

USCG RESCUE OF F/V BLAZER
 FIRST CARBON-NEUTRAL F/V TO BE BUILT
 NEW CG REQUIREMENT IMPLEMENTATION DATES

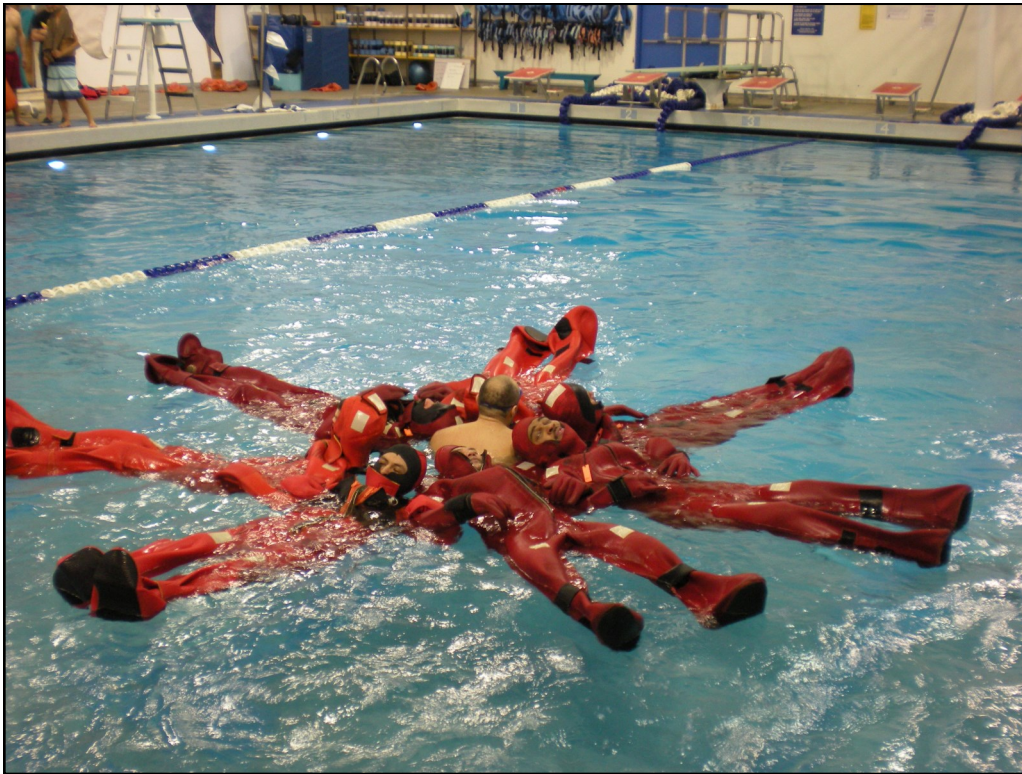
NEW PFD LABELING RULE
 NPFVOA RECEIVES SAFETY AWARD
 NEW OSHA REPORTING REQUIREMENTS



Issue No. 88
 Winter 2015

VESSEL SAFETY PROGRAM

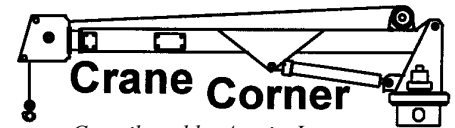
CREWS PREPARE FOR SEA WITH NPFVOA TRAINING



Pictured: Crewmembers from O'Hara Corporation's vessels learn how to stay together in the water and create a bigger target for Search and Rescue.

NPFVOA trainers were busy the first week of January teaching several crews from our member boats how to successfully abandon ship. Skills practiced included donning an immersion suit, jumping from the boat, getting into the liferaft, and chain swimming. Nearly 300 people from 11 vessels jumped into the water and completed the training successfully. We wish everyone a safe and productive fishing season!

(For more in-the-water training activities, please see page 5)



Contributed by Arxcis, Inc.

PROFILE OF A 4-POINT PICK

If you use two vertical slings attached to the crane hook to pick up a load where the center of gravity is in the middle, each sling will share the load equally. We sometimes call this "two-leg loading." The same goes for a 3-point pick. But, if you do the same for four vertical slings there is the possibility that two of those slings will see a more significant share of the load than the other two. One reason is because the eye of each sling is bunched up on the hook which could make the distance from the hook to each pick point vary, possibly as much as an inch or two. Is this a problem? Let's look at it from a two-sling stand-point. Let's say we take two slings and place them on the crane hook, then we attach the other end of the slings to the same pick point and then make the lift. If one of those slings was an inch shorter, it would see all of the weight of the load until it stretched an inch before the other sling would see any.

A good rule of thumb when choosing slings and rigging for a 4-point pick, assume two-leg loading: each sling and/or shackle should have the capacity for half the weight of the load. If you are lifting 10,000 lbs, to be safe, each sling and/or shackle should be rated for at least 5,000 lbs.

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

O'Hara Corporation

NPFVOA Member since 1997

IMPLEMENTATION OF NEW REQUIREMENTS FOR COMMERCIAL FISHING VESSELS

MARINE SAFETY INFORMATION BULLETIN, 12/1/2014

The purpose of this Bulletin is to remind the commercial fishing industry about safety and equipment requirements established by the Coast Guard Authorization Act of 2010 and the Coast Guard and Maritime Transportation Act of 2012. The Acts made significant changes to Chapters 45 and 51 of Title 46 United States Code (USC) that will be reflected in amended regulations (Parts 28 and 42 of Title 46 Code of Federal Regulations [CFR]). These new requirements are scheduled to go into effect by the date(s) set forth under the law. The specific provisions to be implemented are discussed and explained in this Bulletin.

Mandatory Dockside Safety Examinations: Both Acts mentioned above amended 46 USC §4502(f) and directed that both State-registered and Federally-documented vessels that meet the following criteria receive a safety examination no later than October 15, 2015, the date this requirement is scheduled to take effect. The criteria include: operating beyond 3 nautical miles of the baseline of the U.S. territorial sea or the coastline of the Great Lakes, operating anywhere with more than 16 individuals on board (either inside 3 miles of the baseline or beyond 3 miles of the baseline), and fish tender vessels engaged in the Aleutian trade. These vessels will need to complete this dockside safety examination at least once every 5 years, however, some vessels, depending on their operation or areas of service, may be subject to a more frequent examination schedule.

If you have had your vessel examined recently, but the safety decal that was issued expires before the new requirement takes effect, you should have your vessel re-examined prior to October 15, 2015 if the above criteria apply. If you do not have a valid safety decal after October 15, 2015, you could be subject to operational controls that may be directed by a Captain of the Port Order. To help alleviate last minute exam scheduling backlogs, do not wait until the last minute to request an examination as there will likely be a rush on examination requests closer to the scheduled October 2015 deadline.

Survival Craft: The Acts also amended 46 USC §4502(b)(2)(B) by deleting the words “lifeboats or liferafts,” and replacing them with “a survival craft that ensures that no part of an individual is immersed in water...” This means that all commercial fishing industry vessels operating beyond 3 nautical miles of the base line or the coastline of the Great Lakes will be required to carry a survival craft that keeps you out of the water (i.e., a lifeboat, inflatable liferaft, or inflatable buoyant apparatus) in the event of an abandon ship need. Current life floats and buoyant apparatus are not designed to keep an individual out of the water when used in an emergency. This requirement for a survival craft, such as a lifeboat, inflatable liferaft, or inflatable buoyant apparatus that keeps one out of the water, is scheduled to go into effect on February 16, 2016.

Newly-Built Vessels: Note—The 2012 Act amended 46 USC §4503 by adding a new subsection (e) that states, “For the purposes of this section, the term ‘built’ means, with respect to a vessel, that the vessel’s construction has reached any of the following stages: (1) The vessel’s keel is laid. (2) Construction identifiable with the vessel has begun and assembly of that vessel has commenced comprising at least 50 metric tons or one percent of the estimated mass of all structural material, whichever is less.” Also note that, “overall in length,” means the horizontal distance of the hull between the foremost part of the stem and the aftermost part of the stern excluding fittings and attachments, which is different from the “registered length.” This release has been issued for public information and notification purposes only. With this in mind, and with regard to vessels at least 50 feet overall in length, the 2010 Act amended 46 USC §4503 to add a requirement that commercial fishing vessels at least 50 feet overall in length, built after July 1, 2012 that operate beyond 3 nautical miles of the baseline must be designed, constructed, and maintained to the standards of a recognized classification society. The 2010 Act also required that vessels classed before July 1, 2012 shall remain subject to the requirements of a classification society and have on board a certificate from that society.

The 2012 Act extended that “built after” date to July 1, 2013. So, after July 1, 2013, if a vessel 50 feet or more overall in length was, or is, built, it must meet survey and classification requirements. A vessel 50 feet or greater overall in length built after July 1, 2013, but not built to class, will be ineligible to commercially fish beyond 3 nautical miles of the baseline under a Fishery endorsement on its Certificate of Documentation.

Vessels less than 50 feet overall in length: The 2010 Act also amended 46 USC §4502 by adding a new subsection (h) that requires commercial fishing vessels less than 50 feet overall in length, built after January 1, 2010, to be constructed in a manner that provides a level of safety equivalent to the minimum safety standards established for recreational vessels. The standards/requirements for recreational vessels can be found in 33 CFR Parts 181 and 183.

Load Lines: The 2010 Act amended 46 USC §5102(b) to require commercial fishing vessels 79 feet or greater in length (and that will operate beyond the Boundary Line) to have a load line assigned. Per the 2010 Act, this provision applied to commercial fishing vessels built after July 1, 2012, however, the 2012 Act changed the effective date to July 1, 2013. Generally, most commercial fishing vessels were previously exempt from load line requirements. A load line indicates the minimum safe freeboard to which a vessel may be loaded. Conditions evaluated when calculating and assigning a load line include watertight integrity of the vessel, subdivision, and loading capacity. To be consistent with the definition for determining length for load line purposes already accepted and in use for other vessels, the registered or documented length of a commercial fishing vessel will be used for load line applicability as set forth in Subchapter (e) of 46 CFR Part 42.

Alternate Safety Programs: The 2010 Act added a new Subsection (d) to 46 USC §4503. This provision requires the Coast Guard to prescribe and develop, in cooperation with the commercial fishing industry, an Alternate Safety Compliance Program for commercial fishing vessels that operate beyond the 3 nautical mile line, if the vessel is: (1) at least 50 feet overall in length; (2) was built before July 1, 2012; and (3) is 25 years of age or older (in 2020); or, was built on or before July 1, 2012, and undergoes a substantial change to the dimension of, or type of vessel, completed after July 1, 2012, or a later date set by the Coast Guard. The 2012 Act changed the date of applicability from July 1, 2012 to July 1, 2013. In general, the Alternate Safety Compliance Programs must be prescribed by 2017 and implementation beginning by 2020. The Coast Guard is in the process of finalizing draft criteria and requirements for the Programs and the Commercial Fishing Safety Advisory Committee has been consulted on the draft. Prior to final promulgation, the fishing industry will be offered an opportunity to review, comment, and make recommendations as to how to apply the requirements based on risk, vessel operations, and operating areas. The 2010 and 2012 Acts also amended 46 USC §5103 by adding a requirement for vessels that undergo a major conversion after July 1, 2013, or a date set by the Secretary, to comply with an Alternate Load Line Compliance Program. This Program will be developed in cooperation with the fishing industry. The Alternate Load Line Compliance Program will apply to vessels 79 feet or greater in length, and the criteria is expected to be included in the Alternate Safety Compliance Program guidelines for consideration by the industry. Questions regarding these requirements should be forwarded to the Coast Guard Office of Commercial Vessel Compliance, Fishing Vessels Division (CG-CVC-3) at 202-372-1249 or by email at CGCVC@uscg.mil. Or, you may also contact your local Coast Guard District Fishing Vessel Safety Coordinator or local Sector Fishing Vessel Safety Examiner. The points of contact for these individuals can be found on the web site www.fishsafe.info, under the “Locate Examiners” tab.





HEARING OFFICE MARINE CASUALTY REPORTING CASE NUMBERS, CALENDAR YEARS 2012 AND 2013

USCG, Robert Bruce, 11/24/2014

On September 22, 1993, Amtrak's Sunset Limited train derailed on the Big Bayou Canot bridge in Mobile, Alabama, resulting in 47 persons killed and 103 persons injured. The derailment was caused by damage to the bridge from a barge that allided with the bridge minutes before the derailment. The operator of the towboat that was pushing the barge did not notify the Coast Guard of the allision before the derailment.

That accident, among other things, caused the Coast Guard to review and update its regulations governing the reporting of marine casualties. The reporting requirements are found at 46 CFR § 4.05-1 and 46 CFR § 4.05-10. They generally require that owners, agents, masters, operators, or persons in charge immediately notify the Coast Guard of the marine casualties described in the regulation, and that the initial report be followed-up by a written report to the Coast Guard within five days. A civil penalty of up to \$35,000 may be assessed by the Coast Guard for failure to comply with the marine casualty reporting requirements.

In January 2014, the Coast Guard requested comments on a draft Navigation and Vessel Inspection Circular that is intended to provide additional guidance for determining what is or is not a reportable marine casualty. The comment period closed in April 2014, and the Coast Guard is currently formulating its response to the comments received.

In calendar year 2012, the Hearing Office received twenty-four cases alleging violations of the requirements to report marine casualties. Three of those cases alleged both a failure to immediately report and failure to provide a written report of a marine casualty. One of the cases was closed administratively, five charges of failure to report were dismissed, and three charges resulted in warnings. Civil penalties were assessed for the other fifteen charges that were found proved. The low penalty assessed was \$100 and the high penalty assessed was \$15,000. The average penalty was \$3,325.

In calendar year 2013, the Hearing Office received thirty cases alleging violations of the requirements to report marine casualties. Five of those cases alleged both a failure to immediately report and failure to provide a written report of a marine casualty. Three charges of failure to report were dismissed, and nine charges resulted in warnings. Civil penalties were assessed for the other eighteen charges that were found proved. The low penalty assessed was \$200 and the high penalty assessed was \$10,000. The average penalty was \$2,385.

If you experience an event or occurrence that may be a reportable marine casualty, it is prudent to contact the Coast Guard as soon as possible to determine if a report is required. The nearest Coast Guard station may be reached on VHF Channel 16, and phone numbers for Coast Guard Sector Command Centers are available online at <http://www.uscg.mil/top/news/phonebook.pdf>. You cannot be assessed a civil penalty for erring on the side of reporting what may be a reportable marine casualty.

TSA—TWIC FEE TO BE REDUCED

Bryant's Maritime Blog, 12/26/2014

The Transportation Security Administration (TSA) issued a notice [located at <http://www.tsa.gov/stakeholders/transportation-worker-identification-credential-twic%C2%AE>] stating that, effective 1 February 2015, the TWIC fee will be reduced to \$128.00.

USCG EXTENDS TIME TO COMPLY WITH REQUIREMENTS TO PROVIDE ASSISTANT ENGINEERS FOR ENGINEERING WATCHES ON CERTAIN COMMERCIAL FISHING VESSELS

USCG, 12/23/2014

The Coast Guard issued guidance requiring certain vessels to have assistant engineers aboard in CG-543 Policy Ltr 11-11. The date for compliance was to be Jan 1, 2014. The Coast Guard has issued further guidance by message that extends this compliance date to Oct 15, 2015.

NEW RULE FOR LABELING PFDs

Boatingmag.com, Kevin Falvey, 9/23/2014

The United States Coast Guard has issued a final rule that removes the requirement for labeling Personal Flotation Devices (PFD) with type designations. Until now, PFDs have been classified and labeled by type to indicate their intended use. The type designation (I, II, III, IV, and V) was required to be included by the manufacturer on the labeling.

Citing public confusion and difficulties in law enforcement, PFDs labeled with type designation will no longer be part of carriage requirements.

Note that the carriage requirements of mariners for quantity of PFD still remain. Additionally, PFDs that are labeled do not have to be replaced, so long as they are in serviceable condition.

Though the term "lifejacket" is used in many public outreach documents, the Coast Guard prefers to use the term PFD in regulatory and standards language because it appropriately captures both wearable devices (e.g., lifejackets, buoyancy aids) and throwable devices (e.g., ring buoys, buoyant cushions).

This rule applies to 33 CFR Parts 175 and 181 and 46 CFR Parts 160 and 169.

Read the entire rule here: boatingmag.com/files/pfdrule.pdf.

COAST GUARD RESCUES CREW OF NEWPORT FISHING VESSEL

Lincoln County Dispatch, 11/29/2014

Coast Guard crews rescued five people after their vessel, F/V Blazer, sank eight miles west of Siletz Bay, Oregon.

Three of the survivors were rescued from their life raft by an MH-65 Dolphin helicopter crew from Coast Guard Air Facility in Newport, Oregon. The other two survivors were transferred from the life raft to a 47-foot Motor Life Boat from the Coast Guard Station at Depoe Bay.

"The preparedness of the crew of Blazer was exceptional," said Petty Officer 1st Class Matthew Blanchard, search and rescue coordinator at CG Sector N. Bend Or. "They recognized when they needed help and took the steps necessary to put themselves in a position where we could quickly and safely bring them home to their families. Having proper safety equipment and training to use it is essential for all mariners, especially commercial fishermen of the Pacific Northwest."

CG Sector North Bend watchstander received the mayday call over VHF-FM radio channel 16 at 4:17a.m. from the crew of the 75-foot fishing vessel Blazer stating that they were disabled, taking on water, and jettisoning their crab pots.

Approximately 10 minutes after the initial mayday call, the Blazer crew reported that they were donning immersion suits and deploying their life raft. At this time, communication with the crew was lost.

The Dolphin crew located the heavily listing Blazer and its crew nearby in a life raft at 5:04a.m. The aircrew lowered a rescue swimmer into the water at 5:20a.m. to assess the condition of the crewmembers in the life raft.

After everyone in the life raft was accounted for, the Dolphin crew hoisted three of the survivors into the aircraft. The MLB crew arrived on the scene at 6:00a.m. and transferred the remaining two survivors to the MLB.

The Blazer sank in 420 feet of water with reportedly 2,000 gallons of diesel onboard. There have been no reports of pollution.

The cause of the incident is under investigation.

*To be noted: The Captain, Kelly Madden, took our Onboard Safety Drill Instructor course in 2010.





EMPLOYERS MUST POST 300A INJURY/ILLNESS SUMMARY FORM FEBRUARY THROUGH APRIL

OSHA QuickTakes, 1/15/2015

OSHA is reminding covered employers to post OSHA's Form 300A, which summarizes the total number of job-related injuries and illnesses that occurred during 2014 and were logged on OSHA's Form 300, the log of work-related injuries and illnesses. The summary must be posted between Feb. 1 and April 30, 2015, and should be displayed in a common area where notices to employees are usually posted.

Employers with 10 or fewer employees and employers in specific low-hazard industries are normally exempt from federal OSHA injury and illness recordkeeping and posting requirements. Due to changes in OSHA's recordkeeping requirements that went into effect Jan. 1, 2015, certain previously exempt industries are now covered. Lists of both exempt and newly covered industries are available on OSHA's website. Visit the Updates to OSHA's Recordkeeping Rule web page for more information on recordkeeping requirements at www.osha.gov/recordkeeping.

OSHA PUBLICATIONS ACCESSIBLE ON SMARTPHONES AND TABLETS; SAFETY AND HEALTH INFORMATION BULLETINS AVAILABLE

OSHA QuickTakes, 1/15/2015

If you use a smartphone or a tablet on the job, important worker safety and health information is a click away. Dozens of electronic publications can be downloaded at no cost from OSHA's publications web page, www.osha.gov/pls/publications/publication.html. To order publications, contact OSHA's Publications Office at 202-693-1888.

Safety and Health Information Bulletins are also now accessible on OSHA's publications page. SHIBs help raise awareness of significant occupational safety and health issues concerning hazard recognition, evaluation and control in the workplace and at emergency response sites. The documents focus on various topics such as bloodborne pathogens, confined spaces, construction operations, and health and safety hazards to help employers and safety professionals provide a safe and healthful workplace for workers.

OSHA PUBLISHES NEW FACT SHEET ON PROTECTING WORKERS WHO MAY BE EXPOSED TO EBOLA VIRUS

OSHA QuickTakes, 12/1/2014

OSHA has released a new factsheet, based on existing guidance from OSHA and the Centers for Disease Control and Prevention, to help employers select appropriate personal protective equipment for workers who may be exposed to the Ebola virus. The fact sheet, "Personal Protective Equipment Selection Matrix for Occupational Exposure to Ebola Virus," includes a PPE matrix that covers examples of common exposures, which include direct contact with blood or other potentially infectious body fluids; contaminated objects, materials, and surfaces; and exposure to bio-aerosols that may contain Ebola virus particles.

Employers are responsible for identifying hazards to which their workers may be exposed; providing appropriate PPE to protect them; and training them on when and how they must use it, and how to dispose of or decontaminate the equipment. The matrix is not intended to prescribe PPE for every worker or exposure or discuss all PPE options. In some cases, OSHA's matrix may be more protective than CDC guidance for specific worker groups or tasks. Visit OSHA's Ebola page for more information on how employers must protect their workers from the Ebola virus, as well as from exposure to harmful levels of chemicals used for cleaning and disinfecting.

NEW REPORTING REQUIREMENTS GO INTO EFFECT JANUARY 1

OSHA QuickTakes, 1/15/2015

As of Jan. 1, 2015, there is a change to what covered employers are required to **report** to the Occupational Safety and Health Administration. **Employers are now required to report all work-related fatalities within 8 hours and all in-patient hospitalizations, amputations, and losses of an eye within 24 hours of finding out about the incident.**

Previously, employers were required to report all workplace fatalities and when three or more workers were hospitalized in the same incident. The updated reporting requirements have a life-saving purpose: they will enable employers and workers to prevent future injuries by identifying and eliminating the most serious workplace hazards.

Employers have three options for reporting these severe incidents to OSHA. They can call their nearest area office during normal business hours, call the 24-hour OSHA hotline at 1-800-321-OSHA (1-800-321-6742), or they will be able to report online at www.osha.gov/report_online. For more information and resources, visit OSHA's web page on the updated reporting requirements and watch OSHA's new YouTube video, where Dr. David Michaels, Assistant Secretary of Labor for Occupational Safety and Health, explains the new reporting requirements.

As of January 1, 2015:

All employers* must report:

- All work-related fatalities within 8 hours

Within 24 hours, all work-related:

- Inpatient hospitalizations
- Amputations
- Losses of an eye

How to Report Incident

- Call 1-800-321-OSHA (6742)
- Call your nearest OSHA area office, during normal business hours (www.osha.gov/html/RAmap.html)
- Visit http://www.osha.gov/report_online

*Employers under Federal OSHA's jurisdiction must begin reporting by January 1. Establishments in a state with a state run OSHA program should contact their state plan for the implementation date.

OTHER NEWS

NPFVOA's 2015 Golf Tournament Fundraisers

SPONSORED BY OCEAN PEACE, INC.

Thursday, May 21, 2015

The Harbour Pointe Golf Club
Mukilteo, WA

Tuesday, September 22, 2015

The Golf Club at Redmond Ridge
Redmond, WA

Pencil in the dates for this year's fundraisers and look for the registration forms in the mail.



OTHER NEWS

FISHERMEN'S FINEST TO BUILD ADVANCED TRAWLER

Deckboss, 11/24/2014



Fishermen's Finest Inc. is planning to build a highly advanced new factory trawler. That's an artist's rendering above.

The Kirkland, Washington, company last week signed a deal with Dakota Creek Industries Inc. to construct the vessel, to be named America's Finest.

Fishermen's Finest says the trawler will be "the first carbon-neutral fishing vessel in the world and will fully utilize every fish caught."

The company already operates two factory trawlers, American No. 1 and U.S. Intrepid. Both were built in the late 1970s.

Fishermen's Finest is part of the so-called Amendment 80 fleet, which targets species such as yellowfin sole, cod and Pacific ocean perch in the Bering Sea and Gulf of Alaska.

CLIPPER SEAFOODS' DUTCH HARBOR VENTURE BERING SELECT NOW PRODUCING FISH OIL WITH LOCALLY CAUGHT COD

Seafoodnews.com, 1/15/2015

Dutch Harbor's Bering Select will use locally caught Alaska cod to produce an array of omega-3 fish oil products at its new manufacturing facility.

Bering Select is a joint venture between Clipper Seafoods, Marine Therapeutics, Marine Ingredients, and Siu-Alaska Corporation.

The first ingredients produced at Bering Select will be from locally sourced Alaska cod, which offers unique advantages according to Clipper Seafoods. The company sells high quality frozen-at-sea fish products from Alaska. Clipper sponsored the MSC certification of the first cod fishery in the world in 2006 and continues to be a leader in promoting sustainable fishing, holding MSC certifications for Alaska cod, sablefish and Alaska pollock.

"The Bering Sea cod fisheries are robust and produce vast amounts of a high quality omega-3, a resource not utilized until now. By locating the plant in Dutch Harbor, the center of the Bering Sea fishing fleets, we can capture these precious oils in the freshest form possible," said Clipper Seafoods President David Little. "Our fishing boats can literally deliver the freshest fish livers to the factory door when they come into port."

Marine Therapeutics, headed by Jeffrey Bland, Ph.D., is responsible for the formulation and development of scientifically appropriate products utilizing these omega-3 ingredients and other bio-actives produced at the Dutch Harbor Bering Select facility.

"Alaska cod oil contains a unique combination of omega-3 fatty acids and fat soluble nutrients that together result in numerous health benefits; such as balancing immune activity, supporting healthy blood lipid levels, and calming and reducing inflammation," said Dr. Bland. "These ingredients offer a safe, low cost approach to managing many of today's most pressing health challenges."

OTHER NEWS

THE GIFT THAT KEEPS ON GIVING

National Fisherman, Jes Hathaway, 12/11/2014

The passage of the Coast Guard reauthorization bill yesterday will keep open the Coast Guard air facilities in Newport, Ore., and Charleston, S.C., for another year, until Jan. 1, 2016.

The Newport Fishermen's Wives were instrumental in petitioning the Coast Guard and the public to plead for the survival of the Newport facility, which saved the lives of commercial fishermen even as the community and Coast Guard debated the need to keep it open.

The Coast Guard has claimed that sending a rescue helicopter from North Bend, about an hour away, would be sufficient in most cases. However, the Dungeness fleet, considered one of the nation's deadliest fisheries, fishes in winter, when a fall overboard or downflooding can quickly lead to hypothermia, certainly in less than an hour's time.

The Wives published a petition on MoveOn.org that currently has more than 17,000 signatures with an ever-increasing goal and littered social media outlets with posts, quotes, photos and the hashtag #savethehelo. This victory shows what a motivated community can do when armed with some solid data and social media.

I learned about the potential cuts and the petition in early October via Facebook, followed the happenings closely there and covered the story here. I am still astounded by the outreach I witnessed online, and I know the Wives had just as many Xtratufs on the actual ground as they had in the virtual realm.

Although I know their work is not done, as this is only an extension, I would like to congratulate the Newport Fishermen's Wives; the organization's president, Jennifer Stevenson; members Ginny Goblirsch and Michele Longo Eder; Oregon Sens. Ron Wyden and Jeff Merkley and Reps. Peter DeFazio, Kurt Schrader, Earl Blumenauer and Suzanne Bonamici; and everyone else who has fought so hard to keep this air station open for the security of the fishing community, which is the largest in the region.

U.S. SEAFOODS' CREWS ABANDON SHIP IN LAKE UNION



For the third year in a row, NPFVOA worked with U.S. Seafoods on their abandon ship drills. Over the course of three days, crews from seven of U.S. Seafoods' vessels took part in in-the-water training. Capt. Dave Shoemaker and our fantastic crew of in-water instructors were on hand to lead them through a series of training exercises.

JANUARY – JUNE 2015 CLASS SCHEDULE

STCW 5-DAY BASIC TRAINING (BT)

\$975 MEMBERS / \$1,075 NON-MEMBERS

Feb. 9-13, Mar. 2-6, Apr. 6-10, May 11-15, Jun. 8-12

MEDICAL EMERGENCIES AT SEA

\$110 MEMBERS / \$135 NON-MEMBERS

Feb. 13, Mar. 4, Apr. 10, May 11, Jun. 8

2-DAY BASIC FIRE FIGHTING

\$495 MEMBERS / \$515 NON-MEMBERS

Feb. 9-10, Mar. 2-3, Apr. 6-7, May 12-13, Jun. 9-10

DRILL INSTRUCTOR WORKSHOP

\$110 MEMBERS / \$135 NON-MEMBERS

Feb. 17, Mar. 11, Apr. 14, May 8, May 27, Jun. 16

SHIPYARD COMPETENT PERSON

\$475 MEMBERS / \$495 NON-MEMBERS

Feb. 18-20, Mar. 18-20, Apr. 15-17, May 13-15, Jun. 17-19

SHIPYARD COMPETENT PERSON REFRESHER

\$185 MEMBERS / \$195 NON-MEMBERS

Feb. 20, Mar. 20, Apr. 17, May 15, Jun. 19

OUPV—OPERATOR OF UNINSPECTED PASSENGER VESSEL “SIX PACK”

\$850 MEMBERS / \$850 NON-MEMBERS

CALL FOR DATES

100 TON

\$495 MEMBERS / \$495 NON-MEMBERS

FEB. 2-6

200 TON

\$495 MEMBERS / \$495 NON-MEMBERS

FEB. 9-13

8-HOUR SHIPBOARD DAMAGE CONTROL

\$250 MEMBERS / \$265 NON-MEMBERS

CALL FOR DATES

AB SEAMEN UNLIMITED

\$950 MEMBERS / \$950 NON-MEMBERS

CALL FOR DATES

4-DAY STCW MEDICAL CARE PROVIDER

\$995 MEMBERS / \$1,100 NON-MEMBERS

Apr. 28-May 1, Jun. 9-12

24-HOUR HAZWOPER TECHNICIAN

\$375 MEMBERS / \$400 NON-MEMBERS

Jan. 26-28, Feb. 23-25, Mar. 23-25, Apr. 27-29, May 18-20, Jun. 22-24

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

Feb. 5, Mar. 12, Apr. 21, May 19, Jun. 18

SAFETY BITES & MEMBER NEWS

THANK YOU!

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

- Premier Pacific Seafoods—Immersion Suits

PSPA DONATES \$100,000 TO SEASHARE IN HONOR OF TERRY SHAFF AT MEMORIAL GATHERING ON 11/21

Seafoodnews.com, John Sackton, 11/24/2014

Over 200 people came out to Ray's Boathouse in Seattle to hold a memorial for Terry Shaff, President and CEO of UniSea, Board member of SeaShare, and former chairman of the Pacific Seafood Processors Association.

Family and friends shared their memories and photographs of Terry, who died after a brief illness on Nov. 15th.

Feeding seafood to people was one of Terry's passions, and he was active with SeaShare, having joined their board in 2006.

Jim Harmon, director of SeaShare, said "his respect within the seafood industry, along with his leadership brought additional support to SeaShare."

At the event, the Pacific Seafood Processors Association honored Terry's work on SeaShare's board of directors by donating \$100,000 in his honor. PSPA president Glenn Reed presented the check to Jim Harmon.

Barry Collier, President of Peter Pan Seafoods, suggested a donation to SeaShare, and as it is the 100th anniversary of the PSPA, the group decided to make the donation \$100,000. Shaff was the longest serving chairman of the PSPA.

NPFVOA AWARDED HONORARY SAFETY AWARD AT NORWEGIAN COMMERCIAL CLUB 12/11/14

Karen Conrad, 12/29/2014

During the Annual Fishermen's Night dinner, the Norwegian Commercial Club awards an individual or company related to life-saving at sea and meritorious accomplishments in varied fields. This year, the NPFVOA Vessel Safety Program was recognized for its contribution to the safety of fishermen through resource materials, hands-on safety training, and keeping members up to date on new regulations. Since 1985, NPFVOA has been the premier source for safety awareness and training for fishermen and all mariners. NPFVOA will continue to provide members, fishermen, and all mariners quality safety training for a reasonable price.

TRIDENT SEAFOODS VP OF SAFETY MOVES SOUTH

Lurilla Lee, Vice President of Safety at Trident Seafoods, has moved to Louisiana. She has been on the NPFVOA board since 2001. We thank her for her dedication to safety in the fishing industry. While we will miss her support, we wish her success on her new endeavors.

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.

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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.)