and standards. MACOSH meetings are open to the public.

OTHER NEWS

SEATTLE MAYOR RECOGNIZES PACIFIC FISHERMEN FOR RESILIENCY, DESIGN INNOVATION, ENVIRONMENTAL STEWARDSHIP

City of Seattle Press Release, 3/8/2013

Mayor Mike McGinn recognized Seattle-based Pacific Fishermen for its resiliency, design innovation, and environmental stewardship, all accomplished while simultaneously preserving Seattle's maritime legacy and representing Seattle's rich heritage.

"In order for Seattle's economy to continue to grow, we need to nurture different types of businesses across a diverse array of industry sectors. Pacific Fishermen is an example of a company that is dedicated to maintaining the heritage of its industry and its owners," said Mayor Mike McGinn. "Implementing innovative new designs to protect and enhance the environment not only creates a sustainable future for the industry, but also demonstrates a commitment to environmental stewardship."

A part of the Seattle Jobs Plan, the In Good Company program is an ongoing showcase of businesses that spotlights one locally-owned business every month for being unconventional, transformative, and exemplary. There are a lot of incredible businesses in Seattle, and if your business is recognized here, you know that you're in good company.

FISHERMEN DIE FROM SINKING, FALLS, WINCHES

UPI.com, 3/10/2013

Commercial fishing has the highest rate of U.S. occupational death, mostly from vessels sinking, but also winch injuries and falling overboard, officials say.

The report, published in the CDC's Morbidity and Mortality Weekly Report, said the commercial fishing industry has the highest occupational fatality rate in the United States, nearly 35 times higher in 2011 than the rate for all U.S. workers.

During 2000-09, a total of 504 fishermen were killed in the U.S. fishing industry, 51 percent by drowning as a result of vessels sinking, 30 percent from falls overboard and another 10 percent were caused by injuries sustained on board vessels, such as entanglement in machinery using winches, the report said.

The onboard fatalities occurred most often in the Gulf of Mexico.

The CDC researchers analyzed data on fatal and non-fatal injuries involving deck winches in the Southern shrimp fleet during 2000-2011. Eight fatal and 27 work-related injuries involving deck winches occurred in the Southern shrimp fleet, which operates in the Gulf of Mexico and off the Atlantic coast from Florida to North Carolina.

Injuries involving the winch drum had a higher risk for fatal outcomes compared with injuries involving the winch cathead. Fatal outcomes also were associated with being alone on the vessel and being alone on deck, the report said.

OTHER NEWS

COMMON TOWING VESSEL DEFICIENCIES

Capt. Peter Squicciarini, 4/18/2013, www.workboat.com

My friends at the [Towing Vessel National Center of Expertise \(TVNCOE\)](#) in Paducah, Ky., recently provided me with some of the most frequent towing vessel deficiencies. These were identified during Coast Guard voluntary towing vessel examinations over the last five years. Some interesting patterns and common deficiencies appear that you may find useful when inspecting your own vessels.

Categories:

Firefighting. This category primarily deals with detection and alarm systems, remote fuel shut-offs, fire pumps, hoses, portable fire extinguishers and inability to isolate the engine room. Firefighting has been in the top slot just about every year running. There are other Fire Fighting items, but these are the most prevalent deficiencies. The frequency of firefighting deficiencies compared to the next highest-cited deficiency is 2.5 times greater.

Navigation. The common ones are navigation lights, day shapes, light lists/publications, charts (as applicable), and, yes, a compass, unless it is an inland riverboat using a swing meter. Problems with radars were also occasionally cited.

Operations/Management. Lack of drills and training records, the drug and alcohol program, particularly expired alcohol test strips, and the Employee Assistance Plan (EAP) not posted or being unavailable showed up as problems.

Documentation. Paperwork problems included various testing and maintenance certificates, logbooks, records (as example tow wire), security plan documents, markings, placards, FCC and station licenses, and Certificates of Documentation (COD). Missing or incorrect mariner licensing and their documents sometimes appeared.

Communications. The general alarm, VHF radios inoperative or without back up power supply, a properly sized bell missing, and EPIRBs (if required) with out-of-date registrations, expired batteries and hydrostatic releases, or improperly mounted to float free, were cited here.

Engineering/Hull. Missing guards for exposed hazards, untested air receivers and relief valves, fuel oil storage, transfer, service system valves/piping leaking, rotted vent screens, bad/not date-tested transfer hoses, erroneous fueling procedures, deck containment, excess oil in the bilge, and exposed hot surfaces that will ignite flammables were not all that uncommon. Compromised watertight integrity, especially bad hatches, was seen more than you'd expect.

Lifesaving. Surprisingly, there were some boats that didn't have enough or had the wrong types of lifejackets, or lifejackets that were in such bad shape that it looked like they were stored in the bilge for five years. Similarly, decrepit life rings with burned out lights were found. How hard could this be?

Pollution Prevention. Oil and sewage are the culprits. Marine sanitation devices were broken, not working to discharge specifications, or just pumping raw sewage over the side. These systems are never fun to deal with but they are a quick way to get an expensive fine if they're out of compliance. Oil spill kits and the "sausages" that you use to gag the scuppers for fueling were found lacking.

Electrical. Switchboard hazards, old, brittle, incorrect or non-marine grade wiring, oversized fuses, open bulkhead penetrations, inoperative/no emergency lighting, and shock hazards such as the extension cord that has seen better days or exposed wiring.

The above deficiencies aren't all inclusive, but the TVNCOE has done a good job of sifting out the most common items. Give Paducah a call for a wealth of other usable information. Sail Safe!

[Capt. Peter Squicciarini](#) is a licensed master mariner and marine safety specialist. He has worked on towing, passenger, and fishing vessels, and was a safety and compliance manager for an East Coast tug and barge company. He also served in the Navy as a surface ship officer and commanded several warships. He can be reached at pdsquicciarini@msn.com

OTHER NEWS

EASTERN SHIPBUILDING GROUP AND O'HARA CORPORATION SIGN CONTRACT FOR A DNV CLASSED FREEZER STERN TRAWLER FISHING VESSEL

The Maritime Executive, 4/5/2013

Eastern Shipbuilding Group, Inc. is pleased to announce that on March 29, 2013, O'Hara Corporation of Rockland, Maine signed a contract to construct and deliver one (1) 194' (59.13m) DNV Classed Freezer Stern Trawler Fishing Vessel. The new vessel will be built to Classification Rules and Regulations for fishing vessels and meet the requirements of the authority of Det Norske Veritas (DNV) +1A1, Stern Trawler, E0 Notation for hull and DNV ICE 1B designed, outfitted and inspected for harsh cold environments.

The vessel design has a highly efficient hull shape which reduces hull resistance and increases fuel efficiency.

The accommodation and interior outfitting is designed for 54 persons, excluding the hospital, and completely insulated for the harsh working environment.

The vessel is fully equipped with state of the art systems for bottom and pelagic trawling with single trawl.

The main processing equipment, in the enclosed factory, will consist of various types of fish heading machines and factory systems, consisting of transport systems, fish grader, storage tanks, weighing graders, weighing system, packing tables, packing machine, automatic horizontal freezer system H1, block elevators, etc. The design intention of the process deck layout and selected equipment for transport and handling is to obtain a system with the largest amount of automation, assisting the employees working in the processing area. This arrangement is designed to achieve very high throughput with minimum fish damage and improve employee efficiency all in a clean and safe work area.

The O'Hara Corporation is not new to contracting with Eastern. The O'Hara and D'Isernia families go back to the early 1990s with the F/V ENTERPRISE a Catcher Processor Conversion delivered in 1996. Between the years 2002-2005 five additional fishing vessels were delivered and now the F/V AHARO will deliver in mid-2015.

For over 100 years, the O'Hara Corporation has withstood the test of time operating fishing vessels across both the Atlantic and Pacific Oceans. Starting in Massachusetts, Francis J. O'Hara began building his sailing fleet in 1903; after four generations, the process continues. From setting a seine net off the Coast of Maine for herring, participating in the scallop fishery out of New Bedford, Mass and operating factory processing boats in the Pacific Northwest, and even a marina in Maine, nothing seems to slow down the O'Hara Corporation.

Eastern Shipbuilding Group, Inc. has two shipbuilding facilities in Panama City, Florida and has been in business since 1976 building, converting and repairing vessels in steel and aluminum of all types including tugs, barges, offshore support vessels, research vessels, firefighting vessels, ferries, passenger vessels, fishing vessels and towboats for both the commercial and government marine markets.

Eastern Shipbuilding Group continues to remain a diversified shipbuilder. This new Freezer Stern Trawler Fishing Vessel will maintain Eastern Shipbuilding's role as one of the largest manufacturers of fishing vessels in the United States.

GUIDANCE FOR COMPLETING THE FORM I-9 UPDATED

U.S. Citizenship and Immigration Services, Press Release, 3/8/2013

The Handbook for Employers, Guidance for Completing the Form I-9 (M-274), has been updated to include information about the revised Form I-9 (Rev. 03/08/13)N. The name of the Handbook has also changed slightly. The word "Guidance" has replaced "Instructions." Helpful new images have been added to illustrate how employees and employers can complete Section 1-3 of the new form. Please also see page 23 for updated guidance on recording changes of name and other identity guidance. Visit the I-9 Central website for updates and guidance about the new Form I-9.

NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

Associates:

- Liberty International Underwriters

Individuals:

- Philip Dovich, Marine Chemist

Vessels:

- BARBARA J
- CASCADE MARINER

MAY – DECEMBER 2013 CLASS SCHEDULE

STCW 5-DAY BASIC SAFETY TRAINING (BST)

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

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

MAY 17, MAY 24, JUN 7, JUL 15, AUG 16,
SEPT 18, OCT 16, NOV 13, DEC 11

2-DAY BASIC FIRE FIGHTING

\$485 MEMBERS / \$510 NON-MEMBERS

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

MAY 10, JUN 5, JUL 11, AUG 9,
SEPT 11, OCT 11, NOV 7, DEC 6

SMALL VESSEL DRILL INSTRUCTOR WORKSHOP

\$125 MEMBERS / \$150 NON-MEMBERS

TBD

SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$175 MEMBERS / \$200 NON-MEMBERS

MAY 24, MAY 28, JUL 26, AUG 23, OCT 23,
NOV 19, DEC 20

NAVIGATION: COLLISION AVOIDANCE

\$125 MEMBERS / \$150 NON-MEMBERS

MAY 17

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, NOV 4-9

4-DAY STCW MEDICAL CARE PROVIDER

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

MAY 14-17, JUN 11-14

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

MAY 20-22, JUN 24-26, JUL 29-31, AUG 26-28, SEPT 23-25, OCT 28-30, NOV 18-20,
DEC 9-11, 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

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!



WILLIAM PATRICK CRAWFORD

Captain William P. Crawford, a familiar figure on waterfronts along the West Coast, passed away peacefully on March 20, 2013. Bill was born into an Irish seafaring family in 1922, left college to serve as a merchant seaman in the Atlantic, Pacific and Mediterranean-Middle East war zones and was an unlimited shipmaster by the time he was 22 years old. After the war, he finished school and then practiced admiralty law until joining in the operation of the family training school for shipmasters and officers. He taught in Crawford Nautical School locations in New Orleans, Los Angeles, San Francisco and Seattle for almost six decades. He was a noted author of maritime trade books, including Mariner's Celestial Navigation and Mariner's Weather. Bill had a fierce intelligence, insatiable curiosity, undeniable charm and well-earned pride in his many accomplishments. He truly lived every day of his long life. His memory lives on through his family, all of the seafarers he taught and many others whose lives he touched.

NEW SAFETY CLASSES ADDED

May 1, 2013

NPFVOA is excited to be partnering with marine chemist Philip Dovich to start providing three new courses: Shipyard Competent Person, Shipyard Competent Person Refresher, and the Marine OSHA 10-Hour course. Check our website for dates!

NEW CFSAC APPOINTMENT

NPFVOA is happy to announce Karen Conrad has been appointed to the Commercial Fishing Safety Advisory Committee (CFSAC). CFSAC has recommended actions to prevent and reduce man-overboard fatalities in the industry, expand the safety and survival equipment requirements on all commercial fishing vessels, and add additional safety training requirements for operators and crewmembers. This is a 3 year term.

THANK YOU!

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

- Alaska Boat Co.—Immersion Suits
- Aasgard Summit Management Services—Cash Donation

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
Trident Seafoods

Jason Brantley—Treasurer
Bank of America

Ken Tippett
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 Woepfel—Legal Counsel
Aiken St. Louis & Siljeg

NPFVOA VESSEL SAFETY PROGRAM STAFF

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

info@npfvoa.org

www.npfvoa.org

NPFVOA VESSEL SAFETY PROGRAM COURSES INCLUDE:

- STCW BASIC SAFETY TRAINING
- STCW BASIC SAFETY TRAINING REFRESHER
- STCW 2-DAY BASIC FIREFIGHTING
- STCW MEDICAL EMERGENCIES AT SEA
- STCW PERSONAL SURVIVAL TECHNIQUES
- STCW PERSONAL SAFETY & SOCIAL RESPONSIBILITY
- STCW 32-HOUR MEDICAL CARE PROVIDER
- DRILL INSTRUCTOR WORKSHOP
- DRILL INSTRUCTOR WORKSHOP FOR SMALL VESSELS
- 24-HOUR HAZWOPER TECHNICIAN
- 8-HOUR HAZWOPER REFRESHER
- SPECIMEN COLLECTION CERTIFICATION
- SHIPYARD COMPETENT PERSON
- SHIPYARD COMPETENT PERSON REFRESHER
- 8-HOUR SHIPBOARD DAMAGE CONTROL
- ABLE SEAMAN
- OSHA MARINE 10-HOUR
- SHIPBOARD WATERTIGHT DOOR & HATCH TRAINING
- OSHA COMPLIANCE AT THE DOCK OR SHIPYARD
- ONBOARD SAFETY ORIENTATION
- 2-HOUR IN-THE-WATER SURVIVAL TRAINING
- CRANE OPERATIONS & MAINTENANCE
- NAVIGATION: COLLISION AVOIDANCE
- PROFICIENCY IN SURVIVAL CRAFT (LIMITED)
- O/B FIRE TEAM TRAINING

ADDITIONAL CUSTOM COURSES TO FIT ALL YOUR
SAFETY TRAINING NEEDS!



Alaskan Observers, Inc.
130 Nickerson, Suite 206
Seattle, WA 98109

Phone: (206) 283-7310
Fax: (206) 285-6519
aoistaff@alaskanobservers.com

*Serving the Fishing Industry
Since 1988*

Alaskan Observers, Inc. (AOI) is in the business of helping the fishing industry, the National Marine Fisheries Service, and the Alaska Department of Fish and Game obtain the data necessary to achieve a sound management plan for the protection and sustainability of future fisheries resources.

For additional information, contact Michael Lake @ (206) 283-6604 or aoistaff@alaskanobservers.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

- 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.)