

AK WORKPLACE FATALITIES DECLINE  
 NEW PRODUCT TO PREVENT MOB FATALITIES  
 CHECK YOUR DOT/USCG DRUG TESTING FORMS

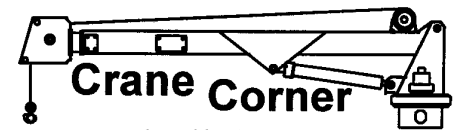
NPFVOA'S NEW AB & LIFEBOAT CLASSES  
 DOL FINAL RULE TO PROTECT SHIPYARD WORKERS  
 RAMIFICATIONS OF 2010 USCG AUTHORIZATION ACT



# NPFVOA

Issue No. 74  
 Summer 2011

## VESSEL SAFETY PROGRAM



*Contributed by Arxcis, Inc.*

### LIFTING OUT OF WATER

You've probably seen the pictures of a mobile crane lifting a car that had driven off the dock out of the water. As the car breaks the surface, the undersized crane tips over and falls in. Later, another larger crane is called in to lift the smaller crane out and the same thing happens to it. What happened?

Several factors caused this comedy of errors. First, an object in the water will seem lighter because the water it displaces causes a buoyant effect. Second, the water that was inside the vehicle, making it much heavier coming out than going in, was not taken into account.

So, how can you calculate how much lighter a load will be under water? All you have to do is determine the weight of the water it displaces. For example: Let's take an ecology block that is 2 ft x 2 ft x 6 ft. The volume of that block is 24 cubic feet. Concrete weighs about 150 lbs per cubic foot so its weight will be around 3,600 lbs and water is 63 lbs per cubic foot so the weight of the water that is displaced will be 1,512 lbs. Subtract that from the weight of the ecology block and the load will weigh only 2,088 lbs until it breaks the surface, then in just a matter of seconds the block will gain over 1,500 lbs and could overload the crane if this increase in weight is not anticipated.

### THE NORTHERN HAWK IS READY FOR THE SEASON!

6/2/2011

We salute Coastal Villages Pollock for their commitment to safety! When any fishing vessel is leaving town, there are not enough hours in the day to accomplish everything it takes to get out to sea. This crew came together in Seattle, signed contracts, backloaded, and then came to the pool for their NPFVOA Safety and Survival class at 8:00pm. All 157 crewmembers successfully completed the course.

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

**Holmes Weddle & Barcott**

NPFVOA Associate Member since 1998

## PROVIDING CPR – NO TIME TO WASTE

*USCG Marine Safety Alert, 5/6/2011*

When it is necessary to provide a patient Cardiopulmonary Resuscitation (CPR) there is simply no time to waste. Every second that passes affects the patient's chance of survival. According to the American Heart Association:

- Sudden cardiac arrest is most often caused by an abnormal heart rhythm called ventricular fibrillation (VF). Cardiac arrest can also occur after the onset of a heart attack or as a result of electrocution or near drowning. When sudden cardiac arrest occurs, the victim collapses, becomes unresponsive to gentle shaking, stops normal breathing and after two rescue breaths, still isn't breathing normally, coughing or moving.
- Effective bystander CPR, provided immediately after sudden cardiac arrest, can double or triple a victim's chance of survival.
- Effective bystander CPR helps maintain vital blood flow to the heart and brain and increases the amount of time that an electric shock from a defibrillator can be effective.
- Brain death starts to occur four to six minutes after someone experiences sudden cardiac arrest if no CPR or defibrillation occurs during that time.
- If bystander CPR is not provided, a sudden cardiac arrest victim's chances of survival fall 7 to 10 percent for every minute of delay until defibrillation.
- Few attempts at resuscitation are successful if CPR and defibrillation are not provided within minutes of collapse.

For additional information access the following website:  
American Heart Association <http://www.heart.org>

## USCG WANTS BOATERS TO BE PREPARED

*Mark Yuasa, The Seattle Times, 6/12/2011*

As the busy summer boating season starts, the USCG has a message to boaters:

**Cold water kills:** The average summer water temperatures in WA reach just 55 degrees. When suddenly immersed in cold water the human body gets shocked, setting off a number of uncontrollable reactions that frequently lead to drowning. First, the body instinctively gasps for air, increasing the chance of immediate drowning if too much water is swallowed and enters the lungs. Second, blood pressure and heart rate increase substantially which can trigger panic, hyperventilation and cardiac arrest—all making survival increasingly more difficult. After the reaction to immediate cold shock, the body works instinctively to preserve its core temperature. At this stage the loss of blood flow to the arms and legs causes muscular failure and the inability to swim.

**Wear your lifejacket or PFD:** They are the easiest and most cost effective way to save lives on the water.

**Avoid alcohol:** All of the reasons not to operate an automobile while drinking apply on the water. In addition to impairing judgment and coordination, alcohol in the blood stream magnifies cold shock and precipitously weakens the body's resistance to hypothermia.

**Have a plan:** Don't take anything for granted. Even the most experienced boaters have accidents. Before heading out, file a float plan with a friend, look over your boat for hazards, check safety equipment, study the weather and identify at least two methods to contact emergency responders. Cell phones don't work everywhere in Puget Sound.

If you are suddenly immersed in cold water, keep in mind the following USCG slogan to improve your chances of survival: 1 minute—10 minutes—1 hour.

- You have 1 minute to get your breathing under control; don't panic.
- You have 10 minutes of meaningful movement before you will lose the ability to move your arms and legs.
- You have 1 hour until you become unconscious from hypothermia, if you don't panic and struggle unnecessarily. And if you are wearing a lifejacket, it may take another hour until your heart stops due to hypothermia.

## USCG SUSPENDS SEARCH FOR MAN OVERBOARD

*USCG News Release, 5/25/2011*

JUNEAU, Alaska – The USCG suspended the search for a man who fell overboard from the commercial fishing vessel Alaska Victory 110 miles west of Togiak. The USCG's combined search effort included aircrews aboard two HC-130 Hercules aircraft and an MH-60 Jayhawk helicopter from Air Station Kodiak covering more than 1,200 square miles.

USCG Communication Station Kodiak received notification at 6:45 a.m. by HF radio from a crewmember aboard the Alaska Victory reporting a 55-year-old Japanese man fell overboard at 6:30 a.m. with no survival gear or life jacket on. Weather conditions in the search area were six to eight foot seas, wind speed of 20 mph, and an air temperature of 42 degrees. Our condolences go out to the man's family and friends.

## CHECK YOUR DOT/USCG DRUG TESTING FORMS AND MAILING SUPPLIES

*Ken George, 6/1/2011*

As of October 1, 2011, the new Federal Custody and Control form must be used on all specimen collections required by the USCG. The primary difference between the old forms and the new form is STEP 1. Section D. The new form now requires the collector to note which agency is requiring the test. Under the USCG regulations, following the "Specify Testing Authority" notation, the box DOT should be marked and the box USCG should be marked where it requests the collector to "Specify DOT Agency."

If you do not have the new Federal Custody and Control forms on your vessel(s), the old forms are good until September 30, 2011, but the collector will need to handwrite "DOT/USCG" in the remarks section of STEP 2 until then. After September 30, 2011 the old forms will no longer be valid for use during a DOT/USCG required drug test.

If you do have the old Custody and Control Forms on board your vessel(s) you should contact your service provider and have new forms ordered.

While checking your forms and if you are using LabCorp as your laboratory to analyze your specimens, check the address that might be pre-printed on your mailing boxes. LabCorp closed its laboratory based in Seattle in October of 2008. Discard all pre-printed and pre-addressed LabCorp mailing boxes with the old Seattle address to avoid severe delays or possibly being lost. Many of the fishing vessels based in Seattle still have these mailing supplies on their vessels.

LabCorp's correct address for your DOT specimens is: 1904 Alexander Drive, Research Triangle Park, NC 27709. Contact your service provider or LabCorp to obtain mailing supplies to the Research Triangle Park, NC address. LabCorp provides FedEx airbills which offers no cost shipping to their laboratory.

## USCG – REVIEW OF BALLAST WATER DISCHARGE STANDARD

*Bryant's Maritime Blog, 5/17/2011*

The internal review of the USCG's draft final rule regarding the ballast water discharge standard has been completed and the draft is being forwarded to the Office of Management and Budget (OMB) for review. OMB review of this rulemaking is expected to take 3-4 months with a revised date of expected publication in summer 2011.

For more information please visit: <http://www.reginfo.gov/public/do/eAgendaViewRule?pubId=201010&RIN=1625-AA32>

"By failing to prepare, you are preparing to fail."  
Benjamin Franklin



## RAMIFICATIONS OF THE USCG AUTHORIZATION ACT OF 2010

Commander Chris Woodley, *Fishermen's News*, June 2011

The signing of the Coast Guard Authorization Act of 2010 was a watershed moment for fishing vessel safety and fishery management. Provisions within the Act mandate regular examination of vessels that operate beyond three nautical miles, upgrading of safety training requirements, and most importantly for Bering Sea fishermen, amending the American Fisheries Act (AFA) to allow for new construction of AFA catcher and catcher processor vessels. This, along with recent similar actions recommended by the North Pacific Fishery Management Council that allow for new construction of Amendment 80 vessels, and recent passage of legislation to permit formation of a cooperative in the freezer-longline sector, has removed the most significant barriers to long-term safety improvements for commercial fishermen in the Bering Sea.

For newly constructed fishing, fish tender, and fish processing vessels, the Act establishes rigorous safety standards. Specifically, vessels over fifty feet in length built after July 1, 2012 will be required to be constructed and maintained to state of the art safety standards as established by vessel classification societies. Vessels greater than 79 feet must also meet the hull and watertight integrity requirements of loadline. While financing of new construction remains problematic at this time for larger vessels, naval architects are nevertheless drawing plans for the newest generations of Bering Sea catchers and catcher processors.

The Act also provides significant safety improvement options for vessel owners who, for a variety of reasons, may decide against building new vessels, but instead choose to maintain or convert their existing vessels. For existing vessels, alternate safety and compliance programs will be developed jointly with the Coast Guard by 2017 (2012 for vessel conversions). These safety programs will be designed to address specific safety concerns on a regional and gear / fishery / geographic basis. The first alternate compliance and safety program (ACSA), pioneered in 2006 by the BSAI freezer longline and Amendment 80 catcher processor fleets, has clearly demonstrated the significant flexibility, collaboration and partnership that is achievable between the Coast Guard and the fishing industry. ACSA has also demonstrated that the repairs and needed work on these older vessels may be extensive, and that early planning and a long lead time are essential to mitigating operational and financial impacts. Additionally, ACSA has shown that it will take considerable work and commitment to bring shipyards, welding crews, and vendors up to speed with the Coast Guard quality expectations for equipment and machinery installations, hull repairs and vessel stability work. It is for these reasons that Coast Guard Sector Puget Sound is already engaging various BSAI fishing fleets to begin discussions on how to move forward with their own alternate compliance programs, well ahead of the 2017 Congressionally mandated deadlines.

Finally, as mentioned in the opening paragraph, the Coast Guard Authorization Act is also a subtle but nevertheless convincing triumph of management philosophies applied to Bering Sea fisheries. Political leaders and policy makers are moving away from anachronistic fishery management practices which place a higher value on vessel inefficiency (unrealistic vessel size limits, maintaining old hulls until total loss, etc.). Instead, through the allowance of new construction, the Act embraces the belief that the fishery management policies of catch shares, IFQs, rationalization and co-ops are not only viable, but when properly enforced, are sufficiently robust to protect the fishery resource, promote economic stability, and prevent over-capitalization while simultaneously embracing appropriate safety standards. This is the true triumph of the Coast Guard Authorization Act.

## AMENDMENTS TO STCW CONVENTION AND CODE ADOPTED

*Steamship Mutual*, July 2010

Major revisions to the *International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (the STCW Convention)*, and its associated Code have been adopted at a Diplomatic Conference in Manila, Philippines, thereby ensuring that the necessary global standards will be in place to train and certify seafarers to operate technologically advanced ships for some time to come.

The Conference was held in Manila from 21 to 25 June 2010 under the auspices of the International Maritime Organization (IMO), the United Nations specialized agency with responsibility for the safety and security of shipping and the prevention of marine pollution from ships.

The amendments, to be known as "*The Manila amendments to the STCW Convention and Code*" are set to enter into force on 1 January 2012 under the tacit acceptance procedure and are aimed at bringing the Convention and Code up to date with developments since they were initially adopted in 1978 and further revised in 1995; and to enable them to address issues that are anticipated to emerge in the foreseeable future.

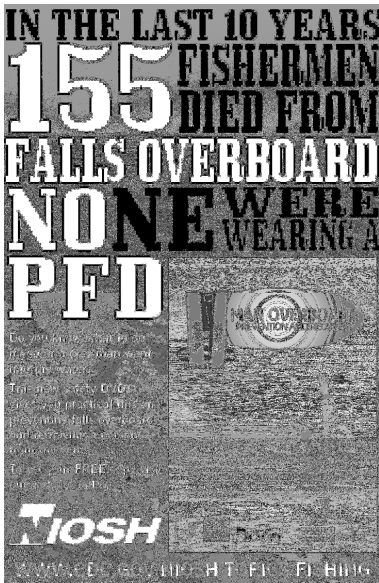
Amongst the amendments adopted, there are a number of important changes to each chapter of the Convention and Code, including:

- Improved measures to prevent fraudulent practices associated with certificates of competency and strengthen the evaluation process (monitoring of Parties' compliance with the Convention);
- Revised requirements on hours of work and rest and new requirements for the prevention of drug and alcohol abuse, as well as updated standards relating to medical fitness standards for seafarers;
- New certification requirements for able seafarers;
- New requirements relating to training in modern technology such as electronic charts and information systems (ECDIS);
- New requirements for marine environment awareness training and training in leadership and teamwork;
- New training and certification requirements for electro-technical officers;
- Updating of competence requirements for personnel serving on board all types of tankers, including new requirements for personnel serving on liquefied gas tankers;
- New requirements for security training, as well as provisions to ensure that seafarers are properly trained to cope if their ship comes under attack by pirates;
- Introduction of modern training methodology including distance learning and web-based learning;
- New training guidance for personnel serving on board ships operating in polar waters; and
- New training for personnel operating Dynamic Positioning Systems.



NPFVOA Instructor Mike Heryla assists a student with an immersion suit during survival training.





## NEW DVD TO PREVENT MAN OVERBOARD FATALITIES

NIOSH, Romy Mohelsky and Ted Teske, June 2011

NIOSH just released a new educational DVD, *Man Overboard Prevention and Recovery*, in cooperation with our partners at AMSEA and Alaska Sea Grant. This DVD was developed to address falls overboard, the second leading cause of fatalities among commercial fishermen in the U.S., accounting for a third of all commercial fishing fatalities. Did you know that since 2000 in the United States, none of the 155 fishermen who died after falling overboard were wearing a personal flotation device (PFD)? All fishermen should consider:

*Which PFD is the most comfortable for you? When do you require your crew to wear a PFD? What is the PFD policy for your vessel?*

*Man Overboard Prevention and Recovery* highlights research that NIOSH has conducted on PFDs and commercial fishermen in Alaska and on the West Coast. Our research has shown that there are PFDs available that are comfortable for commercial fishermen to wear while working. NIOSH continues to partner with PFD manufacturers to improve design and availability of PFDs, and to strategize ways to increase PFD use among commercial fishermen.

In addition to lack of flotation devices, over half of the fatal falls overboard were not witnessed by another crew member. *Man Overboard Prevention and Recovery* also highlights man overboard alarms. There are a wide variety of makes and models of man overboard alarms currently available for sale. These systems are available at a relatively low cost and can be easily installed. These devices sound an alarm when a person falls overboard, immediately alerting others on-board to respond. Different man overboard alarms also come with additional safety features such as automated engine kill-switch, geographic location mapping, manual activation (useful for on-board injuries and other emergencies), and personal marker lights.

Regionally, the highest proportion of falls overboard occurred in the Gulf of Mexico. However, by state Alaska had the highest number of fatal falls overboard in the last decade with 41 fatalities. The fisheries around the nation with 10 or more fatal falls overboard include the shrimp fishery (32 fatalities), salmon fishery (18 fatalities), and lobster fishery (14 fatalities). Falls overboard in the Gulf of Mexico shrimp fleet are a major safety concern and priority. NIOSH recently met with the Southern Shrimp Alliance ([www.shrimpalliance.com](http://www.shrimpalliance.com)) to develop a partnership and to discuss strategies to address this problem. NIOSH also used this opportunity to spread awareness about the new DVD, *Man Overboard Prevention and Recovery*, as an educational tool.

*Man Overboard Prevention and Recovery* is 17 minutes long and provides information on how to prevent and respond to man overboard events. It features interviews with fishermen who have experienced falling overboard and explains how to successfully recover a person in the water.

This publication is available at no cost from NIOSH, AMSEA and NPFVOA. To request copies of the DVD, send an email to NIOSH at [pubstaf@cdc.gov](mailto:pubstaf@cdc.gov) and request *Man Overboard Prevention and Recovery*, publication number 2011-126d. NPFVOA also has copies available for pick up in the office.

For more information please check out the NIOSH website at <http://www.cdc.gov/niosh/topics/fishing/> or call us at 907-271-2382.

## OSHA SEEKS COMMENTS ON OCCUPATIONAL INJURY AND ILLNESS TRACKING

OSHA has announced in a Notice of Proposed Rulemaking an update and revision of two aspects of the agency's recordkeeping and reporting requirements for work-related injuries and illnesses. Comments are due back by 9/20/2011. General and technical inquiries should be directed to Jens Svenson, OSHA Office of Statistical Analysis, at 202-693-2400.

The new proposed reporting requirements revise OSHA's current regulation that requires an employer to report to OSHA, within eight hours, all work-related fatalities and in-patient hospitalizations of three or more employees. Under the revised proposal, employers would be required to report to OSHA any work-related fatalities and all in-patient hospitalizations within eight hours, and work-related amputations within 24 hours. Reporting amputations is not required under the current regulation.

OSHA is also proposing to update Appendix A of the recordkeeping rule (Part 1904 Subpart B) that lists industries partially exempt from the requirements to maintain work-related injury or illness logs. The current list of industries is based on the Standard Industrial Classification system. The North American Industry Classification System was introduced in 1997 to replace the SIC system for classifying establishments by industry.

Under the Occupational Safety and Health Act of 1970, employers are responsible for providing safe and healthful workplaces for their employees. OSHA's role is to assure these conditions for America's working men and women by setting and enforcing standards, and providing training, education, and assistance. For more information, visit <http://www.osha.gov>.

## US DEPARTMENT OF LABOR ISSUES FINAL RULE TO PROTECT SHIPYARD WORKERS

*US Dept. of Labor News Release, 5/2/2011*

OSHA announced a final rule to protect the safety and health of shipyard workers, which is published in the *Federal Register*. The rule updates existing requirements to reflect advances in industry practices and provides new protections from hazards that previously were not addressed, including the control of hazardous energy. It is expected to prevent about 350 serious injuries each year.

Fourteen workplace safety and health categories are being addressed in this final rule, which updates and clarifies provisions in the shipyard employment standards that had largely gone unchanged since OSHA adopted them in 1972. Such updates include establishing minimum lighting for certain work sites, accounting for employees at the end of job tasks or work shifts when working alone, and adding uniform criteria to ensure shipyards have an adequate number of appropriately trained first-aid providers. The rule also updates sanitation requirements.

In addition, OSHA added new provisions for the control of hazardous energy and motor vehicle safety. Until this final rule, the maritime industry did not have a specific standard to address the control of hazardous energy. Some employers have implemented portions of other lockout/tagout rules, such as 29 Code of Federal Regulations 1910.147, to protect their employees. Also, according to data from the Labor Department Bureau of Labor Statistics' Census of Fatal Occupational Injuries, transportation incidents account for nearly 20 percent of all shipyard fatalities. The new rule provisions seek to significantly reduce such incidents by requiring the use of seatbelts when operating motor vehicles in a shipyard.

A designated web page, [http://www.osha.gov/dts/maritime/standards/general\\_working\\_conditions.html](http://www.osha.gov/dts/maritime/standards/general_working_conditions.html), is available to answer questions.

## NEW NW PACIFIC REPRESENTATION ON MACOSH

Secretary of Labor Hilda L. Solis announced appointment of 15 new members to the Maritime Committee for Occupational Safety and Health (MACOSH) in April. The Pacific Northwest is represented with Phil Dovin with Sound Testing, Karen Conrad with NPFVOA, and Kelly Garber with APL Limited.

# OTHER NEWS

## ALASKA WORKPLACE FATALITIES HAVE FALLEN SHARPLY SINCE 1990s

*Lisa Demer, Anchorage Daily News, 4/28/2011*

The number of Alaskans dying in traumatic ways on the job dropped remarkably after the 1990s, a new federal study says. Commercial fishing remains Alaska's most dangerous occupation based on the sheer number of deaths, but even there, fatalities dropped by almost half.

Safety experts say efforts on a number of fronts have paid off. Thousands of fishermen have gotten targeted training in marine safety and survival. Management of some key fisheries changed so that crews didn't have to risk stormy seas or overloading their vessels to catch as much as possible during short openings, but rather operate now under assigned individual quotas.

"We're proud of the collaborations with workers and all of the government agencies that we've worked with to see this trend occur, this downward trend in fatalities," said Jennifer Lincoln, who is deputy director of the Alaska office of the National Institute for Occupational Safety and Health (NIOSH).

"But I don't think we can say that our work is finished. Both commercial fishing and aviation are still high-risk occupations so we have to be diligent and continue to come up with ways to prevent those fatalities from occurring."

In addition to the heartache and loss from the deaths individually, employers and insurers nationwide spent nearly \$79 billion on workers' compensation in 2008, just a portion of the real costs of work-related injuries and fatalities, the report said.

Perhaps the most striking improvement in safety came in the Bering Sea and Aleutian Island crab fishery. In the 1990s, at least one crab boat capsized most years and sometimes multiple boats went down. On average, eight crab fishermen were dying a year at sea in Alaska. A number of vessels were overloaded with too many crab pots, which weigh hundreds of pounds, said Coast Guard Cmdr. Chris Woodley, who helped develop a stability and safety program to address the problem. He used to be stationed in Alaska and now is chief of the prevention department for the Coast Guard in Puget Sound, where many vessels that fish Alaska make their home port.

In 1999, the Coast Guard began doing spot checks of crab boats before they went out to make sure they weren't overloaded. Almost every year at least one or two captains would have to remove crab pots, which could mean a less lucrative, though safer, run. Woodley remembers one captain in those early days who was steamed.

"I was pretty sure he was going to throw me in the water or do something violent," Woodley said, making light of the captain's reaction years later. "It was one of those situations where I thought I should get off the boat now."

After that, a few crew members died after falling overboard but just one crab boat went down, the Kodiak-based Big Valley in January 2005. It had problems before with complying with load limits. The Coast Guard wanted to include it in the spot checks that season but couldn't find the vessel, Woodley said. Five died. The investigation found the boat was overloaded with about twice the weight of crab pots as it was designed for, he said. "The program was designed to prevent exactly that," Woodley said.

In 2005, the fishery changed to an individual quota system, so captains didn't feel pressure to race out in bad weather because they were guaranteed a share of the catch. Just one crab fisherman has died since then, after falling overboard, according to statistics Woodley provided. "It's a much better picture than what it used to be," he said.

In addition, thousands of Alaska fisherman have gotten safety training that has proven to be effective, Lincoln said. The Sitka-based Alaska Marine Safety Education Association alone has trained more than 10,000 fishermen in marine safety and survival through a Coast Guard-required class on emergency drills, said Jerry Dzugan, the group's executive director.

## LESSONS IN SURVIVAL

*Anchorage Daily News, 5/24/2011*

The contrast is as clear as life and death. The crew of the 60-foot boat Nordic Mistress that sank 85 miles north of Kodiak was prepared. They radioed their mayday, gave an exact position to the Coast Guard, got into immersion suits and a covered raft and fired a red flare to alert a rescue helicopter to their position.

The Coast Guard—and let's say right here, thank God for the U.S. Coast Guard—responded swiftly, and rescue swimmer Petty Officer 3rd Class Ralph Agüero was able to guide all five in the raft to a rescue basket and a hoist up to the helicopter. Lt. Jon Bartel, the helicopter pilot, said those aboard the Nordic Mistress were prepared for disaster, and effectively summoned help. The result was what he described as a perfect rescue. There was little or no chance for any rescue for the five commercial clam diggers who died in Cook Inlet when their overloaded skiff was swamped. The men took the 22-foot skiff with about 3,500 pounds of razor clams into rough seas. One of their group survived because he refused to get into the boat and walked back to their camp.

Only one of the five who died wore a life jacket.

The Coast Guard said that the skiff should have had survival suits for all aboard. Pacific Alaska, the clam diggers' employer, is now seeking an exemption for that rule, much like the exemption granted to setnetters. In this case four of the men didn't wear even what protection they had, and risked their lives in an overloaded boat. Thoughts and prayers go their families, along with the thought that men who work so hard for up to \$150 a day should have caught a break, rather than a cold death in the Inlet. The five aboard the Nordic Mistress were prepared and they're alive today. The five clambers aboard the skiff were not prepared and are mourned today. Alaska can be unforgiving. We should all take heed and be prepared.

**BOTTOM LINE:** There's no substitute for the right gear—especially good judgment.

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## EPIRBs SHOULD BROADCAST VESSEL POSITION DATA—NTSB RECOMMENDATION

*Bryant's Maritime Blog 5/17/2011*

The National Transportation Safety Board (NTSB) issued a Marine Accident Brief relating to the sinking of a commercial fishing vessel in the Atlantic Ocean on March 24, 2009 with the loss of six lives. The probable cause of the casualty was flooding originating in the lazarette through an access hatch that had been left open during rough weather, contrary to safe shipboard practice. The investigation also revealed that the location of the casualty was initially uncertain, even though the EPIRB had been activated. The NTSB recommends that, for commercial vessels required to carry 406-MHz emergency position-indicating radio beacons, the Federal Communications Commission (FCC) mandate that those EPIRBs broadcast vessel position data when activated.

For more information please visit: <http://www.nts.gov/publicctn/2011/MAB1101.pdf>

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## WA COURT RULES WORKERS CAN BE FIRED OVER MEDICAL MARIJUANA

*Mike Baker, Associated Press, 6/9/2011*

OLYMPIA, Wash. (AP) — Medical marijuana patients can be fired from their jobs in Washington state even if they only use the drug outside the workplace, the Washington Supreme Court ruled. Justices said in their 8-1 decision that state law does not provide any employment protections for medical marijuana users and does not require companies to accommodate those patients.

State law only makes one reference to the workplace, saying that employers are not required to accommodate the use of medical marijuana on site.

# NEW MEMBERS

NPFVOA is pleased to welcome the following new members:

## Associates:

- Marsh Global USA
- Kibble & Prentice Commercial Insurance
- Navigators Insurance
- Viking Life-Saving Equipment, Inc.
- West Coast Marine Fund
- Pacific Marine Fund/American Marine Fund
- NRC Environmental Services

## Individuals:

- Robert Pierce
- Ross Spencer
- Brad Warren

## Vessels:

- DEBBIE SUE
- KISKA SEA
- SUNNYVALE
- WASSALI B

# SAFETY BITES & MEMBER NEWS

## NPFVOA'S SPRING GOLF TOURNAMENT A SUCCESS!

NPFVOA's annual spring golf tournament fundraiser was held on May 26 at The Golf Club at Echo Falls in Snohomish. The tournament, sponsored by Bauer, Moynihan & Johnson LLP, was very successful.

Congratulations to our golf winners:

- 1st Place Gross: Staale Brekkaa, Sean Monaghan, Randy Crozier, Zak Kehres
- 2nd Place Gross: Chris Plaisance, Jock Wood, Phil Berger, Dave Wahlin
- 1st Place Net: Steve Isotalo, Jim McGahan, Dan Greco
- 2nd Place Net: John Cannon, Marcus Alden, Frank Vargas, Clay Pollock

Thank you to all of our golfers, sponsors, and donors. Check your mail soon for more information regarding NPFVOA's fall tournament fundraiser on September 29th at the Harbour Pointe Golf Course!

## THANK YOU!

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

- Shelford Fisheries LLC—Immersion suits
- Harris Electric, Inc.—CB's

## NEW NPFVOA AB SEAMAN AND LIFEBOAT COURSES COMING THIS FALL!

This fall, NPFVOA will make it easier for crewmembers to obtain their AB Seaman rating. We will be holding an AB Seaman course, followed by STCW Basic Safety Training and a Lifeboat course.

AB Seaman course with test	October 28-29, October 31-November 5
Basic Safety Training	November 7-11
Lifeboat course	November 14-17

In just a little over three weeks, all your schooling can be completed! Call Brie to sign up today.

## NPFVOA NEEDS HANDHELD MIC'S DONATED

NPFVOA is in need of handheld microphones with the cords attached (no radios). Please drop off any extra microphones you have at the NPFVOA office.

## U.S.- MADE MAN OVERBOARD RESCUE CAGE DEMO

*Alex Reid, 6/17/2011*

The U.S.-made MOB cage will have a demonstration on July 29, 2011 on the Discovery Star. A notice will be emailed to everyone on our member email list regarding time and directions. Mark your calendar for this exciting event.

## FREE IMMIGRATION EMPLOYER SEMINAR JULY 26

Immigration and Customs Enforcement will be hosting a free employer seminar on July 26, 2011. This will be an opportunity to learn about a new streamlined program which offers training to employers on Form I-9 Compliance, Document Fraud Awareness, and benefits of enrollment in the ICE Mutual Agreement Government and Employers (IMAGE). Topics covered will include Form I-9/Employer Compliance Audits and fines, E-Verify and Fraudulent Documents.

The seminar will take place the Fairmount Olympic Hotel, 411 University St., Seattle, WA 98101, 9am-5pm, July 26, 2011.

*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.*

## JUNE 2011-DECEMBER 2011 CLASS SCHEDULE

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

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

JUNE 13-17, JULY 18-22, AUG 15-19, SEPT 19-23, OCT 17-21, NOV 7-11, DEC 12-16

### MEDICAL EMERGENCIES AT SEA

\$100 MEMBERS / \$125 NON-MEMBERS

JUNE 13, JULY 18, AUG 19, SEPT 19, OCT 21, NOV 11, DEC 16

### 2-DAY BASIC FIRE FIGHTING

\$485 MEMBERS / \$510 NON-MEMBERS

JUNE 16-17, JULY 21-22, AUG 15-16, SEPT 22-23, OCT 17-18, NOV 7-8, DEC 12-13

### DRILL INSTRUCTOR WORKSHOP

\$100 MEMBERS / \$125 NON-MEMBERS

JUNE 2, JUNE 17, JULY 14, AUG 4, SEPT 8, OCT 4, NOV 21, DEC 1

### SAFETY EQUIPMENT & SURVIVAL PROCEDURES

\$175 MEMBERS / \$200 NON-MEMBERS

JUNE 8, JULY 6, AUG 10, SEPT 14, OCT 12, NOV 22, DEC 7

### 8-HOUR SHIPBOARD DAMAGE CONTROL

\$235 MEMBERS / \$250 NON-MEMBERS

DEC 5

### NAVIGATION: COLLISION AVOIDANCE

\$125 MEMBERS / \$150 NON-MEMBERS

CALL FOR DATES

### 4-DAY STCW MEDICAL CARE PROVIDER

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

CALL FOR DATES

### 24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

JUNE 27-29, JULY 25-27, AUG 29-31, SEPT 26-28, OCT 24-26, NOV 28-30, DEC 19-21

### 8-HOUR HAZWOPER REFRESHER

\$135 MEMBERS / \$150 NON-MEMBERS

ON FIRST OR LAST DAY OF 24-HOUR CLASS

### OTHER COURSES INCLUDE:

SPECIMEN COLLECTION CERTIFICATION, OSHA COMPLIANCE AT THE DOCK OR SHIPYARD, ONBOARD SAFETY ORIENTATION, 2-HOUR IN-THE-WATER SURVIVAL TRAINING, WORKPLACE FIRST AID/CPR, 2-DAY MARINE WEATHER WORKSHOP, SHIPBOARD WATERTIGHT DOOR & HATCH TRAINING, CRANE OPERATIONS & MAINTENANCE, OSHA COMPLIANCE REVIEW (OSHA 101), AND O/B FIRE TEAM TRAINING.

NPFVOA ALSO OFFERS CUSTOMIZED TRAINING TO MEET THE SPECIFIC NEEDS OF YOUR OPERATION. PLEASE CALL US AT (206) 285-3383 TO SCHEDULE.

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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, EMT	Basic Medical Emergencies at Sea, Workplace First Aid/CPR, STCW Medical Care Provider
Karen Arnold	Drill Instructor Workshop, Small Vessel Drill Instructor Workshop, STCW PST/PSSR, Safety Equipment & Survival Procedures
Eric Blumhagen	Vessel Stability / Damage Control
Capt. Luke Carpenter, EMT	STCW Basic Fire Fighting, Emergency Drill Training
Amy Duz, iWorkWise, Inc.	OSHA Compliance Review, OSHA Ship Repair Safety & Health
Norris Edwards, EMTP	Basic & Advanced Medical Emergencies at Sea, Workplace First Aid/CPR, STCW Medical Care Provider
Ken George	Specimen Collection Certification
Mike Heryla, EMT	Safety Equipment & Survival Procedures, Emergency Drill Training, Personal Survival Techniques, Personal Safety & Social Responsibilities, STCW Basic Fire Fighting, Medical Emergencies at Sea, STCW Medical Care Provider
Kerry Lee, Arxcis, Inc.	Crane Operations & Maintenance, Safe Cargo Handling
Abe Mutawe	Bloodborne Pathogens
Capt. Jim Oakley	Safety Equipment & Survival Procedures, Navigation: Collision Avoidance
Readiness Response Institute	Damage Control Training, Watertight Door & Hatch Training
Capt. Robert Reeder	Navigation: Collision Avoidance
Capt. Paul Russell (USCG, Ret.)	Safety Equipment & Survival Procedures, Emergency Drill Training, Personal Survival Techniques, Personal Safety & Social Responsibilities
Geoff Shapiro	STCW Medical Care Provider
Capt. Dave Shoemaker	Safety Equipment & Survival Procedures, Emergency Drill Training, Personal Survival Techniques, Personal Safety & Social Responsibilities
Capt. William Simpson	STCW Basic Fire Fighting
WA State Fire Training Academy	Fire Prevention & Control, STCW Basic Fire Fighting

### OTHER CUSTOMIZED TRAINING

**Onboard Fire Team Training, Workplace First Aid/CPR, Passenger Vessel Safety Classes, Crew Endurance Management, 2-Hour in the Water Survival Training.**  
*Call us for customized training!*

## LAW OFFICES OF **HOLMES WEDDLE & BARCOTT**

A PROFESSIONAL CORPORATION

WELLS FARGO CENTER · 999 THIRD AVENUE, SUITE 2600 · SEATTLE, WASHINGTON 98104-4011  
TELEPHONE (206) 292-8008 · FAX (206) 340-0289

OUR FIRM HAS PROVIDED SERVICE TO THE FISHING INDUSTRY SINCE 1914.  
WE APPLAUD AND SUPPORT THE NPFVOA FOR ITS SAFETY PROGRAMS.  
OUR GOAL IS THAT YOU NEVER NEED TO CALL UPON US.  
SHOULD THAT NEED ARISE, OUR CONTACT INFORMATION IS:

MICHAEL BARCOTT  
SVETLANA SPIVAK  
(206) 292-8008



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

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**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.)