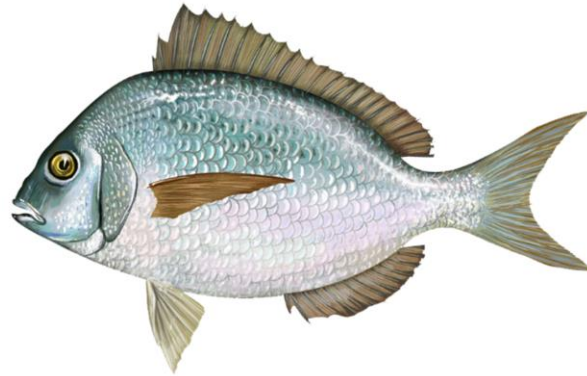


Safety Equipment Requirements for Commercial Fishing Vessels

Fifth Coast Guard District



Scup (Stenotomus chrysops)

Scup are a migratory, schooling species found on the continental shelf of the Northwest Atlantic, commonly inhabiting waters from Cape Cod, Massachusetts to Cape Hatteras, North Carolina. The abundance of scup in a specific area is frequently influenced by water temperature. Scup prefer temperatures greater than 45 degrees F and are most frequently encountered in water temperatures from 55 to 77 degrees F.

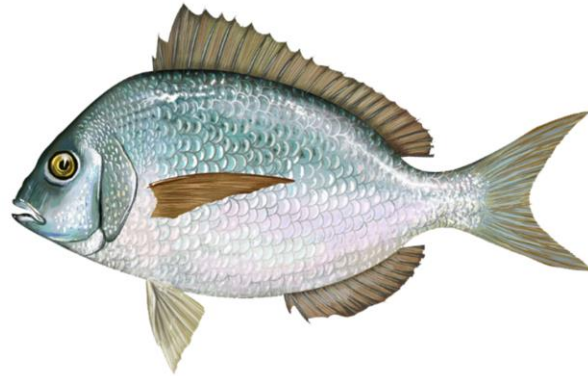
Scup overwinter in offshore waters from southern New Jersey to Cape Hatteras. When water temperatures begin to rise in spring and summer scup migrate to more northern and inshore waters to spawn. Spawning areas include locations from southern New England to Long Island, New York. Large fish arrive to the spawning grounds first, followed by successive waves of smaller individuals, suggesting that scup school by size. Larval scup are pelagic and are found in coastal waters during warmer months. Juvenile scup use a variety of coastal habitats and can dominate the overall fish population in large estuarine areas during the summer months.

Scup are highly sought after by commercial and recreational fishermen throughout Southern New England and the Mid-Atlantic. Scup support commercial fisheries from Massachusetts to North Carolina, with landings largely coming from Rhode Island (38%), New Jersey (26%), and New York (16%). Commercial landings peaked in 1960 at 48.9 million pounds, and then ranged between 11.02 and 22.04 million pounds until the late 1980s. From the 1987-1996, commercial landings averaged 10.8 million pounds, and then declined to an average of 8.8 million pounds from 1997-2014.

**Revision XXII
JUN 2018**

Safety Equipment Requirements for Commercial Fishing Vessels

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**Revision XXII
JUN 2018**

GENERAL INFORMATION

The most recent change to the Commercial Fishing Vessel Safety Program is that the ***Coast Guard and Maritime Transportation Act of 2012*** amended certain requirements passed by the Coast Guard Authorization Act of 2010 and established additional safety requirements for U.S. commercial fishing vessels.

The Commercial Fishing Vessel Safety Program has posted a wealth of information on the Internet at www.fishsafe.info related to fishing vessel safety. Follow the link to the Fishing Vessel Homeport page for links to the Analysis of Fishing Vessel Casualties, Stability Best Practices Booklet, and other useful information.

The Commercial Fishing Industry Vessel Safety Act of 1988 led to the creation of 46 Code of Federal Regulations (CFR) Part 28, the first regulations to apply specifically to commercial fishing vessels. Commercial fishing vessels are defined as vessels engaged in activities which are pursuant to the harvesting or processing of fish for commercial purposes. This includes tender vessels that transport, store, refrigerate or provide supplies to the commercial fishing industry. For the most part, **46 CFR Part 28** does not apply to vessels that are carrying passengers for hire such as charter boats, head boats, six packs and "T or H" boats, **unless the operator possess a NOAA issued "highly migratory species" (HMS) general permit and landing permit or intends to sell its catch.**

This booklet is intended to summarize the regulations applying to most fishing vessels; it is NOT intended to be all-inclusive. Additional resources can be found at:

[United States Code of Federal Regulations](#) (CFRs) / [United States Code](#) (U.S.C.)

[USCG Navigation Vessel Inspection Circulars](#) (NVICs)

If you have questions or want to schedule a CFVS safety examination, please contact one of these fishing vessel safety professionals:

Commander (dpi)
Attn: Commercial Fishing Vessel Safety Program
Fifth Coast Guard District
431 Crawford Street, Portsmouth VA 23704

Office: (757) 398-7766
Fax: (757) 391-8149:
Email: Troy.T.Luna@uscg.mil

In MD, call: the Baltimore, MD Examiner: (410) 576-2634

In VA, call: the Norfolk, VA Examiner: (757) 668-5528

In DE, eastern PA and southern NJ, call: the Philadelphia, PA Examiner: (484) 269-3034

In NC, call: the Atlantic Beach, NC Examiner: (252) 247-4526

USCG National Documentation Center (800) 799-8362

Successful completion of a safety examination results in the issuing of a Commercial Fishing Vessel Safety Program "Safety Decal." This decal, valid for a period of two years, demonstrates the commitment to safe operating practices.

MOST COMMONLY ASKED QUESTIONS

What is the Commercial Fishing Industry Vessel Safety Act (CFIVSA) of 1988? It is a law, passed by Congress, which required the Coast Guard to issue new regulations for safety equipment and operating procedures for fishing, fish tender and fish processing vessels. It also increased the marine casualty reporting requirements.

What is the Coast Guard Authorization Act of 2010? Legislation passed by Congress on October 15, 2010 that established a number of new safety requirements for U.S. commercial fishing vessels.

What is the Coast Guard and Maritime Transportation Act of 2012? Legislation passed by Congress on December 20, 2012 that amended certain requirements pass by the Coast Guard Authorization Act of 2010 and established additional safety requirements for U.S. commercial fishing vessels.

Why are these regulations necessary? To implement requirements of the CFIVSA, enacted legislation, and create a safer working environment for commercial fishing industry.

Which vessels do these regulations affect? These regulations apply to all U. S. uninspected commercial fishing, fish tender and fish processing vessels, whether federally documented or state-numbered. Applicability of certain regulations may depend on the type and length of the vessel, the area of operations, seasonal conditions, the number of people on board, whether the vessel is documented or state-numbered and the date the vessel was built or converted.

Will my fishing vessel be boarded at-sea by Coast Guard Boarding Officers? YES. Boardings of fishing industry vessels already occur on a random basis. This safety-boarding program will continue.

Will an at-sea boarding delay or disrupt my fishing operations? Not necessarily. Boarding Officers make an effort to keep the at-sea boarding as brief as possible, but delays may be encountered. You can help minimize delays by becoming familiar with the safety requirements and by being prepared and cooperative during the boarding.

If deficiencies are found during an at-sea boarding, what will happen? The Boarding Officer has the option of issuing a written warning or preparing a Report of Violation that could lead to assessment of a civil penalty. You are advised of any proposed civil penalty by a Letter of Inquiry, mailed to the mailing address provided during the at-sea boarding. The Letter of Inquiry explains the options available for reducing or canceling the proposed civil penalty. The Fifth Coast Guard District's enforcement program encourages vessel owners and operators to prove they have corrected safety discrepancies by participating in the Voluntary Dockside Examination Program. A successful dockside examination results in issuance of a "Safety Decal" and will usually cancel any proposed civil penalty. An owner/operator also has the right to provide written statements in defense and to provide evidence that the safety deficiencies have been corrected.

What is a Voluntary Dockside Examination? Part of the CFIVSA requirements is that the Coast Guard must establish a Voluntary Dockside Examination Program for fishing industry vessels. “Dockside exams” are thorough safety checks of the vessel by “Examiners”, qualified Coast Guard personnel or third party organizations accepted and designated by the Coast Guard. They are free of charge and there is no penalty and/or fault to the owner/operator for safety discrepancies discovered during the dockside exam. There is no penalty for not passing the dockside exam. If the exam is passed, the Examiner will issue a safety decal indicating the vessel is in compliance with the applicable Coast Guard regulations. To request a voluntary dockside examination, contact one of the Examiners listed on the previous page.

When is a Mandatory Dockside Examination required? A mandatory exam was required by the *Coast Guard Authorization Act of 2010* and the *Coast Guard and Maritime Transportation Act of 2012*, the latter of which required a period of at least once every five years. This applies to State-registered and Federally-documented CFVs that: 1) operate beyond 3 nautical miles from the territorial sea Baseline or Great Lakes coastline; 2) operate anywhere with more than 16 persons on board (including within 3 miles of the Baseline or Great Lakes coastline); or 3) are fish tender vessels engaged in the Aleutian trade.

Also, in accordance with [50 CFR, Part 600.746\(b\)-\(d\)](#), NOAA’s National Marine Fisheries Service requires vessels that carry a NOAA Fisheries Observer to have passed an exam within the past 2 years (as evident by a valid CFVS decal) or the Observer will not deploy, which may restrict the vessel from fishing.

DEFINITIONS

Accepted Organizations means organizations designated in writing by the Commandant for the purpose of examining commercial fishing industry vessels under the provisions of [46 CFR 28.73](#). Navigation and Inspection Circular (NVIC) [13-91](#) & [13-91 CH-1](#) describes the types of organizations that can qualify as accepted organizations and outlines the steps they need to take to receive this designation.

Accommodations means spaces that include mess rooms, lounges, sitting areas, recreation rooms, quarters, toilet spaces, shower rooms, galleys, berthing facilities or clothing changing rooms.

Automated Identification System (AIS) means a system used to track, identify, and locate vessels by electronically exchanging data with other nearby ships and VTS stations. Class A devices meet IMO standards, whereas Class B devices are smaller and have limited capabilities.

Auxiliary Craft means a vessel that is carried onboard a commercial fishing vessel and is normally used to support fishing operations.

Berthing Spaces mean spaces that are intended to be used for sleeping and are provided with installed bunks and mattresses.

Big 8 Item refers to critical gear or systems on a commercial fishing vessel to include PFDs / Immersion Suits, Survival Craft, EPIRB, Distress Signals, Fire Extinguishers, Stability, High Water Alarms and Drills & Training.

Boundary Line means the dividing points between internal and offshore waters for several legal purposes, including load line regulations. Specific descriptions of boundary lines are set forth in [46 CFR 7](#). *(In general, they follow the trend of the seaward high water shorelines and cross entrances to small bays, inlets and rivers.)*

Captain is the title of the person in charge of a vessel, responsible for safe navigation and direction of operations, regardless of any official rank or license held. Captain is often used as a courtesy title, particularly for unlicensed individuals. In the commercial fishing industry, the captain is the person in charge of underway procedures, fishing operations and supervision of the crew.

Coastal Service Pack means equipment provided in liferafts approved by the Commandant for coastal service.

Coastal Waters means the territorial seas of the U.S. (3 miles) and those waters directly connected (i.e., bays, sounds, harbors, rivers, inlets, etc.) where any entrance exceeds 2 nm to the first point where the largest distance between shorelines narrows to 2nm. ([33 CFR 175.105 \(b\)](#))

Coastline means the Territorial Sea baseline as defined in [33 CFR 2.20](#).

DEFINITIONS (continued)

Coastwise Voyage means a vessel navigating the waters of any ocean or the Gulf of Mexico within 20nm or less of shore.

Coast Guard Boarding Officer means a commissioned, warrant or petty officer of the Coast Guard who is authorized to board any vessel. This authority is granted under the Act of 4 August 1949; 63 Stat.502, as amended by 14 USC 89.

Coast Guard Representative means a person employed at a Coast Guard Sector Office, an accepted organization or a similarly qualified organization approved by the Coast Guard to examine commercial fishing industry vessels.

Cold Water means water where the monthly mean low water temperature is 59F ° (or 15C °) or less. See [NVIC 7-91](#) & Enclosure (1) of this booklet.

Commercial Fishing Vessel means a fishing vessel, fish tender vessel, or a fish processing vessels.

Custom Engineered (Fixed fire extinguishing systems) means a system that is designated for a specific space requiring individual calculations for the extinguishing agent volume, flow rate, and piping, among other factors, for the space.

Documented vessels means a vessel for which a Certificate of Documentation has been issued under the provisions of [46 CFR 67](#).

Especially Hazardous Condition (EHC) means a condition which may be life threatening or lead to serious injury if continued.

Fish means finfish, mollusks, crustaceans and all other forms of marine animal and plant life except marine mammals and birds.

Fish Processing Vessel means a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling.

Fish Tender Vessel means a vessel that commercially supplies, stores, refrigerates, or transports fish, fish products, or materials directly related to fishing or the preparation of fish to or from a fish, fish processing, or fish tender vessel / fish processing facility.

Fishing Vessel means a vessel that commercially engages in the catching, taking, or harvesting of fish, or an activity that can reasonably be expected to result in the catching, taking or harvesting of fish.

Fishing Vessel Drill Conductor means an individual who meets the training requirements of [46 CFR 28.270\(c\)](#) for conducting drills and providing instruction once a month to each individual on board.

DEFINITIONS (continued)

Fishing Vessel Safety Instructor means an individual or organization that has been accepted by the local OCMI to train Fishing Vessel Drill Conductors to conduct drills and provide instructions.

Fixed Fire Extinguishing (FFE) System means an approved CO2 type system installed IAW [46 CFR 76.15](#) (i.e. sufficient CO2 to flood a space, controls, and valves inside and outside of protected spaces, alarms, shut down of ventilation system/openings, etc.)

Galley means a space that provides for preparation and extended storage of food. This does not include: small alcohol or propane stoves with limited cooking capability, ice chests or similar devices that are intended for keeping small quantities of food for short durations.

High Seas mean all waters, which are neither territorial seas nor internal waters of the U. S. ([33 CFR 2.22](#)).

Immediately Available means that a device can be easily grabbed and cast loose, not secured to the vessel in any way.

ITC Tonnage means the International Tonnage Convention method to measure a vessel's tonnage.

Length means the length listed on the vessel's Certificate of Documentation or Certificate of Registry. Length over all (LOA) may be considerably longer than the documented length. LOA is used in reference to the navigation rules.

Motorboat means any vessel 65 feet in length or less which is equipped with propulsion machinery.

Motor Vessel means any vessel more than 65 feet in length, which is propelled by machinery other than steam.

Oceangoing as outlined in [33 CFR 151.05](#), vessels which operate any time seaward of the outermost boundary of the territorial sea (3 nm) of the U.S.

Ocean Service Pack is the equipment pack for inflatable life raft operating to and beyond 50nm from shore.

Ocean Voyage includes waters of any ocean, or the Gulf of Mexico, more than 20nm offshore.

Officer in Charge, Marine Inspection (OCMI) means an officer of the USCG who commands a Marine Inspection Zone described in [33 CFR Part 3](#) or an authorized representative of that officer.

DEFINITIONS (continued)

Operating Station means the principal steering station on the vessel from which the vessel is normally navigated.

Pre-Engineered (Fixed fire extinguishing) means a system that is designed and tested to be suitable for installation as a complete unit in a space of a set volume, without modification, regardless of the vessel on which installed.

Readily Accessible means items are stowed so that they are easily obtained near a person's berthing area and work station so to prevent searching throughout the vessel.

Secured means, as it relates to the overboard discharge valve for a marine sanitation device: locked, tagged, wire-tied, zip-tied or chained in the closed position. Locking the head door does not satisfy as being secured.

Substantial Alteration ([46 CFR 28.501](#)) means a conversion to a CFV that adversely affect vessel stability such as:

- 1) An increase in the vertical center of gravity at lightweight by more than 2 inches;
- 2) An increase or decrease of lightweight displacement by more than 3% of original weight;
- 3) A shift of the longitudinal center of gravity of more than 1% of the vessel's length.

Territorial Seas means the waters within 3nm measured off the coast of the U.S. and the territorial sea baseline as defined in [33 CFR 2.20](#).

Tonnage means a measurement used for documenting vessels.

Training refers to specific instruction to impart technical knowledge and develop practical skills in the application of knowledge.

Warm water means water where the monthly mean low water temperature is normally more than 59F ° (or 15C °).

Watertight means designed and constructed to withstand a static head of water without any leakage, except that "watertight" for the purpose of electrical equipment means enclosed so that equipment does not leak when a stream of water (from a hose with a nozzle one inch in diameter that delivers at least 65 gallons per minute) is played on the enclosure from any direction from a distance of 10 feet for five minutes. (See [46 CFR 28.50](#) for detailed description regarding electrical installations.)

Weathertight means that water will not penetrate into the unit in any sea condition.

Use means to operate, navigate, or employ.

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These items apply to all commercial fishing industry vessels.

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- (6) Navigation and Vessel Inspection Circulars (NVICs)
- (7) EPIRB Registration Form
- (8) Coast Guard Exam Booklet
- (9) Quick Reference Stability Guide

ITEMS FOR ALL VESSELS

NUMBERING/REGISTRATION

[33 CFR 173.15](#)
[33 CFR 173.27](#)

Applicability: All undocumented commercial fishing industry vessels equipped with propulsion machinery.

Requirements:

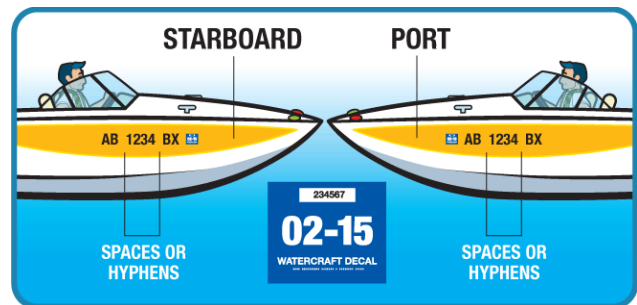
1. Valid State Certificate of Numbers on whenever underway.
2. Block numbers on the forward half of the vessel.

Acceptability Requirements:

- A valid State Certificate of Numbers must be on board while the vessel is underway. A temporary or official duplicate is acceptable.

Display of Numbers:

- **3 inch BLOCK** – minimum height
- Affixed to forward half of the vessel
- One on each side of the vessel
- Contrasting color to the background
- Permanently affixed
- Read from left to right
- Have a hyphen or a space between prefix, number, and suffix



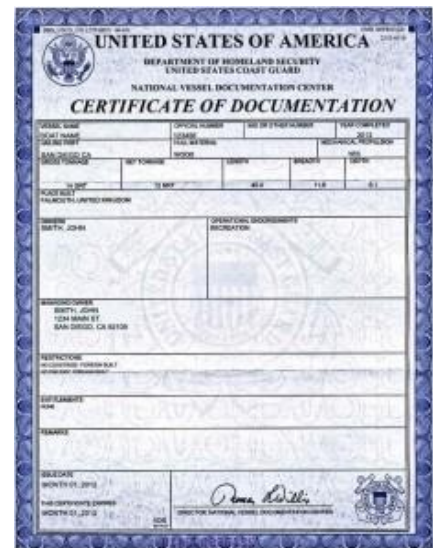
DOCUMENTATION

[46 CFR 67](#)

Applicability: All commercial vessels 5 net tons and greater.

Requirements:

1. The original Certificate of Documentation:
 - a. Must be maintained on board the vessel.
 - b. Proper fisheries endorsement. Not expired.
2. Name of the vessel must be:
 - a. On port, starboard bow, and stern of the vessel.
 - b. Not less than 4 inches in height.
 - c. Marked in clearly legible letters.
3. Hailing port of the vessel must be:
 - a. On the stern of the vessel.
 - b. Not less than 4 inches in height.
 - c. Marked in clearly legible letters.
4. Official number of the vessel must be:
 - a. Permanently affixed to some clearly visible structural part of the hull.
 - b. Not less than 3 inches in height.
 - c. Affixed in clearly legible numbers.



FCC SHIP RADIO STATION LICENSE

[47 CFR 80.405](#)

Applicability:

All documented vessels equipped with radio transmitting equipment, operating outside the Boundary Line, are required to have a current “**Compulsory**” FCC Ship Radio Station License.

All vessels greater than 20 meters (65.6 feet) in length equipped with radio transmitting equipment, operating inside the Boundary Line, are also required to have a current “**Compulsory**” FCC Ship Radio Station License.

Note: Vessels 20 meters or less, operating **exclusively** inside the Boundary Line, **are not required** to have a FCC Ship Radio Station License.

Requirements/Acceptability:

A valid original station license must be aboard and should be posted; if a license application is pending, a copy of FCC Form 605A should be used as a temporary license.

The license must display the correct name and/or number of the vessel, list at licensee the current owner or manager of the vessel, list all radio transmitting equipment (including EPIRBs), list all authorized operating frequencies, and be stamped with the FCC Seal.

Licenses are valid for a period of ten years but an updated license should be obtained whenever the type or quantity of radio transmitting equipment changes from that listed on the license.

Crewmembers are not required to have a personal Operator’s License as long as the vessel doesn’t dock in a foreign port or leave from a foreign port to dock in a U. S. port.

License Application Procedures:

In addition to the procedure below, application for a new or modified license may be made on-line at <http://wireless.fcc.gov/uls/>.

To apply for a new or modified Ship Radio Station License, complete and submit FCC Form 605A with any required fee.

To determine if a fee is required, consult FCC Form 1070Y (if a fee is required, the Fee Remittance Advice Form 159 must also be submitted).

Forms 605A, 1070Y and 159 are available online at <http://www.fcc.gov/formpage.html> or by calling the FCC’s Forms Distribution Center at (800) 418-3676.

Form 605A includes a listing of addresses where the forms and fees should be submitted.

INJURY PLACARD

[46 CFR 28.165](#)

Applicability: All commercial fishing vessels.

Requirements:

- Must be at least 5" x 7".
- Must be posted in a highly visible location accessible to the crew.

Acceptability:

The approved wording for the placard is:



“United States law, 46 United States Code 10603, requires each seaman on a fishing vessel, fish processing vessel, or fish tender vessel to notify the master or individual in charge of the vessel or other agent of the employer regarding any illness, disability, or injury suffered by the seaman when in service to the vessel not later than seven (7) days after the date on which the illness, disability, or injury arose.”

OIL POLLUTION PLACARD

[33 CFR 155.450](#)

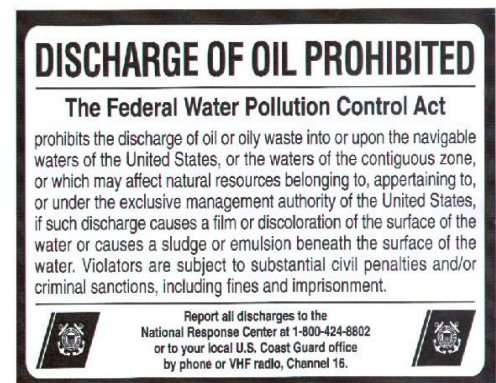
Applicability: All vessels 26 feet or more in length.

Requirements:

- Placard must be at least 5" x 8".
- In a language understood by the crew.
- Permanently affixed in the machinery space or near the bilge pump operating switch.

Acceptability:

The approved wording for the placard is:



“The Federal Water Pollution Control Act prohibits the discharge of oil or oily waste into or upon the navigable waters of the United States, or the waters of the contiguous zone, or which may affect natural resources belonging to, appertaining to, or under the exclusive management authority of the United States, if such discharge causes a film or discoloration of the surface of the water or causes a sludge or emulsion beneath the surface of the water. Violators are subject to substantial civil penalties and / or criminal sanctions including fines and imprisonment.”

GARBAGE PLACARD

[33 CFR 151.59](#)

Applicability: All vessels 26 feet or more in length.

Requirements:

- Sufficient number posted so as to be read by crew and passengers.
- Displayed in prominent locations.
- Must be at least 4" x 9".
- Letters must be at least 1/8" high.
- Must be made of durable material.

The discharge of all garbage, most importantly all forms of plastic, is prohibited into the navigable waters of the United States and into all other waters except as specifically allowed below. A person who violates these requirements is liable for civil and/or criminal penalties.

Within 3 nautical miles of land	3 to 12 nautical miles from land	12 or more nautical miles from land
Discharge of all garbage is prohibited.	Permitted Ground food waste that is able to pass through a screen with openings no larger than 1 inch.	Permitted Food waste. Wash water. Cargo residues and cleaning agents may be discharged en route if not harmful to the marine environment.

Regional, state, and local restrictions on garbage discharges also may apply.

Acceptability:

The approved wording for the placard as provided in [33 CFR 151.59 \(c\)\(1-4\)](#).

GARBAGE (WASTE) MANAGEMENT PLAN

[33 CFR 151.57](#)

Applicability: All oceangoing (beyond 3 nm from coastline) commercial fishing vessels that are 40 feet or more in length.

Requirements: A written **Waste Management Plan** must describe procedures for:

- Collection
- Processing
- Storage
- Discharge of garbage and waste
- Designate the person who is responsible for carrying out the plan.

**** Garbage Log is REQUIRED on ocean going vessels GREATER than 400 GTs.**

WASTE MANAGEMENT PLAN

Vessel Name:

This plan describes policy and procedures for handling this vessel's garbage according to MARPOL Annex V and 33 CFR Subparts 151.51 through 151.77. As Captain, I am responsible for carrying out this plan. All crewmembers and embarked persons shall follow the instructions in this plan. **It is the general policy of this vessel that all food waste and garbage will be retained on board for proper disposal ashore.**

Waste for this vessel is collected _____ (where) and stored _____ (location). When moored, all waste will be carried from the vessel and disposed of _____ (location of dumpster, etc.). **Plastics and waste containing plastic materials will never be discharged into the water from this vessel regardless of location.**

3. When sailing on inland waters or at sea within 12 nautical miles of land, no food, garbage or waste of any type will be discharged. When on an extended voyage, beyond 12 nautical miles from land, certain non-plastic and non-floating waste may be discharged if storage space is not available. In this case, all plastics (including foamed plastic) are to be segregated from other wastes and stored on board for proper disposal ashore. Only those materials permitted for discharge according to the MARPOL Annex V placard may be discharged in the water. **In no case will waste of any kind be discharged into the water without my prior inspection and explicit permission.**

4. If you have any questions about this plan, waste handling procedures or materials that may be discharged, please consult me.

Captain

Date

LOAD LINES

[46 U.S.C. 5102, 5106, 5112](#)
[46 CFR 28.895, 46 CFR 42](#)

Applicability: Fish processing vessels and fish tender vessels, EXCEPT:

1. Fish Processing Vessels not more than 5000 GTs:
 - a. Constructed as a fish processing vessel before August 16, 1974; or
 - b. Converted for use as a fish processing vessel before January 1, 1983; and.
 - c. Is not on a foreign voyage.
2. Fish Tender Vessels not more than 500 GTs:
 - a. Constructed, under construction, or under contract to be constructed as a fish tender vessel before January 1, 1980; or
 - b. Was converted for use as a fish tender vessel before January 1, 1983; and
 - c. Is not on a foreign voyage; or
 - d. Engaged in the Aleutian Trade.
3. Vessels less than 24 meters (79 feet) overall in length.
4. A vessel of not more than 150 GT, the keel of which was laid or that was at a similar stage of construction, before January 1, 1986, that is on a domestic voyage.

Requirements:

Load Line Certificates

- Issued by either classification society, ABS or Det Norske Veritas.
- Valid for 5 years.
- Must be endorsed annually by the issuing classification society; otherwise the certificate is invalid (**TERMINATION**).

Load Line Marks

- Must be permanently and conspicuously affixed to the hull.
- Must not be submerged.

Vessels required to have load lines **MAY NOT** proceed beyond the Boundary Line without a valid load line and load line certificate.

A vessel may not be loaded in a way that submerges the assigned load line.

CFVs greater than 24 meters (79 feet) built after 01 JUL 2013 will be required to have a valid load line certificate.

Warning:

Instability resulting from overloading, improper loading or lack of freeboard is an unsafe condition and may be grounds for termination of vessel operations. (**See Enclosure 4, "Termination for Unsafe Operations"**)

LICENSING / MANNING

[46 U.S.C. 8104](#)
[46 CFR 15](#)

Applicability: All documented commercial fishing vessels, 200 GTs or more, operating on the high seas or beyond 3nm offshore.

Requirements:

1. An individual may not serve as Master, Mate or Engineer on a vessel subject to this section if the individual does not have a Merchant Mariner's License, issued under [46 USC 7101](#), in the capacity in which the individual will be employed.
 2. The master is responsible for establishing adequate watches and lookouts. (See [46 CFR 15.705](#) for fish processing vessel manning requirements).
-

CITIZENSHIP / PERCENT MANNING

[46 U.S.C. 8103](#)

Applicability: Each fishing vessel, fish processing, and fish tender vessel that is engaged in the fisheries on navigable waters of the United States or the Exclusive Economic Zone (EEZ).

Requirements:

1. The master of a vessel must be a citizen of the United States.
2. Each unlicensed seaman must be:
 - a. A citizen of the United States;
 - b. Alien lawfully admitted to the United States for permanent residence; or
 - c. Any other alien admitted to be employed under the Immigration & Naturalization Act (I&NA). ([8 U.S.C. 1101 et seq.](#))
3. Not more than **25%** of the unlicensed seaman aboard a vessel may be aliens in the third category referred to above.

Note: The seaman requirements DO NOT apply to vessels fishing exclusively for highly migratory species (See Section 3 of [16 U.S.C. 1802](#)).

Acceptability:

1. Per [8 CFR 274a.2\(b\)\(1\)\(v\)\(A\)](#), the following documents, so long as they appear to relate to the individual presenting the document, are acceptable as evidence as both identity and employment eligibility:
 - a. United States passport;
 - b. Alien Registration Receipt Card or Permanent Resident Card (Form I-551);

CITIZENSHIP / PERCENT MANNING (Continued)

[46 U.S.C. 8103](#)

- c. Foreign passport that contains a temporary I-551 stamp, or temporary I-551 printed notation on a machine readable immigrant visa;
 - d. Employment Authorization Document containing a photograph (Form I-766);
 - e. In the case of a nonimmigrant alien authorized to work for a specific employer incident to status, a foreign passport with Form I-94 or Forma I-94A bearing the same name as the passport and containing an endorsement of the alien's nonimmigrant status, as long as the period of endorsement has not yet expired and the proposed employment is not in conflict with any restrictions or limitations; or
 - f. A passport from the Federal States of Micronesia (FSM) or the Republic of the Marshall Islands (RMI) with Form I-94 or Form I-94A indicating nonimmigrant admission under the compact of Free Association Between the United States and the FSM or RMI.
2. Per [8 CFR 274a.2\(b\)\(1\)\(v\)\(C\)](#), the following are acceptable documents to establish employment authorization ONLY:
- a. A Social Security account number card other than one that specifies on the face that the issuance of the card does not authorize employment in the United States;
 - b. Certification of Birth issued by the Department of State, Form FS-545;
 - c. Certification of Birth issued by the Department of State, Form DS-1350;
 - d. An original or certified copy of a birth certificate issued by a State, county, municipal authority or outlying possession of the United States bearing an official seal;
 - e. Native American tribal document;
 - f. United States Citizen Identification Card, Form I-197; or
 - g. An employment authorization document issued by the Department of Homeland Security.
3. Per Section 264 of the I&NA, every alien 18 years of age or over shall at all times carry and have in their personal possession any certificate of alien registration or alien registration receipt card issued to them. Failure to comply is a misdemeanor offense.
4. The USCG has amended the citizenship requirements for ownership of vessels less than 100 feet in length that are eligible for a fishery endorsement. For fishing vessels owned and controlled by corporations, the percentage of interest that must be held by U.S. citizens is increased from more than **50%** to more than **75%**.

Note: Under some circumstances, the Coast Guard permits a waiver of the citizenship requirements for crewmembers that can be found in [46 CFR Part 28, Subpart I – Citizenship Waiver Procedures](#).

NAVIGATION RULES

[COMDTINST M16672.2D](#)

Applies: All self-propelled vessels 12 meters (39.4 feet) or more in overall length and operating inside the COLREGS (International Regulations for Preventing Collisions at Sea) Demarcation Line shown on nautical charts. The COLREGS Demarcation Line is not always the same as the Boundary Line.

Requirements:

Each vessel must have on board and available for ready reference a current copy of the Inland Navigation Rules. This may be the Coast Guard publication COMDTINST M16672.2D titled NAVIGATION RULES, INTERNATIONAL – INLAND, published by the Government Publishing Office or an acceptable substitute such as the Reed’s Nautical Companion. The Inland Navigation Rules book may be purchased at Government Printing Offices located in many major cities, ordered by telephone from (866) 512-1800 (toll free), ordered online at <http://bookstore.gpo.gov/>, or by mail at: Superintendent of Documents, P. O. Box 371954, Pittsburgh, PA 15250-7954. Note: Copies of the Inland Navigation Rules may also be downloaded and printed from USCG Navigation Center at <https://www.navcen.uscg.gov/?pageName=navRuleChanges> at no cost. Current Coast Guard policy requires the navigation publications be in hard copy; copies existing solely in electronic media do not meet the carriage requirements.



RULES OF THE ROAD

33 CFR 162
33 CFR 81 (COLREGS)

Applies to: All vessels at anchor or underway between sunset and sunrise, or in or near areas of restricted visibility

Acceptability Requirements:

Navigation Lights: Rules 21, 22, 23 & Annex I

- Proper Range of Visibility.
- Proper Arc of Visibility.
- Proper Light Configuration, including spacing & arrangement.
- Deck Lights must not hinder recognition of the vessel's navigational lights.
- On vessels 65.6 ft (20m) or more in length, the sidelight screens must be matte black.

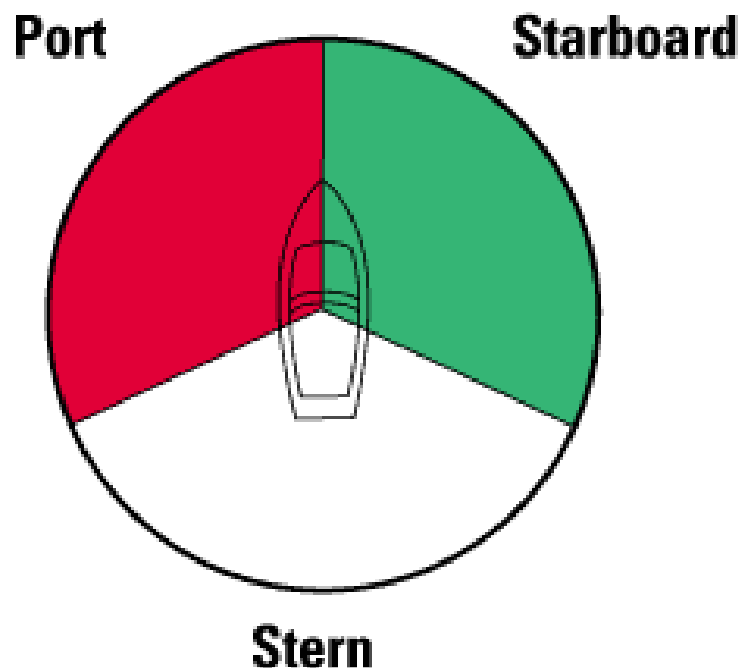
Fishing at Night: Rule 26 & Annex II

- All around red over all around white light properly displayed. (Trawling at night requires all around green over all around white.) Not required on trollers.

Day Shapes: Rule 26 & Annex II

- When engaged in fishing, 2 black cones apex to apex must be properly displayed. Not required on trollers.

Note: *The previously accepted basket day shape is no longer authorized.*



NAVIGATION LIGHTS

33 CFR Part 84

Applies: All vessels at anchor or underway from sunset to sunrise, or in or near areas of restricted visibility; the rules concerning shapes shall be complied with by day.

Requirements/Acceptability: Please refer to [COMDTINST M16672.2D](#), titled NAVIGATION RULES, INTERNATIONAL – INLAND, for specific information on proper range of visibility, arc of visibility, and configurations for lights and shapes.

Masthead lights are white and show an arc of 225°, 112.5° to each side of the bow. Side lights are red to port and green to starboard and show an arc of 112.5° from the bow aft on its respective side. Stern lights are white and show an arc of 135°, 67.5° to each side of the stern. All-round lights have an arc of 360°.

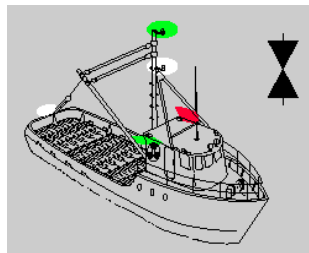
Navigation Lights: Vessels underway display a masthead light, side lights and a stern light. Vessels at anchor display a white all-round light. On vessels less than 12 meters (39.4 feet), masthead and stern lights may be combined in a white all-round light.

Fishing Lights: Vessels engaged in trawling display a green all-round light over a white all-round light in a vertical line. Vessel engaged in fishing, other than trawling, display a red all-round light over a white all-round light in a vertical line. These lights have a minimum vertical separation of one meter (3.3 feet) if less than 20 meters in length, and two meters (6.6 feet) if 20 meters or more in length.

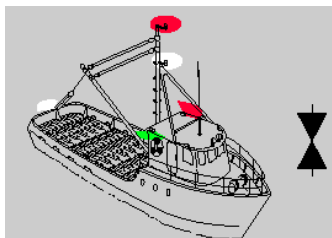
Day Shapes: Vessels engaged in trawling display two cones, apex to apex, in a vertical line one above the other. See Rule 26.

Warning:

Lack of any operable navigation lights during periods of reduced visibility is considered an unsafe condition and may be grounds for termination of vessel operations. (**See Enclosure 4, “Termination for Unsafe Operations”**).



Vessel engaged in trawling—less than 50m in length
All around green over white, stern and side lights



Vessel engaged in fishing other than trawling
All around red over white, stern and side lights

SOUND PRODUCING DEVICE

[33 CFR 83.33](#)
[33 CFR Part 86](#)

Applies: All commercial fishing vessels.

Requirements:

Vessels less than 12 meters (39.4 feet) in length must have some means of producing an efficient sound. No bell is required.

Vessels 12 to less than 20 meters (39.4 to less than 65.6 feet) in length operating under Inland Rule 33 must have a whistle or horn audible for 0.5 nautical miles.

Vessels 20 to 100 meters (65.6 to 328.1 feet) must have a whistle audible for one nautical mile and a bell 11.8 inches or more in diameter.

Vessels over 100 meters (over 328.1 feet) must have a whistle audible for 1.5 nautical miles, a bell 300mm (11.8 inches) or more in diameter, and a gong.

Acceptability: Equipment must be good and serviceable. An automatic bell must have a manual backup. When a bell is required, it must be aboard the vessel and accessible, but **does not have to be mounted**.



VISUAL DISTRESS SIGNALS

[46 CFR 28.145](#)

Applies: All commercial fishing vessels operating on coastal or ocean waters.

Requirements: Items must be SOLAS or USCG approved. The **Coast Guard** approval cite ([46 CFR Part 160](#) or [46 CFR Part 161](#)) is given in parentheses):

Inland Waters: None, unless carriage of three visual day/night signals ([160.021](#), [160.024](#) and/or [160.036](#)) is required to meet the Survival Craft Exemption.

Coastal Waters (0 to 3 Nautical Miles from the coast):

Day & Night: A total of three hand red flare distress signals ([160.021](#)), pistol-projected parachute red flare distress signals ([160.024](#)), hand-held rocket-propelled parachute red flare distress signals ([160.036](#)), or red aerial pyrotechnic flare distress signals ([160.066](#)) will meet the day and night requirements.

Day only: Three of the approved day & night distress signals listed above or three hand orange smoke distress signals ([160.037](#)) or one orange flag distress signal ([160.072](#)).

Night only: Three of the approved day & night distress signals listed above or one electric distress light ([161.013](#)).

Ocean Waters (3 to 50 Nautical Miles from the coast):

Day & Night: Three hand-held rocket-propelled parachute red flare distress signals ([160.036](#)) or SOLAS rocket parachute flares (160.136), plus six hand red flare distress signals ([160.021](#)) or SOLAS hand flares (160.121), plus three floating orange smoke distress signals (160.022) or hand orange smoke distress signals ([160.037](#)) or SOLAS 3-minute floating smoke distress signals (160.122)

Ocean Waters (more than 50 Nautical Miles from the coast):

Day & Night: Three SOLAS rocket parachute flares (160.136), plus six SOLAS hand flares (160.121), plus three SOLAS 3-minute floating smoke distress signals (160.122)

Acceptability:

Distress signals must be replaced before their expiration date.

If expired distress signals are retained aboard the vessel, they must be clearly marked as expired and stowed in a different location from the distress signals being used to meet the requirements. Dispose of expired distress signal properly.

Note: Distress signals should not be used for "training purposes" while on the water unless you call the Coast Guard first to advise that your vessel is not in distress.

Applies: All commercial fishing vessels.

Requirements for documented vessels:

Operating seaward of the Boundary Line and north of 32 degrees North Latitude: One immersion suit for each person on board (POB).

Operating in all other waters (vessels under 40 feet in length): One Type I, II, III, V or immersion suit for each POB.

Operating in all other waters (vessels 40 feet or more in length): One Type I, V or immersion suit for each POB.

Requirements for state-numbered vessels:

Operating on the High Seas (beyond three nautical miles (NM) from the coast of the United States) during “cold water” season (see Enclosure 1 for definition): One immersion suit for each POB.

Operating in all other waters (vessels under 40 feet in length): One Type I, II, III, V or immersion suit for each POB.

Operating in all other waters (vessels 40 feet or more in length): One Type I, V or immersion suit for each POB.

Acceptability: PFDs must be the proper size for each individual and stowed readily accessible for use. When operating beyond the Boundary Line, each immersion suit or other PFD must be equipped with an approved (approval number 161.012) PFD light.

Each immersion suit or other PFD must have at least 31 square inches of retro reflective material on the front and at least 31 square inches of retro reflective material on the back of the PFD, located high on the chest and shoulders where it would normally be visible to search aircraft or vessels. See page 3 for more information on types of retro reflective material.

Each immersion suit or other PFD shall be marked with the name of the vessel, the name of the PFD owner, or the name of the person assigned to wear the PFD.

Excess equipment: If a vessel carries more PFDs than required by regulation, all of those PFDs should be serviceable. Unserviceable PFDs should be removed. This will ensure crewmembers have safe and effective equipment during an emergency.

WARNING!

While an immersion suit may be substituted for any other type of PFD, if an immersion suit is required another PFD may not be substituted in its place. Failure to have required immersion suits or other PFDs may be grounds for termination of vessel operations. (**See Enclosure 4, “Termination for Unsafe Operations”**).

LIFESAVING EQUIPMENT MARKINGS

[46 CFR 28.135](#)

Applies: All commercial fishing vessels.

Requirements: Each wearable PFD (Type I, II, III, V or immersion suit) must be marked with the name of the vessel, the name of the PFD owner, or the name of the person assigned to wear the PFD.

Each survival craft or auxiliary craft must be marked with the name of the vessel or state number if vessel is not named. Each Emergency Position Indicating Radio Beacon must be marked with the name of the vessel or the state number if vessel is not named.

Acceptability: All markings must be made using block capital letters. Retro reflective material must in accordance with [46 CFR 164.018](#) and arranged in accordance with [IMO Resolution A.658\(16\)](#).

LIFESAVING EQUIPMENT

[46 CFR 28.140](#)

Readiness, Maintenance and Inspection

[46 CFR 25.26-5](#)

Applies: All commercial fishing vessels.

Requirements: The master or person-in-charge of a vessel must ensure that each item of required lifesaving equipment must be in good working order, ready for immediate use and readily accessible before the vessel leaves port and at all times when the vessel is operated.

Acceptability: Maintenance and inspection must follow the schedule below:

EQUIPMENT	ACTION REQUIRED
Type I, II, III, V PFDs & immersion suit	Inspect/clean/repair annually & as needed
Inflatable wearable Type V PFD (hybrids)	Service annually
Buoyant apparatus and life float	Inspect/clean/repair annually
Inflatable liferaft	Service annually (See Note1)
Inflatable buoyant apparatus	Service annually (See Note1)
Hydraulic release units (metallic units)	Service annually
Disposable Hydrostatic Release Units (HRUs; such as a Hammar H20 or equal)	Replace on or before expiration date
Dated batteries & other items w/exp. dates	Replace on or before expiration date
Undated batteries	Replace annually
Water activated batteries	Replace after each use
EPIRB	Test monthly
EPIRB battery	Replace on or before expiration date

Note: 1. A new inflatable liferaft or inflatable buoyant apparatus is serviceable for two years after date of manufacture; it must then begin the annual service interval.

Maintenance and servicing of lifesaving equipment must be done in accordance with the manufacturer's guidelines. Servicing of an inflatable liferaft or inflatable buoyant apparatus must be done by a facility specifically approved by the Commandant. A list of approved facilities is available at <http://cgmix.uscg.mil/LifeRaftSearch/Default.aspx>.

RING LIFEBUOYS

[46 CFR 28.115](#)

Applies: All commercial fishing vessels 16 feet or more in length.

Requirements:

Vessels 16 feet to less than 26 feet, one 20 inch or larger orange ring life buoy with at least 60 feet of line attached. A Type IV buoyant cushion may be substituted; no retroreflective material or line is required.

Vessels 26 feet to less than 65 feet, one 24 inch orange ring life buoy with at least 60 feet of line attached.

Vessels 65 feet or more, three 24-inch orange ring life buoys, with at least one ring life buoy having at least 90 feet of line attached.

Acceptability:

Each ring life buoy must be in serviceable condition without significant deterioration of the cover material or grab line, and marked with approval number 46 CFR 160.009 or **[46 CFR 160.050](#)**.

Ring life buoys may be painted orange so long as the Coast Guard approval information is not covered or obscured.

Strips of Type II retroreflective material, about two inches wide, should be wrapped around the ring at four evenly spaced points. See note below.

Each ring life buoy must be permanently marked with the name of the vessel or the state number if not named.

Certain Type V PFDs are approved for and may be substituted for the Type IV PFDs, when used as required by limitations and conditions found on the Coast Guard approval label. Among these are the LIFESLING (approval number 160.064/2764/0) and LIFESLING2 (approval number 160.064/3729/0).

Retro reflective material for lifesaving equipment must be approved through **[46 CFR 164.018](#)**. Type I retroreflective material is used on flexible surfaces and rigid surfaces, except rigid surfaces that are continuously exposed; it may be attached by sewing or by an adhesive. Type II retroreflective material is weather resistant material used on continuously exposed rigid surfaces; it may be attached by mechanical fasteners or an adhesive and arranged in accordance with **[IMO Resolution A.658\(16\)](#)**.

Applies: All commercial fishing vessels, with two exceptions and one exemption:

Exception 1: No survival craft is required for vessels under 36 feet in length operating within 12 NM of the coastline of the United States with no more than three persons-on-board (POB).

Exception 2: No survival craft is required for vessels under 36 feet in length operating within 12 NM of the coastline of the United States, when equipped with builder-certified positive flotation.

Exemption 1: If certain operating restrictions are met, no survival craft is required for vessels at least 36 feet but less than 65 feet in length operating exclusively inside the boundary line of the Fifth Coast Guard District (as described in [46 CFR Part 7](#)). See Enclosure 1, "***D5 Policy Letter XX-17 - Survival Craft Exemption***".

Requirements:

For documented vessels, and state-numbered vessels with more than 16 POB, see Tables A and C on pages 5 and 6 for the type of survival craft permitted. For all other state-numbered vessels, see Tables B and D. The total survival craft must be able to accommodate all POB.

Inflatable liferafts and inflatable buoyant apparatus must be serviced annually at a Coast Guard-approved facility, except for those less than two years past the date of manufacture. Once two years old, they must be serviced each year.

Containers for inflatable liferafts must be marked as containing the required Coastal Service, SOLAS B or SOLAS A equipment pack. Equipment packs are not accessible until the liferaft is inflated; see "Survival Craft Equipment", page 19 for equipment pack contents.

Acceptable Substitutions:

The hierarchy of survival craft in descending order is: lifeboat, inflatable liferaft with SOLAS A pack, inflatable liferaft w/SOLAS B pack, inflatable liferaft w/Coastal Service pack, inflatable buoyant apparatus, life float, buoyant apparatus. A survival craft higher in the hierarchy may be substituted for any survival craft required in this table.

An auxiliary craft carried on board a vessel, which is necessary to normal fishing operations, may be used to satisfy a requirement for a buoyant apparatus, a life float or an inflatable buoyant apparatus, provided it is capable of carrying all POB; it may not be used to replace a required inflatable liferaft.

WARNING!

Failure to have a required survival craft of adequate capacity or failing to have a survival craft serviced when required may be grounds for termination of vessel operations. (**See Enclosure 4, "Termination for Unsafe Operations"**).

SURVIVAL CRAFT (Continued)

[46 CFR 28.120](#)

COLD WATER REQUIREMENTS FOR:

Note: The water is considered Cold from 1 November thru 31 May for all waters North of Cape Charles (37°07.4' N). From 1 December through 30 April, all waters from Cape Charles to Cape Hatteras (35°15.3' N) are also considered Cold Waters. Coastal water areas, adjacent ocean areas and connecting waters, including Lakes, Bays, Sounds or Rivers are also considered Cold Waters.

Table A: Documented Fishing Vessels and DOCUMENTED FISHING VESSELS COLD WATERS

	Boundary Line	3 Mile Line	12 Mile Line	20 Mile Line	50 Mile Line
Under 36'	None Required 3 Or Less POB		Inflatable Liferaft	Inflatable SOLAS "B"	Liferaft With SOLAS "A"
	Buoyant Apparatus More than 3 POB	Buoyant Apparatus	Inflatable Liferaft	Inflatable SOLAS "B"	Liferaft With SOLAS "A"
36' or More	Buoyant Apparatus 3 or less POB	Buoyant Apparatus	Inflatable Liferaft	Inflatable SOLAS "B"	Liferaft With SOLAS "A"
	Inflatable Buoyant Apparatus More than 3 POB	Inflatable Buoyant Apparatus	Inflatable Liferaft	Inflatable SOLAS "B"	Liferaft With SOLAS "A"

Under 36'	None required 3 or less POB		Inflatable Buoyant Apparatus
	Buoyant Apparatus More than 3 POB	Buoyant Apparatus	Inflatable Buoyant Apparatus
36' or More	Buoyant Apparatus 3 or less POB	Buoyant Apparatus	Inflatable Buoyant Apparatus
	Buoyant Apparatus More than 3 POB	Buoyant Apparatus	Inflatable Buoyant Apparatus

WARM WATER REQUIREMENTS FOR:

Table C: Documented Fishing Vessels and State-Numbered Vessels with more than 16 Persons-On-Board

	Boundary Line	3 Mile Line	12 Mile Line	20 Mile Line	50 Mile Line
Under 36'	None Required 3 Or Less POB	None Required	Life Float	Inflatable Liferaft	Liferaft With SOLAS "A"
	None Required More than 3 POB	Buoyant Apparatus	Life Float	Inflatable Liferaft	Liferaft With SOLAS "A"
36' or More	None Required 3 or less POB	Buoyant Apparatus	Life Float	Inflatable Liferaft	Liferaft With SOLAS "A"
	None Required More than 3 POB	Life Float	Life Float	Inflatable liferaft	Liferaft With SOLAS "A"

Table D: State-Numbered Fishing Vessels

	Boundary Line	3 Mile Line	12 Mile Line	20 Mile Line	50 Mile Line
Under 36'	None required 3 or less POB	None required	Life Float	Inflatable Buoyant Apparatus	
	None Required More than 3 POB	Buoyant Apparatus	Life Float	Inflatable Buoyant Apparatus	
36' or More	None Required 3 or less POB	Buoyant Apparatus	Life Float	Inflatable Buoyant Apparatus	
	None Required More than 3 POB	Buoyant Apparatus	Life Float	Inflatable Buoyant Apparatus	

SURVIVAL CRAFT EQUIPMENT

[46 CFR 28.130](#)
[46 CFR 160.051](#)

Applies: All commercial fishing vessels required to carry survival craft.

Requirements:

Every inflatable liferaft must be equipped with a Coastal Service equipment pack, a SOLAS B equipment pack or a SOLAS A equipment pack. The liferaft manufacturer or liferaft servicing facility will apply a label, on the exterior of the liferaft canister, indicating which equipment pack is included.

Each life float or buoyant apparatus must be equipped with a lifeline, pendants, painter, and floating electric water light approved through [46 CFR 161.010](#). The painter must be at least 100 feet in length and attach the survival craft to the vessel by means of a float-free link. All equipment must be of good quality, in good condition, and secured to the survival craft. Strips of retroreflective material must be placed at four locations on both the top and bottom sides.

Acceptability:

See Navigation and Vessel Inspection Circular (NVIC) [1-92](#), [1-92 CH-1](#), and [1-92 CH-2](#) for more information on survival craft equipment acceptability.

See NVIC [1-83](#) for more information on life float or buoyant apparatus equipment and stowage arrangements.

Note: The Coastal Service, SOLAS B and SOLAS A equipment packs are sealed in the liferaft canisters and cannot be checked during a boarding or dockside examination. These equipment lists are for information only.

The Coastal Service equipment pack consists of a repair outfit, a pump or bellows and plugs for pressure relief valves.

The SOLAS B equipment pack includes the items above plus: heaving line, jackknife, bailer, two sponges, two sea anchors, two paddles, first aid kit, whistle, two rocket parachute flares, three hand flares, one buoyant smoke signal, electric torch, radar reflector, signaling mirror, lifesaving signals table, anti-seasickness medicine, survival instructions, emergency instructions, and a thermal protective aid.

The SOLAS A equipment pack includes the entire SOLAS B equipment pack plus: two more rocket parachute flares, three more hand flares, one more buoyant smoke signal, fishing tackle, food rations, drinking water, and a drinking cup.

STOWAGE OF SURVIVAL CRAFT

[46 CFR 28.125](#)

Applies: All commercial fishing vessels required to carry survival craft.

Requirements:

Each inflatable liferaft required to be equipped with a SOLAS A or SOLAS B equipment pack must be stowed to float free and automatically inflate in the event the vessel sinks.

Each inflatable liferaft, inflatable buoyant apparatus, and any auxiliary craft used in their place, must be kept readily accessible for launching or stowed so as to float free if the vessel sinks.

Acceptability:

Each hydrostatic release unit (HRU) used in a float-free arrangement must be approved under [46 CFR 160.062](#) and not be past the expiration date marked on the unit.

Each float-free link used with a buoyant apparatus or with a life float must be certified to meet [46 CFR 160.073](#) and display the certification tag provided with the link.

SURVIVAL CRAFT EXEMPTION

[46 CFR 28.60](#)

Applies: Commercial fishing vessels 36 feet or longer and less than 65 feet in length, operating exclusively inside the Boundary Line of Fifth Coast Guard District waters.

Background: The Coast Guard recognizes there are some cases where exemptions to the fishing vessel safety regulations are warranted. On October 30, 1998, the Fifth District Commander granted a permanent exemption to [46 CFR 28.120](#) for commercial fishing vessels 36 feet to less than 65 feet in length, operating exclusively inside the Boundary Line of Fifth Coast Guard District waters, subject to certain requirements. (**See Enclosure 1, "D5 Policy Letter 30 OCT 1998 - Survival Craft Exemption"**).

Requirements: To be eligible for the survival craft exemption, these vessels must:

1. Be equipped with one Coast Guard-approved immersion suit for each person-on-board during the cold water months of November through May.
2. Be equipped at its main operating station (helm) with an operable VHF radio-telephone that complies with [46 CFR 28.245](#), capable of transmitting and receiving within the 156 MHz band, and installed in a safe manner.
3. The vessel carries onboard a minimum of three day/night visual distress signals approved under [46 CFR 160.021](#), [46 CFR 160.024](#) or [46 CFR 160.036](#).
4. Complete a successful dockside safety examination and maintain a current commercial fishing vessel safety examination decal. The decal is valid for two years from the date of issue.

Note: Failure to carry adequate immersion suits when required to meet the exemption requirements may be grounds for termination of vessel operations. (**See Enclosure 4, "Termination for Unsafe Operations"**).

EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB)

[46 CFR 28.150](#)
[46 CFR 25.26-50](#)

Applies: All commercial fishing vessels operating on the high seas (more than three Nautical Miles from the coast of the United States).

Requirements:

Vessels 36 feet or more in length must have on board a float-free, automatically activated Category 1 406 MHz EPIRB stowed in a manner where it will float-free if the vessel sinks.

Vessels less the 36 feet in length or any vessel with builder-certified positive flotation must have on board a manually activated Category 2 406 MHz EPIRB stowed in a readily accessible location at or near the principal steering station. If desired, a Category 1 406 MHz EPIRB may be carried in its place.

Exception: A skiff or workboat is not required to carry an EPIRB if it is stored, when not working, aboard a mother ship equipped with an EPIRB.

Acceptability:

Category 1 EPIRBs require a hydrostatic release unit (HRU). A disposable "Hammar H2O" type HRUs includes a label to indicate the expiration month and year. These HRUs remain valid for two years from date placed in service.

EPIRBs must be tested, using the procedure specified in the Owner's Manual, at installation and at least monthly afterwards.

EPIRB batteries are valid for a period of five or ten years but must be replaced if the EPIRB has been used during an emergency or if it has a false activation exceeding two hours. Almost all EPIRBs require that batteries be replaced at an authorized servicing facility. The battery expiration date is recorded on a label attached to the body of the EPIRB and not on any protective casing.

The vessel name must be marked on the body of the EPIRB.

EPIRBs must be listed on your Federal Communications Commission (FCC)-issued radio license and must be registered with NOAA. See Enclosure (7) for the NOAA registration form and registration instructions. Registration decals must be attached to the body of the EPIRB and not any protective casing. See page 14 "**Lifesaving Equipment Maintenance**" for required maintenance and inspections to EPIRB devices.

How to use your EPIRB in an emergency:

When deployed in an emergency, the EPIRB should be placed upright, with a clear view of the sky and away from metal that could distort the emergency signal. If abandoning ship, allow the EPIRB to float in the water for maximum signal effectiveness.

EPIRB TESTING AND REGISTRATION

Applies: Category 1 and 2 406 MHz EPIRBs.

Requirements:

Test EPIRB at installation and at least monthly per Owner's Manual.

Example – the test procedure of Pains-Wessex SOS Rescue 406 EPIRB is:

- Remove EPIRB from bracket or storage case.
- Press and hold READY button (on rear of EPIRB) for ten seconds.
- The red lamp will come on for four seconds to confirm test is in progress.
- When the red light goes out, the strobe lamp **must flash** three times [PASS].
- If the strobe does not flash [FAIL], repeat the test once more.
- If it fails a second test, an approved service agent must service the EPIRB.

406 MHz EPIRB registration procedures:

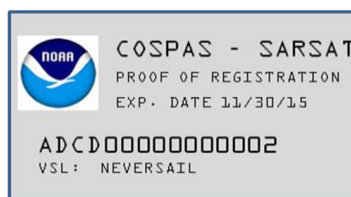
Each 406 MHz EPIRB transmits a coded digital signal with a unique identification signal. The National Oceanographic and Atmospheric Administration (NOAA) maintains a registration database of EPIRBs aboard U. S. vessels. Proper registration simplifies the Coast Guard search and rescue response by identifying the vessel and points of contact to call when a distress signal is received. Registration is free of charge. You may register your EPIRB on-line at <http://www.beaconregistration.noaa.gov/> or by mail.

To get a [registration form](#) for mail-in registration:

- See Enclosure (7) to this booklet, or
- Call the NOAA SARSAT Division at (301) 457-5678
- Print the form mail-in registration form available at the NOAA website above, or
- Call the Coast Guard Fishing Vessel Safety Coordinator at (800) 521-9219.

To register, mail the form to: **NOAA SARSAT Beacon Registration**
NSOF E/SP3
4231 Suitland Road
Suitland, MD 20746

A sample decal is shown below:



FIRE EXTINGUISHERS

[46 CFR 25.30-20](#)

[46 CFR 28.160](#)

CG-CVC Policy LTR 18-04

Applies: All commercial fishing vessels.

Requirements (minimum):

Length (feet)	Minimum number of 5-B portable fire extinguishers required ¹	
	No fixed fire extinguishing system in machinery space	Fixed fire extinguishing system in machinery space
Under 16 ft	1	0
16 ft and over, but less than 26 ft	1	0
26 ft and over, but less than 40 ft	2	1
40 ft and over, but less than 65 ft	3	2

¹ One 20-B portable fire extinguisher may be substituted for two 5-B portable fire extinguishers.

Safety areas & communicating corridors:	One 2-A in each main corridor, not more than 150 feet apart (may be located in stairways)
Pilothouse:	Two 20-B:C in the vicinity of exit
Service spaces, galleys	One 40-B:C for each 2500 square feet or fraction thereof suitable for hazards involved
Paint lockers:	One 40-B:C outside space in vicinity of the exit
Accessible baggage & storerooms:	One 2-A for each 2500 square feet or fraction thereof in vicinity of exits, either inside or outside the spaces
Workshops or similar spaces:	One 2-A outside the space in the vicinity of the exit
Machinery spaces (internal combustion propelling machinery):	One 40-B:C for each 1000 BHP or fraction of thereof but not less than two or more than six
Electrical propulsion or generator unit:	One 40-B:C for each propulsion motor generator unit
Auxiliary spaces:	One 40-B:C outside the space in the vicinity of the exit
Machinery room:	One 40-B:C outside the space in the vicinity of the exit
Electrical emergency motors or generators:	One 40-B:C outside the space in the vicinity of the exit

FIRE EXTINGUISHERS (Continued)

46 CFR 25.30-20

46 CFR 28.160

CG-CVC Policy LTR 18-04

Acceptability:

Vessels contracted for prior to **August 22, 2016** must meet the following requirements:

- 1) Previously installed extinguishers with extinguishing capacities smaller than what is required in tables 46 CFR 25.30-20(a)(1) and 46 CFR 25.30-20(b)(1) need NOT be replaced and may be continued in service so long as they are maintained in good condition to the satisfaction of the Officer-in-Charge, Marine Inspection.
- 2) All new equipment and installations must meet the applicable requirements in 46 CFR 25.30-80 for new vessels.

Length (feet)	
Under 26 ft	<u>One B-1</u>
26 ft and over, but less than 40 ft	<u>Two B-I</u> or <u>One B-II</u>
40 ft and over, but less than 65 ft	<u>Three B-I</u> or <u>One B-I</u> and <u>One B-II</u>
Over 65 ft:	
Safety areas & communicating corridors:	<u>One A-II</u> in each main corridor, not more than 150 feet apart
Pilothouse:	<u>Two C-I</u> in vicinity of exits
Galley & service areas:	<u>One B-II</u> or <u>C-II</u> for each 2500 square feet
Paint lockers:	<u>One B-II</u> outside in vicinity of exit
Accessible baggage & storerooms:	<u>One A-II</u> for each 2500 square feet; in vicinity of exit, inside or outside
Workshops or similar spaces:	<u>One A-II</u> outside in vicinity of exit
Machinery spaces (internal combustion propelling machinery):	<u>One B-II</u> for each 1000 BHP, but not less than <u>Two</u> or more than <u>Six</u> B-IIs
Electrical propulsion or generator unit:	<u>One C-II</u> in vicinity of exit, inside or outside
Auxiliary spaces:	<u>One B-II</u> in vicinity of exit, inside or outside
Machinery room:	<u>One B-II</u> in vicinity of exit, inside or outside
Electrical emergency motors or generators:	<u>One C-II</u> in vicinity of exit, inside or outside

USCG Class	UL-Listed Equivalent	Foam (gals)	CO2 (lb)	Dry Chemical (lb)
B-I	5-B:C	1.25	4	2
B-II	10-B:C	2.5	15	10

FIRE EXTINGUISHERS (Continued)

[46 CFR 25.30-20](#)

[46 CFR 28.160](#)

CG-CVC Policy LTR 18-04

All fire extinguishers are to be mounted in a manufacturer provided/USCG approved bracket.



Fire extinguishers used to meet these requirements must have a decal or label showing: Marine Type, Coast Guard Approved, Size, Type and Approval Number ([46 CFR 162.028](#)), or bear the Underwriters Laboratory (UL) approval for marine use. Fire extinguishers in excess of the minimum requirements need not meet Coast Guard or UL approval for marine use, but must be listed and labeled by a nationally recognized laboratory.

WARNING:

Failure to have required fire extinguishers while operating a vessel is considered an unsafe condition and may be grounds for termination of vessel operations. (See [Enclosure 4, "Termination for Unsafe Operations"](#)).

UNOBSTRUCTED ROUTE

[46 CFR 28.140\(d\)](#)

Applies: All commercial fishing vessels.

Requirements: An escape route from a space where an individual may be employed or an accommodation space must not be obstructed.

BACKFIRE FLAME CONTROL

[46 CFR 25.35](#)

Applies: All vessels with gasoline engines (except outboard motors).

Requirements: Backfire flame control can be provided by a backfire flame arrestor, an air/fuel induction system, or other approved attachment to the carburetor.

Acceptability: Devices must be securely mounted or installed on the engine and in good and serviceable condition. Flame arrestors and air/fuel induction systems must be Coast Guard, SAE Marine or UL Marine approved.

VENTILATION

[46 CFR 25.40-1](#)

Applies: All motor vessels with closed compartments, which use gasoline for electrical generation, mechanical power or propulsion.

Requirements: Bilges of every engine and fuel tank compartment shall be fitted with at least two ventilator ducts, with cowls or their equivalent for efficient removal of explosive or flammable gasses.

If the vessel was built between 4/25/1940 and 7/31/1980, use of natural ventilation is acceptable; if built on or after 8/1/1980, a power ventilation system (exhaust blower) is required. The use of power ventilation is encouraged.

Acceptability: At least one exhaust duct shall be installed so as to extend from the open atmosphere to the lower portion of the bilge; at least one intake duct shall be installed so as to extend from the open atmosphere to a point at least midway to the bilge or at least below the level of the carburetor intake.

The cowls attached to the intake and exhaust ducts shall be located and trimmed for maximum effectiveness and in such a manner that prevents any displaced fumes from being re-circulated. The minimum size of the intake and exhaust ducts must be two inches in diameter or a cross-section area of at least three square inches.

WARNING! Gasoline vapors can explode. Before starting any engines, check the engine compartment for gasoline vapors and ventilate the closed compartments by operating the exhaust blower for at least four minutes or the minimum period required by the vessel manufacturer. Excessive volatile fuel (gasoline or solvents) or volatile fuel vapors accumulating in the bilges, or a missing backfire flame control device, is considered an unsafe condition and may be grounds for termination of vessel operations. (See Enclosure 4, "Termination for Unsafe Operations").

MARINE SANITATION DEVICE (MSD)

[33 CFR 159.7](#)

Applies: All vessels having an installed toilet facility and operating inside the Boundary Line or within three Nautical Miles of the coastline of the United States.

Requirements:

Portable toilets or "porta-potties" are not considered installed toilets and vessels equipped only with those devices are not subject to the MSD regulations.

Vessels 65 feet or less in length must have a Type I, Type II or Type III MSD.

Vessels 65 feet and greater in length require a Type II or Type III MSD.

MARINE SANITATION DEVICE (MSD) (Continued)

[33 CFR 159.7](#)

Acceptability:

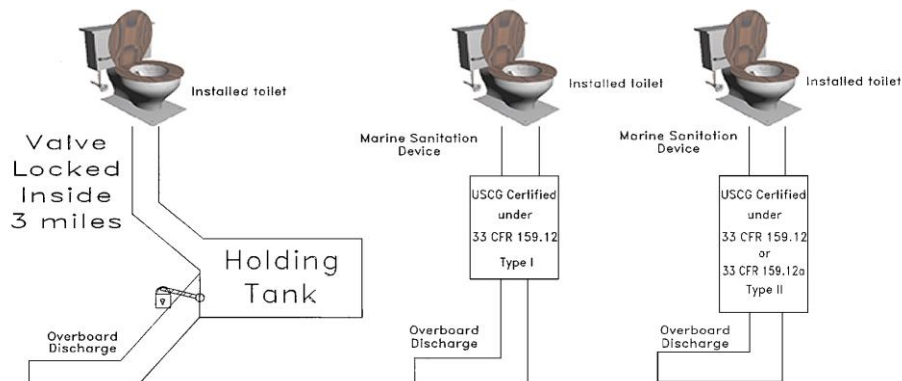
The MSD must be operational (i.e. required chemicals/electrical power in place).

Type I and Type II MSDs must have the manufacturer's certification label required by [33 CFR 159.16](#). Type I and Type II MSDs are certified under [33 CFR 159.12](#).

Type III MSDs are holding tanks only, certified under [33 CFR 159.12a](#) and do not require a label. For Type III MSDs:

If equipped with a "Y" valve, while inside the Boundary Line or within three Nautical Miles of the coastline of the United States, the "Y" valve must be aligned or closed to prevent the accidental discharge of sewage overboard. Use of a padlock, non-releasing wire-tie or valve handle removal is a recommended method of securing the MSD. **Merely closing the valve is not acceptable.** The holding tank must be provided with a vent extending outside the vessel's hull to the outside atmosphere.

Prohibited Waters: In [40 CFR 140.3](#), the Environmental Protection Agency (EPA) establishes standards for the EPA and the states to designate "prohibited waters," where all overboard discharge of treated or untreated sewage is prohibited. These are usually freshwater lakes, freshwater reservoirs or other freshwater impoundments. If unsure whether you are operating in prohibited waters, contact the state government agency or department responsible for water quality enforcement at that location.



DRUG & ALCOHOL TESTING PROGRAM

[46 CFR 4.06](#)

Applies: A vessel engaged in commercial service that is involved in a Serious Marine Incident must conduct alcohol and chemical testing of all individuals directly involved. Alcohol testing must be conducted within 2 hrs and chemical testing within 32 hrs of casualty.

DRUG & ALCOHOL TESTING PROGRAM (Continued)

[46 CFR 4.06](#)

Although there is no requirement to have test kits on board; however, vessels that operate more than 2 hrs from an alcohol testing facility ***should*** have alcohol test kits on board. Most alcohol test kits do not require the collector to be trained. Vessels that operate more than 32 hrs from a chemical testing facility ***should*** have chemical test kits on board. Most chemical test kits **DO** require special training.

Serious Marine Incident (as defined by [46 CFR 4.03-2](#)):

- One or more deaths;
- An injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid, and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform routine vessel duties;
- Damage to property in excess of \$100,000;
- Actual or constructive total loss of any vessel subject to inspection;
- Actual or constructive total loss of any self-propelled vessel, not subject to inspection, of 100 gross tons or more;
- A discharge of oil of 10,000 gallons or more into the navigable waters of the United States; or
- A discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States.

***** Contact the local Sector ASAP.**

STABILITY/STABILITY INSTRUCTIONS

[46 CFR 28.65\(b\)\(5\)](#)
[46 CFR Subpart E](#)

Stability for All Vessels:

Vessel may have instability resulting from overloading, improper loading or lack of freeboard. Vessel's voyage may be terminated. A vessel with less than 6" freeboard at amidships may be operating in an especially hazardous condition: Contact nearest Sector.

Stability Instructions—Applies to (as defined by [46 CFR 28.500](#)): Each commercial fishing industry vessel which is 79 feet or more in length that is NOT required to be issued a Load Line AND:

1. Has its keel laid or is at a similar stage of construction or undergoes a major conversion started on or after September 15, 1991;
2. Undergoes alterations to the fishing or processing equipment for the purpose of catching, landing, or processing fish in a manner different than has previously been accomplished on the vessel; or
3. Has substantial alterations (***see definitions***) conducted on or after September 15, 1991.

STABILITY/STABILITY INSTRUCTIONS (Continued)

[46 CFR 28.65\(b\)\(5\)](#)
[46 CFR Subpart E](#)

Requirement: (as required by [46 CFR 28.530](#))

Vessel must have a Stability Book or Stability Information developed by a naval architect or other qualified individual outlining different loading conditions and capacities pertaining to the vessel. Stability instructions must be in a format that is easily understood by the master and must reflect the vessel's current construction and operation.

Note the date and name of the naval architect or qualified individual who developed the stability information in the MISLE Boarding Activity.

Recommendations: Weight Creep:

Weight creep from the accumulation of extra spare parts, fishing gear, and junk or a series of seemingly small modifications to the vessel or its fishing gear can significantly reduce a fishing vessel's overall stability. The weight creep often occurs over long periods of time in small amounts so the crew may not notice reduced initial stability levels.

The vessel's overall stability has been reduced from the accumulated total weight because:

- i. The center of gravity "G" is raised from the added weight high; and
- ii. The freeboard is reduced because of the added weight that causes the deck edge to submerge at the smaller heel angles.

Every 6 to 12 months, all areas of the vessel should be thoroughly inspected and cleaned of any extraneous spare parts, fishing gear, and equipment. If modifications to the vessel or its fishing gear not included in the vessel's current stability assessment must remain, consult a Naval Architect about developing new stability guidance.

For further information on stability, refer to the **USCG – [A Best Practices Guide to Vessel Stability](#).**

OIL TRANSFER PROCEDURES

[33 CFR 155.720](#)

Applies: All vessels with a fuel capacity of 10,500 gallons or greater.

Requirements:

Provide on board written procedures for transferring oil products to or from the vessel and from tank to tank within the vessel. Procedures must contain all information required by [33 CFR 155.720](#), in the order listed or by use of a cross-reference page.

Acceptability:

Contents of transfer procedures (as required by [33 CFR 155.750](#))

(a) The transfer procedures required by [33 CFR 155.720](#) must contain, either in the order listed or by use of a cross-reference index page:

(1) A list of each product transferred to or from the vessel, including the following information:

- (i) Generic or chemical name;
- (ii) Cargo information as described in [33 CFR 154.310\(a\)\(5\)\(ii\)](#); and
- (iii) Applicability of transfer procedures;

(2) A description of each transfer system on the vessel including:

(i) A line diagram of the vessel's transfer piping, including the location of each valve, pump, control device, vent, and overflow;

(ii) The location of the shutoff valve or other isolation device that separates any bilge or ballast system from the transfer system; and

(iii) A description of and procedures for emptying the discharge containment system required by [33 CFR 155.310](#) and [33 CFR 155.320](#);

(3) The number of persons required to be on duty during transfer operations;

(4) The duties by title of each person in charge for each transfer operation;

(5) Procedures and duty assignments for tending the vessel's moorings during the transfer of oil or hazardous material;

(6) Procedures for operating the emergency shutdown and communications means required by [33 CFR 155.780](#) and [33 CFR 155.785](#), respectively;

(7) Procedures for topping off tanks;

(8) Procedures for ensuring that all valves used during the transfer operations are closed upon completion of transfer;

(9) Procedures for reporting discharges of oil or hazardous material into the water; and

(10) Procedures for closing and opening the vessel openings in [33 CFR 155.815](#).

(b) Exemptions or alternatives granted must be placed in front of the transfer procedures.

(c) The vessel operator shall incorporate each amendment to the transfer procedures under [33 CFR 155.760](#) in the procedures with the related existing requirement, or at the end of the procedures if not related to an existing requirement.

POLLUTION EQUIPMENT

[33 CFR 155.350](#)

Applies: All vessels less than 400 gross tons.

Requirements: The vessel must be capable of retaining onboard all oily mixtures and be properly equipped to discharge the oily mixture to a reception facility. A bucket and sponge are the minimal acceptable discharge equipment. Additional requirements apply for documented vessels beyond the Boundary Line or with more than 16 POB; see page 32, titled BILGE PUMPS, PIPING & DEWATERING.

WARNING!

While the vessel's bilges may be used to store oily mixtures, it is a violation of Federal law ([33 CFR 155.770](#)) to intentionally drain oil or hazardous materials into the bilge of a vessel. Oily mixtures containing volatile materials (gasoline or solvents) may create an unsafe condition and may be grounds for termination of vessel operations.

PUMPING, PIPING AND DISCHARGE

[33 CFR 155.420](#)

Applies: All oceangoing vessels of 100 GTs and above but less than 400 GTs fitted with main or auxiliary machinery spaces.

Requirements: There must be at least one sufficient means to discharge oily mixtures through a fixed piping system to a Reception facility.

Acceptability:

Pumping, piping and discharge requirements for oceangoing ships of 100 gross tons but less than 400 gross tons.

- (a) No person may operate an oceangoing ship of 100 gross tons and above but less than 400 gross tons that is fitted with main or auxiliary machinery spaces unless:
 - (1) The ship has at least one pump installed to discharge oily mixtures through a fixed piping system to a reception facility;
 - (2) The piping system required by this section has at least one outlet accessible from the weather deck;
 - (3) for a ship on an international voyage, the outlet required by this section has a shore connection that meets the specifications in [33 CFR 155.430](#), or the ship has at least one adapter that meets the specifications in [33 CFR 155.430](#) and fits the required outlets.
 - (4) For a ship not on an international voyage, the outlet required by this section has a shore connection that is compatible with the reception facilities in the ship's area of operation.
 - (5) The ship has a means on the weather deck near the discharge outlet to stop each pump that is used to discharge oily mixtures; and
 - (6) The ship has a stop valve installed for each outlet required by this section.
- (b) Paragraph (a) does not apply to a ship that has approved oily-water separating equipment for the processing of oily mixtures from bilges or fuel oil tank ballast.
- (c) This does not apply to a fixed or floating drilling rig or other platform.

MAGNUSON ACT REQUIREMENTS

[50 CFR 648.8](#)
[50 CFR 600.504](#)

Applies: All vessels permitted to fish for a Federally-regulated species in the Exclusive Economic Zone (EEZ) of the United States.

Requirements: Vessels greater than 25 feet in length must display:

- The Coast Guard Official Number or State Registry Number on both sides of the deckhouse and on an appropriate weather deck.
- Characters must be block Arabic and ten inches high for vessels greater than 25 feet but not more than 65 feet in length and 18 inches high for vessels greater than 65 feet in length.

To assist Coast Guard Boarding Officers with conducting fishery inspections and to facilitate a safe boarding, vessel operators should adhere to the following guidelines:

- A vessel operator must stop the vessel when directed to do so.
- A vessel operator who does not understand a signal from an enforcement unit must consider the signal as an order to stop.
- If a vessel has more than four feet of freeboard, a vessel operator must provide a Coast Guard approved pilot ladder (see [46 CFR 163.003](#)) when directed. This is an amendment to [50 CFR 600.730](#) published 11/17/2008 and effective on 1/1/2009.
- A vessel must illuminate the pilot ladder when directed.
- A vessel operator must provide a manrope or safety line when directed.

CERTIFICATE OF FINANCIAL RESPONSIBILITY (COFR) - POLLUTION

[33 CFR 138.15](#)

Applies: All vessels greater than 300 gross tons.

Requirements: The original certificate must be carried aboard the vessel.

To apply for or determine if a vessel has a valid COFR, access the [COFR site](#) or call the National Pollution Funds Center (during normal working hours) at (202) 493-6780.

OPERATING A VESSEL WHILE INTOXICATED

[33 CFR 95](#)

Applies: All commercial fishing vessels.

Requirements: An individual is considered to be operating a vessel when serving as a crewmember, pilot or watchstander aboard a vessel other than a recreational vessel.

An individual is considered to be intoxicated when: the individual is operating a vessel other than a recreational vessel and has an alcohol concentration of 0.04 percent by weight in their blood (BAC), or the individual is operating any vessel and the effect of intoxicant(s) consumed by the individual on the person's manner, disposition, speech, muscular movement, general appearance or behavior is apparent by observation.

Note: A 2006 change to [46 CFR 4.06](#) requires vessels to have a capability to perform alcohol screening of the crew within two hours after a serious marine incident. See page 26 for more information.

MARINE CASUALTY REPORTING

[46 CFR 4.05](#)
[46 CFR 28.80](#)
[2692 Form](#)

Applies: All commercial fishing vessels.

Requirements:

Verbal notice of Marine Casualty (see [46 CFR 4.05-1](#)): Immediately after addressing safety concerns, the owner, master, operator, or person-in-charge shall notify the nearest Coast Guard Sector or Sector Field Office whenever a vessel is involved in a marine casualty consisting of:

- An unintended grounding or an unintended striking of a bridge;
- An intended grounding or an intended strike of a bridge that creates a hazard to navigation, the environment or the safety of a vessel;
- A loss of main propulsion, primary steering or any associated component or control system that reduces the maneuverability of the vessel;
- An occurrence adversely affecting the vessel's seaworthiness or fitness for route or service, including but not limited to fire, flooding, or failure of or damage to fixed fire extinguishing systems, lifesaving equipment, auxiliary power generating equipment or bilge pumping systems;
- A loss of life;
- An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties; or
- An occurrence causing property damage in excess of \$25,000; this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, drydocking or demurrage.

MARINE CASUALTY REPORTING (Continued)

[46 CFR 4.05](#)
[46 CFR 28.80](#)
[2692 Form](#)

Substance of Verbal Notice of Marine Casualty: The notice must include the following information:

- The name and official number of the vessel involved;
- The name of the vessel's owner or agent;
- The nature and circumstances of the casualty;
- Location in which it occurred;
- Nature and extent of the injuries to persons; and
- The extent of damage to property.

Written Report of Marine Casualty: The owner, agent, master, operator or person-in-charge shall, within five days, file a written report of any marine casualty described on the previous page. This written report is in addition to the immediate verbal notice required by [46 CFR 4.05-1](#) and must:

- Be delivered to a Coast Guard Marine Safety Office, Marine Inspection Office or Activities Office;
- Be provided on Form CG-2692 (Report of Marine Accident, Injury or Death); and
- Be supplemented as needed by Form CG-2692A (Barge Addendum) and Form CG-2692B (Report of Required Chemical Drug & Alcohol Testing Following a Serious Marine Incident).
- Forms CG-2692 and the supplement forms may be downloaded at http://www.uscg.mil/forms/cg/CG_2692.pdf as Adobe Acrobat files.

Report of Marine Casualty to underwriter of primary insurance for the vessel:

Except for a marine casualty that is required to be reported to the Coast Guard on Form CG-2692 by [46 CFR 4.05-1](#), the owner, agent, operator, master or individual-in-charge of a vessel involved in a casualty must submit a report as soon as possible to the underwriter of primary insurance for the vessel (or to Marine Index Bureau (MIB), Inc., 67 Scotch Road, Ewing, NJ 08628) whenever the casualty involves any of the following:

- Loss of life;
- An injury that requires professional medical treatment (treatment beyond first aid) and that renders the individual unfit to perform his or her routine duties;
- Loss of a vessel; or
- Damage to or by a vessel, its cargo, apparel or gear, except for fishing gear while not on board a vessel, or that impairs the seaworthiness of the vessel, or that is initially estimated at \$2,500 or more.

These reports must contain the following information:

- Name and address of the vessel owner and operator (if different from owner);
- Name and address of the underwriter of primary insurance for the vessel;
- Name, registry number, call sign, gross tonnage, build year, length & hull material of the vessel;
- The date, location, primary cause and nature of the casualty;

MARINE CASUALTY REPORTING (Continued)

[46 CFR 4.05](#)
[46 CFR 28.80](#)
[2692 Form](#)

- The specific fishery, intended catch and length of fishery opening, when applicable;
- The date that the casualty was reported to the underwriter of primary insurance for the vessel (or MIB);
- The activity of the vessel at the time of the casualty;
- The weather conditions at the time of the casualty, if the weather contributed to the cause of the casualty;
- The damages to or by the vessel, its apparel, gear or cargo;
- The monetary amount paid for damages;
- The name, birth date, social security number, address, job title, length of disability, type of injury, and medical treatment required for each individual incapacitated for more than 72 hours, or deceased as a result of the casualty;
- The name, registry number and call sign of every other vessel involved in the casualty; and
- The monetary amounts paid for an injury or death.

Alcohol or Drug Use in Marine Casualties: For each marine casualty required to be reported by [46 CFR 4.05-10](#), the marine employer shall determine whether there is any evidence of alcohol or drug use by individuals directly involved in the casualty and include in the written report ([Form CG-2692](#)), information which:

- Identifies those individuals for whom evidence of drug or alcohol use, or evidence of intoxication, has been obtained; and
- Specifies the method used to obtain such evidence, such as personal observation of the individual, or by chemical testing of the individual.

- ★ **Alcohol screening:** There have been major changes to [46 CFR 4.06](#) effective June 20, 2006. Marine employers must ensure alcohol screening equipment is aboard each commercial vessel to permit testing of crewmembers for alcohol use within two hours after a Serious Marine Incident occurs. Testing devices must be currently listed by the National Highway Transportation Safety Administration on either the Conforming Products List (CPL) titled "Modal Specifications for Devices to Measure Blood Alcohol" or "Conformal Products List of Screening Devices to Measure Alcohol in Bodily Fluids." While electronic screening devices may be used, the single-use, disposable saliva alcohol test devices manufactured by Chematics, Inc., OraSure Technologies, Inc., and Varian, Inc. may be the most cost-effective option. These devices are readily available from medical supply distributors and easily found by searching the Internet using the term "alcohol screening devices" in the search engine.

Serious Marine Incident: A serious marine incident requires action by the marine employer to conduct the chemical testing required by [46 CFR 16.240](#). A serious marine incident involving a vessel in commercial service includes any marine casualty or accident that results in any of the following:

MARINE CASUALTY REPORTING (Continued)

[46 CFR 4.05](#)
[46 CFR 28.80](#)
[2692 Form](#)

- One or more deaths;
- An injury to a crewmember, passenger, or other person which requires professional medical treatment (treatment beyond first aid) and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform his or her routine duties;
- An occurrence causing property damage in excess of \$100,000, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing or demurrage;
- Actual or constructive total loss of any self-propelled vessel of 100 gross tons or more;
- A discharge of oil of 10,000 gallons or more into the navigable waters of the United States, as defined in [33 USC 1321](#), whether or not resulting from a marine casualty;
- Discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States, or a release of a reportable quantity of a hazardous substance into the environment of the United States, whether or not resulting from a marine casualty.

ITEMS FOR DOCUMENTED FISHING VESSELS BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB

FIRST AID EQUIPMENT & TRAINING

[46 CFR 28.210](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line or with more than 16 POB.

Requirements: A First Aid Manual, a Medicine Chest, and persons trained and certified in cardiopulmonary resuscitation (CPR) and first aid as follows:

Total Persons on Board:	Persons on Board Trained and Certified in	
	First Aid	CPR:
1 or 2 POB	None	None
3 to 16 POB	1	1
17 to 49 POB	2	2
50 or more POB	4	4

Acceptability: The First Aid Manual and Medicine Chest must be of a size suitable for the number of POB and kept readily accessible. First aid training and certification is shown by possessing a certificate indicating completion of an approved First Aid Course provided by the American National Red Cross or other Coast Guard-approved instructor. CPR training and certification is shown by possessing a certificate indicating completion of a CPR Course provided by the American National Red Cross, American Heart Association or other Coast Guard-approved instructor. An individual certified in both first aid and CPR may be counted against both requirements. Note: 46 CFR 28.210 requires initial certification only. While not required, annual recertification is strongly encouraged.

NAVIGATIONAL PUBLICATIONS/CHARTS

[46 CFR 28.225](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line or with more than 16 POB.

Requirements: Each vessel must have on board:

- Currently corrected marine charts of the area to be transited. Chart information may be found at <http://www.nauticalcharts.noaa.gov/>.
- A current copy of, or extract from, the U. S. Coast Pilot for the area. This may be Volume 3, Sandy Hook, NJ to Cape Henry, VA or Volume 4, Cape Henry, VA to Key West, FL. The U. S. Coast Pilots may be downloaded and printed at <https://nauticalcharts.noaa.gov/nsd/cpdownload.htm>.

NAVIGATIONAL PUBS/CHARTS (Continued) [46 CFR 28.225](#)

- A current copy of, or extract from, the Coast Guard Light List for the area. This may be Volume 1: Atlantic Coast, St. Croix River, Maine to Shrewsbury River, New Jersey and/or Volume 2: Atlantic Coast, Shrewsbury River, New Jersey to Little River, South Carolina. The Coast Guard Light Lists may be downloaded and printed at <http://www.navcen.uscg.gov/?pageName=lightLists>.
- A current copy of, or extract from, the Tide and Tidal Current Tables for the area. Tide and Tidal Current Tables may be downloaded and printed at <https://tidesandcurrents.noaa.gov/products.html>
- A copy of the Inland Navigation Rules (required for vessels 12 meters (39.4 feet) or more in length operating shoreward of the COLREGS Demarcation Line).

Acceptability: Marine charts should be of large enough scale to safely navigate the area and be currently corrected. [NVIC 01-16](#) allows for the use of electronic pubs and charts. The Coast Guard does not currently accept Reed's Nautical Almanac as a substitute for the above publications.

Note: Marine charts, Coast Pilots and Tide Tables are available through most marine supply firms or nautical stores. The Inland Navigation Rules and Coast Guard Light List may be available from the same sources or purchased from the Government Publishing Office via phone, fax, or online. To order by phone call (202) 512-1800; to fax, call (202) 512-2250; to order online, visit the Online Bookstore at <http://bookstore.gpo.gov/>. Current Coast Guard policy requires the navigation publications to be in hard copy; copies existing solely in electronic media do not meet the carriage requirements.

CREW CONTRACTS [46 U.S.C. 10601](#)

Applies: All commercial fishing vessels at least 20 gross tons as measured under [46 U.S.C. 14502](#), or an alternate tonnage measurement under [46 U.S.C. 14302](#) and on a voyage from a port in the United States.

Requirements: The agreement shall state the period of effectiveness of the agreement and include the terms of any wage, share, or other compensation arrangement peculiar to the fishery in which the vessel will be engaged during the period of the agreement. It shall also include any other agreed on terms.

MAGNETIC COMPASS/ COMPASS DEVIATION TABLE [46 CFR 28.230](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line or with more than 16 POB.

Requirements: Each vessel must be equipped with an operable magnetic compass and a current compass deviation table.

MAGNETIC COMPASS/ COMPASS DEVIATION TABLE (Continued)

[46 CFR 28.230](#)

Acceptability: A sample compass deviation table is shown below:

SHIP'S HEADING (MAGNETIC)	DEVIATION
0	
15	
30	
45	
60	
75	
90	
105	
120	
135	
150	
165	

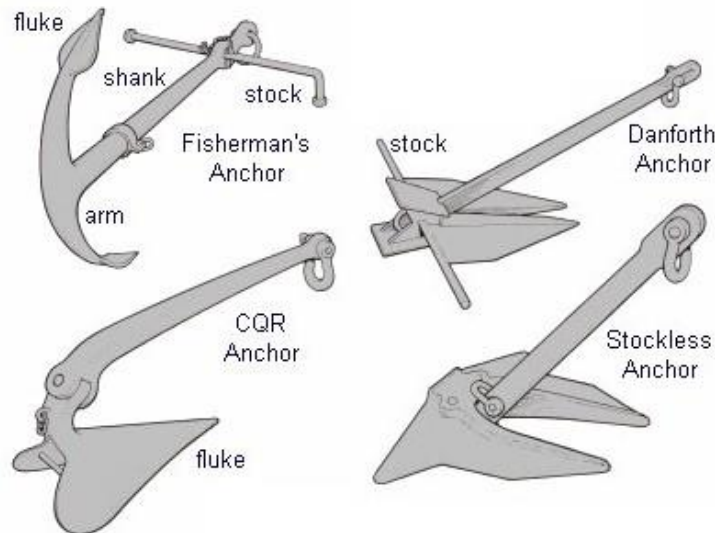
SHIP'S HEADING (MAGNETIC)	DEVIATION
180	
195	
210	
225	
240	
255	
270	
285	
300	
315	
330	
335	

ANCHOR

[46 CFR 28.235](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line or with more than 16 POB.

Requirements: Each vessel must be equipped with an anchor with chain, rope or cable appropriate for the vessel and waters. The following tables are provided for information purposes only.



ANCHORS FOR POWER BOATS; HORIZONTAL LOAD REQUIREMENTS

SIZE OF BOAT		STORM ANCHOR	ANCHOR WEIGHT	
LOA	BEAM	Holding Power in pounds (horizontal load)	Standard Design	Advanced Design
10	5	320	5	3
15	6	500	8	5
20	8	720	11	7
25	9	980	14	8
30	11	1400	18	10
35	13	1800	35	13
40	14	2400	53	22
50	16	3200	82	28
60	18	4000	150	28
70	20	4800	N/A	41
80	22	5600	N/A	45
90	24	6400	N/A	53
100	26	7200	N/A	90

WORKING STRENGTH OF GROUND TACKLE

DIAMETER (Nominal Inches)	ROPE					CHAIN		SHACKLES (Weldless Steel)
	Three Strand Twisted			Double Braided		Proof High		
	Nylon	Polyester	Polypropylene	Nylon	Polyester	Coil	Test	
1/4	182	182	113	420	350	1250	2500	1000
5/16	281	281	171	680	560	1875	4000	1500
3/8	407	407	244	960	750	2625	5100	2000
1/2	704	704	420	1630	1400	4500	8200	4000
5/8	1144	1100	700	2800	2400	6800	11500	6500
3/4	1562	1375	1090	3600	3000	9500	16200	9500
7/8	2200	1980	1490	5300	4800	11375		12000
1	2750	2420	1800	6260	5600	13950		15000
1-1/4	4125	3652	2700					
1-1/2	5830	5184	3820					
2	8800	8800	6700					

Selection Example: For a vessel 68 feet in length, round up to 70 feet.

Anchor: A holding power of 4800 pounds is required; the anchor should be of advanced design and weighing 41 pounds or more.

Anchor line: If using double braided nylon, it should be 7/8 inch or larger. Note: to provide a good pulling angle, the length of the anchor line should be at least five to seven times the depth of the water where you expect to anchor.

Chain: Any chain used to connect the anchor to the anchor line (commonly used to protect the anchor line from wearing against bottom obstructions and to improve the pulling angle) should be at least 5/8 inch in diameter.

Shackles: Shackles used to connect anchor to chain and chain to anchor line should be at least 5/8 inch in diameter.

RADAR REFLECTOR

[46 CFR 28.235](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line or with more than 16 POB.

Requirements: Except for a vessel rigged with gear that provides a radar signature from a distance of six (6) miles, each non-metallic hull vessel must have a radar reflector.

COMMUNICATION EQUIPMENT

[46 CFR 28.245](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line or with more than 16 POB.

Requirements:

All vessels must have the capability to communicate on the 156 - 162 MHz frequency band (VHF-FM radiotelephone).

Vessels operating more than 20 miles from the coastline must have the capability to communicate on the 2 – 4 MHz frequency band (single side band radio).

Vessels operating more than 100 miles from the coastline must have the capability to communicate on the 2 – 27.5 MHz frequency band (single side band radio).

Acceptability:

A single radio capable of communicating on all required frequencies is acceptable.

Acceptable substitute for the 2 – 4 and 2 – 27.5 MHz single side band radios is a satellite communication system, if equipped to exchange two-way text messages with a continuously manned shore side monitoring station.

A cellular telephone, capable of communicating with a Coast Guard station, may be substituted for the radios that operate in the 2 – 4 and 2 – 27.5 MHz bands, but cellular service is often unreliable in the marine environment. (Note: Other than in certain areas of Alaska, the Coast Guard has discontinued use of *CG call forwarding).

A 4 – 20 MHz radio installed before September 15, 1991 may continue to be used in place of the radio that operates in the 2 – 27.5 MHz band.

The principle operating position of the communication equipment must be at the operating station.

COMMUNICATION EQUIPMENT (Continued) [46 CFR 28.245](#)

The equipment must be located to ensure safe operation; facilitate repair; protect against water intrusion from window breakage by high seas; and protect against vibration, moisture, temperature and excessive current/voltage.

All required communication equipment must be provided with an emergency electrical power source, which is independent of the main power source and capable of supplying the load **for at least three hours**. The emergency power source must be located outside the main machinery space and, if it is a generator, have a fuel source independent of the main engine.

ELECTRONIC POSITION FIXING DEVICE [46 CFR 28.260](#)

Applies: All documented commercial fishing vessels 79 feet or more in length that operate beyond the Boundary Line or with more than 16 POB.

Requirements: Each vessel must be equipped an electronic position fixing device.

Acceptability: The device must be capable of providing accurate fixes for the area in which the vessel operates.

GENERAL ALARM SYSTEM [46 CFR 28.240](#)

Applies: All documented commercial fishing vessels that have an accommodation or workspace that is not adjacent to the operating station and operates beyond the Boundary Line or with more than 16 POB.

Requirements:

An audible general alarm system, with a contact maker at the operating station.

A flashing red light must be installed in spaces where noise makes the audible general alarm system difficult to hear.

Warning signs must be posted with each alarm bell and light.

The alarm system must be tested prior to operation of the vessel and at least once each week thereafter.

Acceptability:

The alarm system must be capable of notifying an individual in any accommodation or workspace where they may be normally employed. A public address system may be used for the alarm system, provided it is capable of performing all the above functions.

GENERAL ALARM SYSTEM (Continued)

[46 CFR 28.240](#)

The lettering on the sign must be in **RED**, at least one-half inch high and state:

**ATTENTION - GENERAL ALARM –
WHEN ALARM SOUNDS, GO TO
YOUR STATION**

HIGH WATER ALARMS

[46 CFR 28.250](#)

Applies: All documented commercial fishing vessels 36 feet or more in length that operate beyond the Boundary Line or with more than 16 POB.

Requirements: A visual and audible alarm at the operating station to indicate high water levels in normally unmanned spaces.

Acceptability: The following spaces should be included, as appropriate:

- Any space where there is a through-hull fitting below the deepest load waterline (such as the rudder shaft packing glands in a lazarette);
- An unmanned engine room;
- A machinery space bilge;
- A bilge well;
- A shaft alley bilge;
- Any other space subject to flooding from sea water piping;
- Any other space with a non-watertight closure, such as a fish hold covered with a non-watertight deck hatch.

For vessels without watertight subdivision (where there is one common bilge throughout the vessel), one high water alarm must be located in the lower bilge area (normally in the engine room).

For vessels with watertight subdivision (where there are separate compartments with bilges separate from each other), a high water alarm is required in each bilge space. One audible alarm bell or buzzer connected to all alarms will meet the audible alarm requirement, but there must also be a visual indicator for each space with an alarm.

HIGH WATER ALARMS (Continued)

[46 CFR 28.250](#)

The visual alarm near the operating station must be labeled to identify the space where the alarm activated.

High water alarms should be tested regularly to ensure they are working properly. Wherever possible, the test method should simulate the actual activation of the alarm system: As an example, for float-activated alarms you should ensure the switch float is not damaged or waterlogged by using a container of water to raise the switch float and activate the alarm.

EMERGENCY INSTRUCTIONS

[46 CFR 28.265](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line or with more than 16 POB.

Requirements: emergency instructions must be posted in conspicuous locations that are accessible to the crew.

Acceptability: The emergency instructions must include at least the following information, as appropriate for the vessel:

1. The survival craft embarkation stations aboard the vessel and the survival craft to which each individual is assigned;
2. The fire, emergency and abandon ships signals;
3. If immersion suits are provided, the location of the suits and illustrations on the method for donning the suits;
4. The procedures for making a distress call;
5. Essential actions that each individual must take in an emergency:
 - a. Making a distress call,
 - b. Maximizing watertight integrity (by closing hatches, air ports, watertight doors, vents, scrapers, and valves for intake and discharge lines which penetrate the hull, and the stopping of fans and ventilation systems),
 - c. Preparing and launching survival craft and rescue boats,
 - d. Fighting a fire (manning of fire parties, operation of firefighting equipment and any special duties required for its operation), and
 - e. Mustering of personnel (seeing that all are properly dressed and have donned personal flotation devices or immersion suits, assembling personnel and directing them to their appointed stations);
6. The procedures for fighting a fire; and
7. The procedures for rough weather at sea (crossing hazardous bars, controlling flooding, anchoring during rough weather), for anchoring the vessel and the procedures to use if an individual falls overboard; the information required by Item 7 may be kept readily available as an alternative to posting.

Note: On a vessel that operates with less than four persons on board, the emergency instructions may be kept available instead of posting.

INSTRUCTIONS, DRILLS & SAFETY ORIENTATION

[46 CFR 28.270](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line or with more than 16 POB.

Requirements: To ensure that each individual on board is familiar with their duties and responses in an emergency, the master or individual-in-charge of each vessel must ensure that, at least once each month: drills are conducted and instructions are given (by a trained drill conductor) to each individual on board. Drills and instruction must include at least the following contingencies:

1. Abandoning the vessel;
2. Fighting a fire in different locations aboard the vessel;
3. Recovering an individual from the water;
4. Minimizing the effects of unintentional flooding;
5. Launching survival craft and recovering lifeboats;
6. Donning immersion suits and other wearable personal flotation devices;
7. Donning a fireman's outfit and self-contained breathing apparatus (if required);
8. Making a voice radio distress call and using visual distress signals;
9. Activating the general alarm; and
10. Reporting inoperative alarm and fire detection systems.

Safety Orientation: Before a vessel may be operated, the master or individual-in-charge of a vessel must ensure that a safety orientation is given to each individual on board that has not participated in the required drills.

Acceptability: A Fishing Vessel Drill Conductor must provide the required drills and instructions. A Fishing Vessel Drill Conductor is an individual who holds a document, issued by a Fishing Vessel Safety Instructor or the organization providing the training, indicating that the individual has successfully completed all of the training requirements of [46 CFR 28.270\(c\)](#). The individual conducting the drills and instruction need not be the master, individual-in-charge of the vessel, or a member of the crew.

A Fishing Vessel Safety Instructor is an individual that has been accepted by the local Coast Guard Officer-in-Charge, Marine Inspection to train Fishing Vessel Drill Conductors to provide the required drills and instructions. The training, experience and acceptance requirements for Fishing Vessel Safety Instructors can be found in [46 CFR 28.275](#), with additional information provided by [NVIC 7-93](#), titled Guidelines for Acceptance of "Fishing Vessel Safety Instructors" and Course Curricula for Training "Fishing Vessel Drill Conductors."

SHIPBOARD OIL POLLUTION EMERGENCY PLAN (S.O.P.E.P.)

[33 CFR 151.26](#)

Applies: All ships of 400 gross tons and above, other than tankers.

Requirements:

1. Subject vessels shall carry onboard a shipboard oil pollution emergency plan approved by the USCG, which is valid for five (5) years.
2. The vessel owner/operator shall review the plan annually and submit a letter to the USCG Commandant (CG-CVC-1) certifying the review was completed.
3. Changes to the plan must be approved by the USCG (CG-CVC-1).
4. The entire plan must be resubmitted to the USCG Commandant six (6) months prior to expiration.

Acceptability Requirements:

1. SOPEP is onboard the vessel.
2. The SOPEP has a cover letter stamped approved by the USCG.
3. The annual review has been completed and a letter submitted to Commandant certifying it was completed.

If you have questions regarding requirements, contact your local USCG Sector.

DRUG TESTING

[46 CFR Part 16](#)

Applies: All licensed & documented individuals on vessels of 200 gross tons or greater.

Requirements: All individuals on board a vessel who are acting under the authority of a license, certificate of registry or merchant mariner's document. Only fishing industry vessels of 200 gross tons or greater require licensed Masters, Mates and Engineers, who are subject to the pre-employment, periodic and random chemical testing requirements found in [46 CFR Part 16](#). Vessels of less than 200 gross tons do not require licensed officers and are not subject to the pre-employment, periodic and random chemical testing requirements. The pre-employment, periodic and random chemical testing programs are beyond the scope of this booklet.

1. The marine employer must have a sufficient number of urine-specimen collection and shipping kits meeting the requirements of [49 CFR Part 40](#) that are readily accessible for use following a SMI.
2. The urine-specimen and shipping kits need not be carried onboard the vessel if obtaining the collect specimen can be completed within **32** hours from the time of the occurrence.

NOTE: Vessels of less than 200 gross tons are not required to have a chemical testing program. HOWEVER, they are still subject to the regulations found in [46 CFR 4.06](#) regarding marine casualty testing requirements.

ALCOHOL TESTING

[46 CFR 4.06-15](#)
[33 CFR 95](#)

Applies: All licensed & documented individuals on vessels of 200 gross tons or greater.

Requirements: Fishing industry vessels of 200 gross tons or greater must comply with the chemical testing requirements found in [46 CFR Part 16](#).

1. The marine employer must have a sufficient number of alcohol testing devices readily accessible onboard the vessel to determine the presence of alcohol involving a significant marine incident (SMI).
2. All alcohol testing devices must be the requirements listed in [46 CFR 4.06-15\(a\)\(2\)](#).
3. Alcohol testing devices need not be carried onboard the vessel IF required alcohol testing can be accomplished within two (2) hours from the time of occurrence of the SMI.

FIREMAN'S OUTFIT

[46 CFR 28.205](#)

Applies: All documented commercial fishing vessels with more than 49 POB.

Requirements: Two fireman's outfits stored in widely separated locations.

Acceptability: Each fireman's outfit must include: one SCBA (as described above) with lifeline attached, one spare 30-minute air cylinder, one flashlight, a rigid helmet, boots, gloves, protective clothing, and one fire ax.

SELF CONTAINED BREATHING APPARATUS (SCBA)

[46 CFR 28.205](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line with more than 49 POB or that have ammonia-based refrigeration systems.

Requirements: Two self-contained breathing apparatus (SCBA) that have a full face piece, at least a 30-minute air supply, at least one spare 30-minute air cylinder for each SCBA, and is approved by the Mine Safety and Health Administration (MSHA) and the National Institute for Occupational Safety and Health (NIOSH).

GUARDS FOR EXPOSED HAZARDS

[46 CFR 28.215](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line or with more than 16 POB.

Requirements: Suitable hand covers, guards or railings must be installed in the way of machinery that can cause injury to personnel. Examples: gearing, chain or belt drives and rotating shafts. This is not meant to restrict access to fishing equipment such as winches, drums and gurdies.

BILGE PUMPS, PIPING & DEWATERING

[46 CFR 28.255](#)

Applies: All documented commercial fishing vessels that operate beyond the Boundary Line or with more than 16 POB.

Requirements:

Each vessel must have bilge pumps and bilge piping capable of draining any watertight compartment (except tanks and small buoyancy compartments).

Engine rooms and other large spaces must be fitted with more than one bilge system suction line.

Spaces used for the sorting or processing of the catch must be fitted with a dewatering system capable of dewatering the space at the same rate as water is introduced.

Acceptability:

If a required bilge pump is portable, it must be provided with a suitable suction hose of adequate length to reach the bilges of each watertight compartment it might serve and with a discharge hose of adequate length to ensure overboard discharge. A portable pump must be capable of dewatering each space it serves at a rate of at least two inches (51 millimeters) of water depth per minute.

Except for a required fire pump, a bilge pump may be used for other purposes.

Except where an individual pump is provided for a separate space, or for a portable pump, each individual bilge suction line must be led to a manifold. To prevent unintended flooding of a space, each bilge suction line must be provided with a stop valve at the manifold and a check valve at some accessible point in the bilge line.

Each bilge suction line and dewatering system must be fitted with a suitable strainer to prevent clogging of the suction line. Strainers must have an open area of not less than three times the open area of the suction line.

Each vessel must comply with the oil pollution prevention requirements of [33 CFR 151](#) and [33 CFR 155](#).

In spaces used for sorting or processing of the catch, the dewatering pump must be interlocked with the pump supplying the water so that if the dewatering pump fails, the water supply pump will be deactivated.

Note: Pumps used as part of processing the catch do not count for meeting this bilge pump requirement.

WARNING:

Operating a vessel with an inoperative bilge pump and/or bilge piping system is an unsafe practice and may be grounds for termination of vessel operations. (**See Enclosure 4, "Termination for Unsafe Operations"**)

Automatic Identification System (AIS)

[33 CFR 161.12](#)
[33 CFR 164.46](#)
[USCG NAVCEN \(AIS\)](#)

Applies: All self-propelled fishing vessels of 65 feet or more in length, engaged in commercial service must have a AIS Class A device. Other fishing vessels may use the USCG approved AIS Class B device.

Requirements:

1. Must be installed and maintained in effectively operating condition.
2. Must be able to reinitialize, which includes access to and knowledge of the AIS power source and password;
3. Must have the ability to access AIS information from the primary conning position of the vessel.
4. Must accurately broadcast the assigned Maritime Mobile Service Identity (MMSI) number.
5. Must be able to accurately input and store all AIS data fields and system updates.

SAFE BOARDING LADDER

[50 CFR 600.730\(c\)\(3\)](#)

Applies: All documented commercial fishing vessels, 200 gross tons or more, operating on the High Seas (for this section, High Seas means beyond the Boundary Line).

Requirements: Except for fishing vessels with a freeboard of four (4) feet or less, provide, when requested by an authorized officer or observer personnel, a pilot ladder capable of being used for the purpose of enabling personnel to embark and disembark the vessel safely.

REPORT OF SEXUAL OFFENSE

[46 USC 10104](#)

Applies: All documented vessels.

Requirements: The master or individual-in-charge shall immediately report to the Coast Guard any complaint of a sexual offense prohibited by **18 USC 109A**. A master or individual-in-charge who knowingly fails to make a required report could face a civil penalty of up to \$5,000. Any reports of sexual offenses made to a Coast Guard Boarding Officer shall be immediately forwarded to the cognizant Sector Office.



16711

AUG 29 2017

MEMORANDUM

M L Austin
From: M. L. Austin, RADM
CGD Five (d)

Reply to CGD Five (dpi)
Attn of:

To: Distribution

Subj: SURVIVAL CRAFT EXEMPTION FOR COMMERCIAL FISHING VESSELS
OPERATING EXCLUSIVELY INSIDE THE BOUNDARY LINE

Ref: (a) Title 46 Code of Federal Regulations, Part 28.60

1. After careful consideration under the authority of reference (a), I have determined that an exemption to the requirement for survival craft (Title 46, Code of Federal Regulations, Part 28.120) is warranted for commercial fishing vessels 36 feet and greater, but less than 65 feet in length operating within the Fifth Coast Guard District exclusively inside the boundary line as described in 46 CFR Part 7, provided that:

- a. The vessel has an approved USCG immersion suit onboard for each person during the cold water months of November, December, January, February, March, April and May.
- b. The vessel is equipped at its main operating station (helm) with an operable VHF radio telephone complying with the provisions of 46 CFR 28.245. The radio must be capable of transmitting and receiving on frequencies within the 156-MHz band and be installed in a safe manner.
- c. The vessel has on board a minimum of three visual day/night distress signals approved IAW 46 CFR Part 160.021, 160.024, and /or 160.036.
- d. The vessel has completed a successful dockside commercial fishing vessel safety (CFVS) examination and maintains a current CFVS decal.

2. Sector commercial fishing vessel examiners shall document a vessel's use of this exemption as a special note in the Coast Guard's Marine Information for Safety and Law Enforcement (MISLE) database. A copy of this exemption letter shall be maintained at all times on board any vessel to which this exemption applies.

3. If further guidance is needed, please contact the Fifth Coast Guard District's CFVS Program manager, Mr. Troy Luna, at (757) 398-7766.

#



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave, SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 12-15
Date: October 20, 2015
Contact: Mr. Jack Kemerer
Phone: (202) 372-1249
E-Mail: CGCVC@uscg.mil

Clarification of Mandatory Safety Exams for Commercial Fishing Vessels

This bulletin provides clarification about the five-year mandatory dockside safety exam that applies to many commercial fishing vessels (CFVs).

- Effective October 15, 2015, the law requires completion of a mandatory dockside safety exam on certain CFVs at least once every five years. (See the answer to first question below to determine if your CFV must comply.)
- Any affected CFV that has not successfully completed a dockside exam on or after January 1, 2013 must get an exam to be in compliance with the law.
- Any affected CFV found not in compliance with the safety exam requirement could be subject to civil penalty action or operational controls.
- We will continue to use the “two-year” Safety Decal for all successful exams, mandatory or otherwise.
- We understand that many vessels have been getting exams more frequently than once every five years, and we will continue to offer a free exam whenever requested or required for another reason.
- We will develop regulations that include the requirement for us to issue a Certificate of Compliance to document a five-year mandatory exam. Until then, we will use the two-year Safety Decal to demonstrate compliance with any exam requirement.
- We still highly encourage you to get an exam every two years to ensure all of your vessel’s safety and survival equipment are up to date and installed properly.

What CFVs are affected by the Exam requirement? A mandatory exam was required by the *Coast Guard Authorization Act of 2010* and the *Coast Guard and Maritime Transportation Act of 2012*, the latter of which required a period of at least once every five years. This applies to State-registered and Federally-documented CFVs that: 1) operate beyond 3 nautical miles from the territorial sea Baseline or Great Lakes coastline; 2) operate anywhere with more than 16 persons on board (including within 3 miles of the Baseline or Great Lakes coastline); or 3) are fish tender vessels engaged in the Aleutian trade. Additional background is in our bulletin of December 2014 and our open letter of August 2015. Both references are available at www.fishsafe.info.

When must I have last had an exam? To meet the mandatory five-year dockside safety exam requirement, a CFV must have successfully completed an exam on or after January 1, 2013. A CFV that has never been examined must have completed an exam prior to October 15, 2015 to be in compliance. A CFV that successfully completed an exam after January 1, 2013 has five years from the date of that successful exam to complete another exam under the law. Please note that other requirements may mean more frequent exams. Fish processing vessels and fish tender vessels engaged in the Aleutian trade require an exam every two years. (See 46 CFR Part 28, Subparts F and G). Also, NOAA’s National Marine Fisheries Service requires vessels that carry a NOAA Fisheries Observer to have passed an exam within the past 2 years or the Observer will not deploy, which may restrict the vessel from fishing. [See 50 CFR, Part 600.746(b)-(d)]. We will schedule and provide a free exam and issue a two-year Safety Decal to meet any requirement whenever requested.

This release has been issued for public information and notification purposes only.

How will the Coast Guard know I'm in compliance with any exam requirement and what happens when a vessel doesn't meet the mandatory exam requirement? Until regulations are developed creating a Certificate of Compliance, our boarding officers will determine compliance with the five-year mandatory exam requirement by checking the issue date on the decal, or by viewing the exam report/booklet (CG-5587) for the date the exam was successfully completed. If it is within the last five years and on or after January 1, 2013, the vessel meets the requirement. If a vessel is boarded and it hasn't had the required five-year mandatory or other required exam, the operator or vessel could be subject to civil penalty action or operational controls.

Why is the Coast Guard going to eventually issue a Certificate of Compliance? The law that mandated the dockside safety exams also directed that a Certificate of Compliance be issued to a vessel that meets the requirements of Chapter 45, Title 46 United States Code. A Certificate of Compliance for commercial fishing vessels is still being developed. Until that time, the safety decal will demonstrate compliance with the exam requirement. Note: A copy of the exam report/booklet, also known as Form CG-5587, signed by the examiner and showing the decal number is provided to the owner and/or operator of the vessel after successfully completing an exam. This form also will demonstrate compliance with the exam requirement.

Are Voluntary Exams still offered? Yes. As we have for over 20 years, we will continue to conduct no-cost, no-fault voluntary dockside safety exams on CFVs, issuing a decal valid for two years upon successful completion of the exam. The decal shows compliance with applicable requirements at the time. A voluntary exam is offered as frequently as requested. This program is not changing. We highly recommend every CFV, even those not subject to mandatory exams, maintain a current two-year Safety Decal, which could facilitate a more streamlined safety check if we board you at sea. Please note that we may board you at any time or frequency to ensure compliance with safety and survival equipment and other requirements for your vessel, as well as for fisheries enforcement.

Are the Mandatory and Voluntary Exams the same? Yes. The safety and survival equipment and systems requirements that are checked for compliance on a vessel are the same whether it is a required exam or one voluntarily requested, and a safety decal will be issued in either case when completed successfully.

How do I request a Dockside Safety Exam? Request and schedule an exam by contacting your local Coast Guard Fishing Vessel Safety Examiner directly, or via a link on the Coast Guard's CFV Program web site at www.fishsafe.info. Third party organizations are also authorized to conduct dockside safety exams and issue decals on behalf of the Coast Guard; they include American Bureau of Shipping (ABS), Det Norske Veritas/Germanischer Lloyd (DNV/GL), Society of Accredited Marine Surveyors (SAMS), National Association of Marine Surveyors (NAMS), NAVTECH US Surveyors Association, and Bowditch Marine, Inc. These organizations should be contacted directly to schedule an exam. They can conduct the mandatory exam, a required exam, or a voluntary exam.

Who should I contact if I have questions? Please contact 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, by selecting the "Locate Examiners" tab.

This release has been issued for public information and notification purposes only.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 15-15
Date: December 15, 2015
Contact: CVC-1
Phone: (202) 372-1251
E-Mail: CG-CVC-1@uscg.mil

VHF-DSC Radio Equipment Installation Requirement for Inspected Passenger and Commercial Fishing Vessels

On January 20, 2015, the Coast Guard notified the Federal Communications Commission (FCC) that it had published a Federal Register notice declaring Sea Area A1¹ to be within twenty nautical miles seaward of the territorial baseline along the East, West, and Gulf coasts of the United States, excluding Alaska, but including Hawaii, Puerto Rico, Guam, the Virgin Islands of the United States, and the Northern Mariana Islands of Saipan, Tinian, and Rota.² This determination was made because the Coast Guard now has service, in Sea Area A1, under its Rescue 21 Distress System coverage. Consequently, and in accordance with the requirements of Title 47 Code of Federal Regulations (CFR) 80.905(a)(1), inspected passenger vessels that carry more than six passengers, with at least one for hire, and commercial fishing vessels of 300 gross tons and upward, operating in those waters, must upgrade to VHF-DSC³ radio equipment beginning one year after notification or not later than **January 20, 2016**.

In accordance with references 46 CFR 121.502, 46 CFR 184.502 and 28 CFR 28.245, a vessel must comply with the applicable requirements for any radio installation, including the requirements for a station license and installation certificates to be issued by the FCC as set forth in 47 CFR Part 80. Vessels that operate solely within twenty nautical miles of land must be equipped with a radiotelephone installation that conform to the appropriate performance standards in § 80.1101(c)(2).

The FCC released a [Public Notice](#) (DA 15-466) on April 16, 2015 announcing this new requirement and questions concerning that notice may be directed to Mr. Tim Maguire of the Mobility Division, Wireless Telecommunications Bureau at (202) 418-2155, or Tim.Maguire@FCC.gov.

Questions concerning this notice may be directed to the Office of Commercial Vessel Compliance, Commandant (CG-CVC) at 202-372-1251 or CG-CVC-1@uscg.mil.

¹ Sea Area A1 is an area within the radio coverage of at least one VHF Coast Station in which continuous DSC alerting is available as defined by 47 CFR § 80.1069(a)(1).

² This determination was based upon the performance of the USCG Rescue 21 System, and in accordance with applicable provisions of the International Convention for the Safety of Life at Sea, 1974. Rescue 21 is the Coast Guard's advanced command, control and direction-finding communications system that was created to better locate mariners in distress. It is comprised of strategically placed VHF Coast Stations that provide a continuous watch on DSC Channel 70 for receiving and responding to digital distress signals. In addition to declaring Sea Area A1 along the designated coasts, the USCG informed mariners that the Rescue 21 System also provides VHF Coast Stations along the Great Lakes, and that Rescue 21 facilities are being built along the Western Rivers and in Alaska. *See Declaration of Sea Area A1, 80 Fed. Reg. 2722, 2723 (2015)*.

³ DSC is an internationally approved system for automatically contacting vessels. It allows mariners to instantly send an automatically formatted distress alert to rescue authorities anywhere in the world, and to initiate or receive distress, urgency, safety and routine radiotelephone calls to or from any similarly equipped vessel or shore station without either party being near a radio loudspeaker. DSC also allows ship and shore stations to call each other directly, rather than requiring a radio operator to continuously monitor a common calling channel to identify the specific caller.

This release has been issued for public information and notification purposes only.



Marine Safety Information Bulletin

Commandant
U.S. Coast Guard
Inspections and Compliance Directorate
2703 Martin Luther King Jr Ave SE, STOP 7501
Washington, DC 20593-7501

MSIB Number: 04-16
Date: February 18, 2016
Contact: CG-CVC-3
Phone: (202) 372-1249
E-Mail: jack.a.kemerer@uscg.mil

Clarification on Survival Craft Requirements for Uninspected Commercial Fishing Industry Vessels

On February 8, 2016, the President signed the *Coast Guard Authorization Act of 2015* (H.R. Bill 4188) into law. In it, section 301 amended the out-of-water survival craft requirements in Title 46 United States Code (U.S.C.) §3104 by limiting its applicability to inspected vessels. The Coast Guard issued Marine Safety Information Bulletin (MSIB) # 02-16 on February 17, 2016 notifying the public of the changes made by the 2015 CGAA regarding survival craft and cancelling CVC Policy Letter 15-05, dated December 18, 2015.

Section 301 of the 2015 Coast Guard Authorization Act (CGAA) removed the language in 46 U.S.C. §3104 that prevented the Coast Guard from approving in-water survival craft (e.g., life floats and rigid buoyant apparatus) for all vessels that fall under Title 46 U.S.C. Part B, which includes uninspected commercial fishing vessels. Therefore, in-water survival craft approvals may resume and commercial fishing vessels may continue to use their existing in-water survival craft as specified in 46 Code of Federal Regulations (CFR) Part 28. However, the Coast Guard highly recommends that owners and operators transition to out-of-water survival craft for the safety of their personnel.

Also, please recognize that if you are currently required to carry an out-of-water survival craft on your commercial fishing vessel in accordance with statute or regulation (see 46 CFR Part 28), that requirement remains in effect. In other words, the current regulatory survival craft requirements for commercial fishing vessels are unchanged until amended or revised by future legislation or rulemaking.

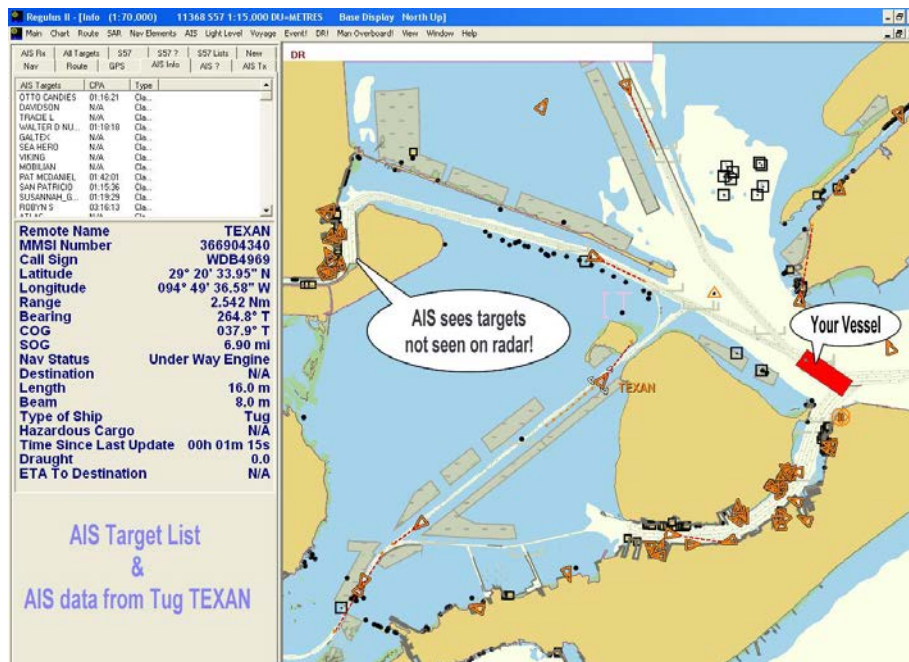
Lastly, pursuant to 46 U.S.C. §4502(b)(2)(B), the Coast Guard is required to prescribe regulations requiring commercial fishing vessels that operate beyond 3 NM from the baseline to carry out-of-water survival craft in an aggregate capacity to accommodate the total number of individuals on board. A rulemaking project to implement 46 U.S.C. §4502(b)(2) is currently underway.

Questions concerning survival craft requirements on commercial fishing vessels may be directed to the Office of Commercial Vessel Compliance (CG-CVC), Fishing Vessels Division, at 202-372-1249, or by email as noted in the header. Questions concerning survival craft type approvals should be directed to the Office of Design and Engineering Standards, (CG-ENG) at TypeApproval@uscg.mil.

This release has been issued for public information and notification purposes only.

Automatic Identification System (AIS) Overview

Picture a shipboard radar or an electronic chart display that includes a symbol for every significant ship within radio ranges, each as desired with a velocity vector (including speed and heading). Each ship “symbol” can reflect the actual size of the ship, with position to GPS or differential GPS accuracy. By “clicking” on a ship symbol, you can learn the ship name, course and speed, classification, call sign, registration number, MMSI, and other information. Maneuvering information, closest point of approach (CPA), time to closest point of approach (TCPA) and other navigation information, more accurate and timelier than information available from an automatic radio plotting aid, can also be available. Display information previously available only to modern Vessel Traffic Service operation centers can now be available to every AIS user.



With this information, you can call any ship over VHF radiotelephone by name, rather than by “ship off my port bow” or some other imprecise means. The vessel may be dialed up directly using GMDSS equipment or can send and received short safety related emails.

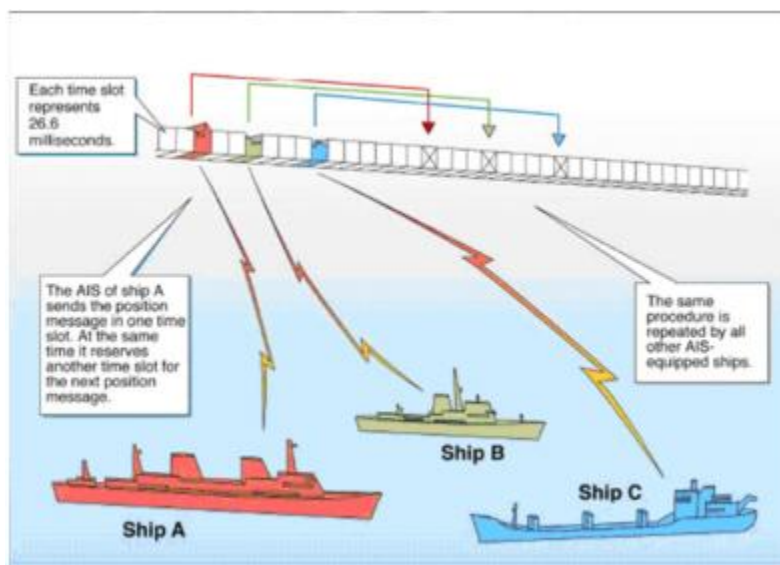
The AIS is a shipboard broadcast system that acts like a transponder, operating in the VHF maritime band capable of handling well over 4,500 reports per minute and updates as often as every two seconds. It uses Self-Organizing Time Division Multiple Access (SOTDMA) technology to meet this high rate and ensure ship-to-ship operation.

Automatic Identification System (AIS) Overview

Each AIS system consists of one VHF transmitter, two VHF TDMA receivers, one VHF DSC receiver, and standard marine electronic communications links (IEC 61162/NMEA 0183) to shipboard display and sensor systems (AIS Schematic). Position and timing information is normally derived from an integral or external global navigation satellite system (e.g. GPS) receiver, including a medium frequency differential GNSS receiver for precise position in coastal and inland waters. Other information broadcast by the AIS, if available, is electronically obtained from shipboard equipment through standard marine data connections. Heading information and course and speed over ground would normally be provided by all AIS-equipped ships. Other information, such as rate of turn, angle of heel, pitch and roll, and destination and ETA could also be provided.

AIS normally works in an autonomous and continuous mode, regardless of whether it is operating in the open seas or coastal or inland areas. Transmissions use 9.6 kb GMSK FM modulation over 25 or 12.5 kHz channels using HDLC packet protocols. Although only one radio channel is necessary, each station transmits and receives over two radio channels to avoid interference problems, and to allow channels to be shifted without communications loss from other ships. The system provides for automatic contention resolution between itself and other stations, and communications integrity is maintained even in overload situations.

Each station determines its own transmission schedule (slot), based upon data link traffic history and knowledge of future actions by other stations. A position report from one AIS station fits into one of 2250 time slots established every 60 seconds. AIS stations continuously synchronize themselves to each other, to avoid overlap of slot transmissions. Slot selection by an AIS station is randomized within a defined interval, and tagged with a random timeout of between 0 and 8 frames. When a station changes its slot assignment, it pre-announces both the new location and the timeout for that location. In this way new stations, including those stations which suddenly come within radio range close to other vessels, will always be received by those vessels



The required ship reporting capacity according to the IMO performance standard amounts to a minimum of 2000 time slots per minute, though the system provides 4500 time slots per minute. The SOTDMA broadcast mode allows the system to be overloaded by 400 to 500% through sharing of slots, and still provide nearly 100% throughput for ships closer than 8 to 10 NM to each other in a ship to ship mode. In the event of system overload, only targets further away will be subject to drop-out, in order to give preference to nearer targets that are a primary concern to ship operators. In practice, the capacity of the system is nearly unlimited, allowing for a great number of ships to be accommodated at the same time.

The system coverage range is similar to other VHF applications, essentially depending on the height of the antenna. Its propagation is slightly better than that of radar, due to the longer wavelength, so it's possible to "see" around bends and behind islands if the land masses are not too high. A typical value to be expected at sea is nominally 20 nautical miles. With the help of repeater stations, the coverage for both ship and VTS stations can be improved considerably.

The system is backwards compatible with digital selective calling systems, allowing shore-based GMDSS systems to inexpensively establish AIS operating channels and identify and track AIS-equipped vessels, and is intended to fully replace existing DSC-based transponder systems

**TYPES OF AUTOMATIC IDENTIFICATION SYSTEMS
(PER ITU-R M.1371 AND IEC STANDARDS)**

Class A | [IEC 61993-2](#) | [USCG Approval No. 165.155.xxx](#)

Shipborne mobile equipment intended to meet the performance standards and carriage requirements adopted by IMO. Class A stations report their position autonomously every 2-10 seconds dependent on the vessel's speed and/or course changes (every three minutes or less when at anchor or moored); and, the vessel's static and voyage related information every 6 minutes. Class A stations are also capable of text messaging safety related information and AIS Application Specific Messages, such as meteorological and hydrological data, electronic Broadcast Notice to Mariners, and other marine safety information (see [IMO Safety of Navigation Circular 289](#), GUIDANCE ON THE USE OF AIS APPLICATION-SPECIFIC MESSAGES (ASM) or the [IALA Application Specific Message Collection](#)).

Class B | [IEC 62287-1 and 62287-2](#) | [USCG Approval No. 165.156.xxx](#)

Shipborne mobile equipment which is interoperable with all other AIS stations, but, does not meet all the performance standards adopted by IMO. Similar to Class A stations, they report every three minutes or less when at anchor or moored, but, their position is reported less often and at a lower power. Likewise, they report the vessel's static data every 6 minutes, but, not any voyage related information. They can receive safety related text and application specific messages, but, cannot transmit them. There are two types of Class B AIS, those using carrier senses Time-Division Multiple Access (CS-TDMA) technology and those like the Class A using Self-Organizing Time-Division Multiple Access Technology (SO-TDMA). Class B/SO is generally more capable; Class B/CS is generally less expensive. See this broader [comparison of Class A and Class B AIS](#).

AIS Search and Rescue Transmitter (SART) | [IEC 61097-14](#)

Mobile equipment to assist homing to itself (i.e. life boats, life raft). An AIS SART transmits a text broadcast (message 14) of either 'SART TEST' or 'ACTIVE SART'. When active the unit also transmits a position message (message 1 with a 'Navigation Status' = 14) in a burst of 8 messages once per minute.

AIS SARTs are also used in maritime survivor locating devices (MSLD) or man overboard (MOB) devices, as specified in [RTCM 11901.1, Standard for Maritime Survivor Locating Devices](#) as well as for AIS locating beacons on 406 MHz EPIRBs. Standard AIS SARTs can be identified by [MMSI](#)'s beginning with the numbers "970", AIS maritime survivor locating devices or MOB's with [MMSI](#)'s beginning with "972", and AIS EPIRB with [MMSI](#)'s beginning with "974". All categories of AIS SARTs will be displayed on IMO-mandated shipboard navigation displays.

Please see the [results of AIS SART vs Radar SART Trials](#).

SHIPBORNE AIS COMPARISON	CLASS A	CLASS B-SO	CLASS B-CS
PRIMARY ACCESS SCHEME	Self-Organizing Time-Division Multiple Access (SO-TDMA per ITU-R M.1371)		Carrier-Sense TDMA (CS-TDMA)
FREQUENCY RANGE	156.025–162.025 MHz (25 kHz bandwidth)		161.500–162.025 MHz (25 kHz bandwidth)
DIGITAL SELECTIVE CALLING	Dedicated receiver	Time-shared with a TDMA receiver	
TRANSMIT POWER	12.5 Watts (1 W low-power)	5 Watts (2 W low-power)	2 Watts only
POSITIONING SOURCE	Interfaced to vessel's primary Electronic Positioning Fixing System; Internal Global Navigation Satellite System (GNSS) as a fall-back	Internal GNSS	
POSITION REPORTING	Every 2 s if >23 kts; 3.33 s if >5° course change; 6 s if >14-23 kts; 10 s if 2-14 kts; 3 min. if at anchored, moored, or =< 3 kts; via Message 1	Every 5 s if >23 kts; 15; if 14-23 kts; 30 s if >23 kts; 3 min. if at anchored, moored, or =< 2 kts; via Message 18	Via message 18; every 30 s (±4 s), subject to slot availability; 3 min. if at anchored, moored, or =< 2 kts; via Message 18
	Message 1 reports: MMSI, Time-stamp, Position, Position Accuracy flag, RAIM flag, COG, SOG, HDG, ROT, Navigation Status, Communication State; Message 18 omits ROT and Navigation Status, but, adds various Class B flags for: Type (SO/CS), Operating Mode, and, availability of a Display, DSC Receiver, Full/Limited Bandwidth, and Channel Management		
STATIC & VOYAGE DATA REPORTING	Every 6 min. via Message 5	Every 6 min. via Message 24A&B	
	Message 5 reports: MMSI, IMO#, Call-sign, Name, Ship Type, Dimensions, Static Draft, Destination, ETA, EPFS type, Data Terminal availability, AIS version; Message 25A&B omits IMO#, Static Draft, Destination, ETA, Data Terminal availability, AIS version but, adds Vendor ID.		
APPLICATION & SAFETY TEXT MESSAGING	Receive & transmit	Receive optional, cannot transmit	
DISPLAY & INTERFACING	Minimal Keyboard Display (MKD) required Two input-output ports; multiple interfaces	Display optional; One input-output interface	Both optional
TEST STANDARD	IEC 61993-2	IEC 62287-2	IEC 62287-1
USCG APPROVAL NR.	USCG 165.155/x/x	USCG 165.157/x/x	USCG 165.156/x/x
ESTIMATED COST	\$2,600-4,000	\$2,000	\$700-1,600

CGD Five Area of Responsibility



Note: Map not scale and should not be used for navigation

COLD WATER AREAS – MAY AND NOVEMBER



Note: Map not scale and should not be used for navigation

May – Above Chart
June – All CGD5 District is warm water
July – All CGD5 District is warm water
August – All CGD5 District is warm water
September – All CGD5 District is warm water
October – All CGD5 District is warm water
November – Above Chart

COLD WATER AREAS – DECEMBER TO APRIL



Note: Map not scale and should not be used for navigation

December – Above Chart
January – Above Chart
February – Above Chart
March – Above Chart
April – Above Chart

TERMINATION OF UNSAFE OPERATIONS

ONBOARD COMMERCIAL FISHING VESSELS
(Extracted from Enclosure (1) to COMDTINST 16711.13B)

The following practices are considered to be unsafe and may create especially hazardous conditions for individuals onboard commercial fishing vessels. A vessel found with one of these unsafe conditions, while operating (at sea), may be considered for termination by a Coast Guard Boarding Officer. Termination will result in ordering an individual in charge of a vessel to return the vessel to a mooring or dock until the hazardous condition is corrected, or ordering cessation of a specific operation until especially hazardous condition is alleviated or corrected. This list does not exclude any other conditions that in the opinion of the Boarding officer are especially hazardous. Termination decisions shall be made with the concurrence of the District Commander. These items apply to United States flagged vessels that are commercial fishing, fish processing or in a fish tendering operation. However, each item may not apply to all vessels; certain regulations apply only to limited categories of vessels. In all cases, refer to 46 CFR Part 28 for specific applicability.

UNSAFE PRACTICES

1. Operation without sufficient lifesaving equipment onboard. This may include:
 - a. No personal flotation devices (PFDs) or required immersion suits onboard, an insufficient quantity of PFDs or immersion suits, or PFDs and immersion suits which are unserviceable; or
 - b. No survival craft onboard, insufficient survival craft capacity for the number of persons-on-board, or a survival craft in an unserviceable condition. Inflatable survival craft more than five months overdue for required servicing are considered unserviceable. If equipped with hydrostatic release units (HRUs) more than five months past required replacement date, the installation is considered unserviceable.
2. Operation without either an operable Emergency Position Indicating Radio Beacon (EPIRB) or radio communication equipment. Either or both may be required by the regulations. When both are required then one must be operable. The intent is that there must be at least one means of communicating distress.
3. Operation without adequate firefighting equipment onboard.
4. Excessive volatile fuel (gasoline or solvents) or volatile fuel vapors in bilges.
5. Instability resulting from overloading, improper loading or lack of freeboard.
6. An inoperable bilge system.
7. Intoxication of the operator, as defined in [33 CFR 95.020](#). See page 22 for more information on operating vessels while intoxicated.
8. Lack of any operable navigation lights.
9. Watertight closures missing or inoperable.
10. Flooding or uncontrolled leakage.
11. Failure to have a currently endorsed Load Line Certificate, when required.

Boundary Line Descriptions from 46 CFR 7.35-7.60

Sec. 7.35 Sandy Hook, NJ to Cape May, NJ.

- (a) A line drawn from Shark River Inlet North Breakwater Light ``2" to Shark River Inlet South Breakwater Light ``1".
- (b) A line drawn from Manasquan Inlet North Breakwater Light to Manasquan Inlet South Breakwater Light.
- (c) A line drawn along the submerged Barnegat Inlet North Breakwater to Barnegat Inlet North Breakwater Light ``2"; thence to Barnegat Inlet Light ``5"; thence along the submerged Barnegat Inlet South Breakwater to shore.
- (d) A line drawn from the seaward tangent of Long Beach Island to the seaward tangent of Pullen Island across Beach Haven and Little Egg Inlets.
- (e) A line drawn from the seaward tangent of Pullen Island to the seaward tangent of Brigantine Island across Brigantine Inlet.
- (f) A line drawn from the seaward extremity of Absecon Inlet North Jetty to Atlantic City Light.
- (g) A line drawn from the southernmost point of Longport at lat. 39 deg.18.2' N. long. 74 deg.32.2' W. to the northeasternmost point of Ocean City at lat. 39 deg.17.6' N. long. 74 deg.33.1' W. across Great Egg Harbor Inlet.
- (h) A line drawn parallel with the general trend of the seaward, highwater shoreline across Corson Inlet.
- (i) A line formed by the centerline of the Townsend Inlet Highway Bridge.
- (j) A line formed by the shoreline of Seven Mile Beach and Hereford Inlet Light.

Sec. 7.40 Delaware Bay and tributaries.

A line drawn from Cape May Inlet East Jetty Light to lat. 38 deg.55.8' N. long. 74 deg.51.4' W. (Cape May Harbor Inlet Lighted Bell Buoy ``2CM"); thence to lat. 38 deg.48.9' N. long. 75 deg.02.3' W. (Delaware Bay Entrance Channel Lighted Buoy ``8"); thence to the northernmost extremity of Cape Henlopen.

Sec. 7.45 Cape Henlopen, DE to Cape Charles, VA.

- (a) A line drawn from the easternmost extremity of Indian River Inlet North Jetty to lat. 38 deg.36.5' N. long. 75 deg.02.8' W. (Indian River Inlet Lighted Gong Buoy ``1"); thence to Indian River Inlet South Jetty Light.
- (b) A line drawn from Ocean City Inlet Light ``6" to lat. 38 deg.19.4' N. long. 75 deg.05.0' W. (Ocean City Inlet Entrance Lighted Buoy ``4"); thence to lat. 38 deg.19.3' N. long. 75 deg.05.1' W. (Ocean City Inlet Entrance Lighted Buoy ``5"); thence to the easternmost extremity of the south breakwater.
- (c) A line drawn from Assateague Beach Tower Light to lat. 37 deg.50.2' N. long. 75 deg.24.9' W. (Chincoteague Inlet Lighted Bell Buoy ``CI"); thence to the tower charted at lat. 37 deg.52.6' N. long. 75 deg.26.7' W.
- (d) A line drawn from the southernmost extremity of Cedar Island to lat. 37 deg.34.7' N. long. 75 deg.36.0' W. (Wachapreague Inlet Entrance Lighted Buoy ``1"); thence due south to shore at Parramore Beach.
- (e) A line drawn from the seaward tangent of Parramore Beach to the lookout tower on the northern end of Hog Island chartered in approximate position lat. 37 deg.27.2' N. long. 75 deg.40.5' W.

Sec. 7.50 Chesapeake Bay and tributaries.

A line drawn from Cape Charles Light to lat. 36 deg.56.8' N. long. 75 deg.55.1' W. (North Chesapeake Entrance Lighted Gong Buoy ``NCD"); thence to lat. 36 deg.54.8' N. long. 75 deg.55.6' W. (Chesapeake Bay Entrance Lighted Bell Buoy ``CBC"); thence to lat. 36 deg.55.0' N. long. 75 deg.58.0' W. (Cape Henry Buoy ``1"); thence to Cape Henry Light.

Sec. 7.55 Cape Henry, VA to Cape Fear, NC.

- (a) A line drawn from Rudee Inlet Jetty Light ``2" to lat. 36 deg.50' N. long. 75 deg.56.7' W.; thence to Rudee Inlet Jetty Light ``1".
- (b) A line drawn from Bodie Island Light to lat. 35 deg.49.3' N. long. 75 deg.31.9' W. (Oregon Inlet Approach Lighted Whistle Buoy ``OI"); thence to Oregon Inlet Radiobeacon.
- (c) A line drawn from Hatteras Inlet Light 255 deg. true to the eastern end of Ocracoke Island.
- (d) A line drawn from the westernmost extremity of Ocracoke Island at lat. 35 deg.04' N. long. 76 deg.00.8' W. to the northeasternmost extremity of Portsmouth Island at lat. 35 deg.03.7' N. long. 76 deg.02.3' W.
- (e) A line drawn across Drum Inlet parallel with the general trend of the seaward, highwater shoreline.
- (f) A line drawn from the southernmost extremity of Cape Lookout to lat. 34 deg.38.4' N. long. 76 deg.40.6' W. (Beaufort Inlet Lighted Bell Buoy ``2BI"); thence to the seaward extremity of the Beaufort Inlet west jetty.
- (g) A line drawn from the seaward extremity of Masonboro Inlet north jetty to lat. 34 deg.10.3' N. long. 77 deg.48.0' W. (Masonboro Inlet Lighted Whistle Buoy ``A"); thence to the beach in approximate position lat. 34 deg.10' N. long. 77 deg.49.4' W.

Sec. 7.60 Cape Fear, NC to Sullivans Island, SC.

- (a) A line drawn from the southernmost extremity to Cape Fear to lat. 33 deg.49.5' N. long. 78 deg.03.7' W. (Cape Fear River Entrance Lighted Bell Buoy ``2CF"); thence to Oak Island Light.
- (b) A line drawn from the southernmost extremity of Bird Island at approximate position lat. 33 deg.51.2' N. long. 78 deg.32.6' W. to lat. 33 deg.50.3' N. long. 78 deg.32.5' W. (Little River Inlet Entrance Lighted Whistle Buoy ``2LR"); thence to the northeasternmost extremity of Waties Island at approximate position lat. 33 deg.51.2' N. long. 78 deg.33.6' W.
- (c) A line drawn from the seaward extremity of Murrells Inlet north jetty to lat. 33 deg.31.5' N. long. 79 deg.01.6' W. (Murrells Inlet Lighted Bell Buoy ``MI"); thence to Murrells Inlet South Jetty Light.
- (d) A line drawn from Georgetown Light to lat. 33 deg.11.6' N. long. 79 deg.05.4' W. (Winyah Bay Lighted Bell Buoy ``2WB"); thence to the southernmost extremity of Sand Island.

Navigation and Vessel Inspection Circulars (NVICs)

NVICs are published by the Commandant of the Coast Guard to provide guidance, interpretation or policy for a variety of subjects related to commercial vessel safety. The NVICs that directly affect commercial fishing vessels are listed below. NVICs may be purchased from:

National Technical Information Services
5825 Port Royal Road
Springfield, VA 22161
Phone: (703) 605-6000

They are also available at <http://www.uscg.mil/hq/cg5/nvic/nvic.asp>

NVIC 7-93: Guidelines for Acceptance of "Fishing Vessel Safety Instructors" and Course Curricula for Training "Fishing Vessel Drill Conductors" - Expands on 46 CFR 28.270 & .275 to explain the training and certification requirements.

NVIC 1-92: Lifesaving Equipment Regulations for Commercial Fishing Vessels with Changes 1 and 2: Implementation of Lifesaving Equipment Regulations for Commercial Fishing Vessels - Provides guidance on maintenance, inspection and storage of equipment.

NVIC 12-91: Termination of Unsafe Operations Aboard Commercial Fishing Industry Vessels - Explains commercial fishing vessel termination criteria.

NVIC 7-91: Determination of Cold Water Areas - Defines the location and effective dates of cold water areas.

NVIC 6-91: Fire Drills and On-Board Training - Discusses minimum standards for fire drills and training.

NVIC 5-86: Voluntary Standards for U.S. Uninspected Commercial Fishing Vessels - Describes the voluntary program in place before passage of CFIVSA.

NVIC 4-86: Hydraulic Release Units for Life Rafts, Life Floats and Buoyant Apparatus, and Alternate Float-Free Arrangements - Discusses installation and maintenance of HRUs as well as float-free arrangements for survival craft.

NVIC 12-83: Intact Stability of Towing and Fishing Vessels; Research Results - The report of a Coast Guard study of fishing vessel stability.

NVIC 1-83: Painters for Life Floats and Buoyant Apparatus - Discusses the installation of float-free or "weak" links.

NVIC 4-82: Uninspected Commercial Vessel Safety - Somewhat dated historical information about the Commercial Fishing Vessel Safety program.



Official 406 MHz EPIRB Registration Form

EPIRB Information

Beacon ID (Unique Identifier Number)

15 digit character ID provided by EPIRB manufacturer

- Category I (Automatic Deployment)
Category II (Manual Deployment)

EPIRB Manufacturer
Model No.

EPIRB Registration

- New EPIRB Registration
Renewal of EPIRB Registration
Change of EPIRB Information or Ownership
Replacement of EPIRB Decal
Check here if this EPIRB is a replacement for a previously registered EPIRB.

Owner/Operator Information

Name (Last, First, Middle Initial)
Mailing Address
City State/Province
ZIP (Postal) Code Country
E-mail

Telephone
Area Code
Home Work Cellular Fax Other

Vessel Information

- Usage: Commercial Non-commercial
Government Military Government Non-military

Type
Sail: Number of Masts
Power: Fishing Tug Cargo Tanker Pleasure Craft
Other
Non-power: Life Boat Life Raft Other

Vessel Name
Vessel Color

Survival Craft(s) on Vessel: Life Boat Life Raft

Is your EPIRB equipped with a Simplified Voyage Data Recorder (SVDR)? Yes No

Radio Equipment (Check all that apply)
VHF MF HF SSB Other

Vessel Telephone Numbers
Radio Call Sign INMARSAT
Cellular MMSI Number

Federal / State Registration Number

Length Overall (ft) Capacity Crew and Passengers

Homeport Marina/Dock
City State

Additional Data

Emergency Contact Information (Please indicate someone other than the owner)

Name of Primary 24-Hour Emergency Contact:

Name of Alternate 24-Hour Emergency Contact:

Telephone
Area Code
Home Work Cellular Fax Other

Telephone
Area Code
Home Work Cellular Fax Other

Signature

Date

Important Notice - Please Read Before Completing Registration

Registration is an important facet for all Cospas-Sarsat 406 MHz emergency beacons. Not only is it required by Federal Regulations but the information you furnish is used by Search And Rescue (SAR) agencies in the event of beacon activation. The registration information is an important tool to assist the United States Coast Guard, United States Air Force, and other SAR agencies in locating and quickly responding to you, your vessel, or your aircraft. Failure to register your beacon may delay a rescue response. Accurate, up-to-date registration information will also be used to conserve resources by helping to eliminate false alert deployments, as an inadvertent activation can be resolved with a phone call.

There is no charge for beacon registration. This is a service provided by the U.S. National Oceanic and Atmospheric Administration (NOAA).

All online registrations will be entered into the National 406 MHz Beacon Registration Database on the same day of entry. Registration forms received via postal mail will be entered within 2 business days of receipt. For online registrations, a confirmation letter with your completed registration information form will be sent immediately via e-mail or fax (if provided). Confirmation letters sent via postal mail should arrive within two weeks. Once your registration confirmation is received, please review all information. Any changes or updates to your registration information can be done via the internet, fax, e-mail or postal mail. If you do not receive your registration confirmation from NOAA on the same day you submit it over the internet or within two weeks if you submit it by postal mail, please call NOAA toll-free at: 1-888-212-SAVE (7283) or 301-817-4515 for assistance.

After initial registration (or re-registration) you will receive a NOAA Proof of Registration Decal by postal mail. This decal is to be affixed to the beacon and should be placed in such a way that it is clearly visible. If for some reason you do not receive the registration decal within two weeks, please call NOAA toll-free at: 1-888-212-SAVE (7283) or 301-817-4515.

Failure to register, re-register (as required every two years), or to notify NOAA of any changes to the status of your 406 MHz beacon could result in penalties and/or fines being issued under Federal Law. The owner or user of the beacon is required to notify NOAA of any changes to the registration information at any time. By submitting this registration the owner, operator, or legally authorized agent declares under penalty of law that all information in the registration information is true, accurate, and complete. Providing information that is knowingly false or inaccurate may be punishable under Federal Statutes. Solicitation of this information is authorized by Title 47, Part 80 of the U.S. Code of Federal Regulations (CFR) and the U.S. Office of Management & Budget (OMB) Control Number: 0648-0295. Additional registration forms can be found on the NOAA-SARSAT website at: www.sarsat.noaa.gov or at: www.beaconregistration.noaa.gov.

Please note, NOAA will complement or update your registration information accordingly if your registration has expired and credible information is provided from SAR sources. NOAA will also seek information from other databases to update and/or complement the existing information for an expired beacon registration. Although the information provided will become a matter of public record, there is no intent to circulate beyond its intended purpose, i.e., to assist SAR agencies in carrying out their mission. Public reporting burden for the collection of this information is estimated to average 15 minutes per response, including the time for reviewing instructions, searching existing data sources, and completing and reviewing the collection of information. Comments regarding this burden or any other aspect of this collection of information, including suggestions for reducing this burden should be sent to:

NOAA/SARSAT
NSOF, E/SP3
4231 Suitland Road
Suitland, MD 20746

Or call: 1-888-212-SAVE (7283) or 301-817-4515

Finally, false alerts remain a chief concern for SAR agencies. We ask that you carefully refer to the beacon's user manual for instructions on properly operating, installing, testing, performing required maintenance, and/or stowage of your beacon. We find that these are important factors in reducing the number of false alerts. ***Please use the utmost care at all times!***

GENERAL VESSEL REQUIREMENTS

Vessel Name: _____

I.D. Number: _____

BRIDGE & DOCUMENTS

33 CFR 173 46 CFR 67	Registration/Documents/Markings	O Yes O No O N/A
47 CFR 80.405	FCC Ship Station License	O Yes O No O N/A
46 CFR 28.165	Injury Placard (All Vessels)	O Yes O No O N/A
33 CFR 155.450	Oil Pollution Placard (Vessels \geq 26 Feet)	O Yes O No O N/A
33 CFR 151.59	MARPOL (Garbage) Placard (Vessels \geq 26 Feet)	O Yes O No O N/A
33 CFR 151.57	Waste Management Plan (Ocean Going Vessels \geq 40 Feet)	O Yes O No O N/A
33 CFR 151.55	Garbage Log (Ocean Going Vessels \geq 400 Gross Tons)	O Yes O No O N/A
46 USC Chap 51	Load Line Certificate (Fish Tenders or Fish Processors)	O Yes O No O N/A
46 USC 8304	Licensing/Manning (Master/Mate/Chief Eng. on Vessels \geq 200 Gross Tons)	O Yes O No O N/A
46 USC 8103	Citizenship (Master & crew requirements met)	O Yes O No O N/A
46 CFR 28.225 33 CFR 88.05	Inland Navigation Rules on Board (Inland Waters Only; Vessels \geq 39.4 ft)	O Yes O No O N/A
33 USC 1602 33 USC 2020 72 COLREGS	Dayshapes (Two black cones, apex to apex; per Rule 3(d), dayshapes & fishing lights not required if fishing gear does not restrict maneuverability)	O Yes O No O N/A
33 USC 1602 33 USC 2020 72 COLREGS	Navigation Lights: Side Lights (112.5°), Stern Light (135°) & Mast Head Light (225°) Anchor Light (360°; for vessels \geq 39.4 Feet) Red over White (360° other than trawling; see Rule 3(d) for exceptions) Green over White (360° trawling; see Rule 3(d) for exceptions)	O Yes O No O N/A
33 USC 1602 33 USC 2020 72 COLREGS	Sound Producing Devices: <input type="checkbox"/> Vessels < 39.4 ft: Means of Making an Efficient Sound Signal <input type="checkbox"/> Vessels 39.4 ft – 65.6 ft: Audible ½ Mile, Whistle & 7.9” Bell <input type="checkbox"/> Vessels 65.6 feet – 328.1 ft: Audible 1 Mile, Whistle & 11.8” Bell	O Yes O No O N/A
33 CFR 164	Navigation Safety Requirements (Vessels \geq 1600 Gross Tons)	O Yes O No O N/A

LIFESAVING

46 CFR 28.145	Visual Distress Signals	O Yes O No O N/A
46 CFR 28.110 46 CFR 28.135 46 CFR 28.140	<input type="checkbox"/> Immersion Suits <input type="checkbox"/> PFDs Number of Immersions Suits On-Board: _____ Number of PFDs On-Board: _____ <input type="checkbox"/> Marking with name and retro-reflective tape <input type="checkbox"/> Properly maintained	O Yes O No O N/A
46 CFR 28.115 46 CFR 28.135 46 CFR 28.140	Ring Life Buoys: <input type="checkbox"/> Marking with name and retro-reflective tape <input type="checkbox"/> 60 Feet of Line <input type="checkbox"/> 90 Feet of Line <input type="checkbox"/> Properly Maintained	O Yes O No O N/A
46 CFR 28.120 46 CFR 28.125 46 CFR 28.130 46 CFR 28.140	Survival Craft: Number Survival Craft Onboard: _____ Total Survival Craft Capacity: _____ Type: <input type="checkbox"/> Inflatable Raft <input type="checkbox"/> Rigid Liferaft <input type="checkbox"/> IBA <input type="checkbox"/> BA <input type="checkbox"/> Life Float Pack Type: <input type="checkbox"/> SOLAS A <input type="checkbox"/> SOLAS B <input type="checkbox"/> COASTAL SERVICE <input type="checkbox"/> Hydrostatic Release & Date: _____ <input type="checkbox"/> Float Free <input type="checkbox"/> Proper Storage	O Yes O No O N/A
46 CFR 28.150 46 CFR 25.26 46 CFR 28.135 47 CFR 80 46 CFR 28.140	Emergency Position Indicating Radio Beacon (EPIRB): Bracket Category: <input type="checkbox"/> One <input type="checkbox"/> Two Hydrostatic Release exp. date: _____ Battery expiration date: _____ NOAA Registration exp. date: _____ Beacon ID: _ _ _ _ _ _ _ _ _ _ _ _ _ _	O Yes O No O N/A

GENERAL VESSEL REQUIREMENTS

Vessel Name:

I.D. Number:

ENGINE ROOM/MISCELLANEOUS

46 CFR 28.155 46 CFR 28.160 46 CFR 25.30	Fire Extinguishing Equipment: BI: _____ BII: _____ BIII: _____ CI: _____ Other: _____ <input type="checkbox"/> Pre-engineered <input type="checkbox"/> Fixed System <input type="checkbox"/> CO2 Cylinders For Fixed System Located Outside Engine Room	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.140	Unobstructed Escape Routes	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 25.35	Flame Arrestor (gas power)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 25.40	Ventilation (gas power)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 159.7	Marine Sanitation Device <input type="checkbox"/> Type I <input type="checkbox"/> Type II <input type="checkbox"/> Type III <input type="checkbox"/> None	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.330	Non-Oceangoing Vessels Are Able To: <input type="checkbox"/> Retain oily mix on board <input type="checkbox"/> Discharge to a facility	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A

VESSELS GREATER THAN 100 GT, USE SUPPLEMENT 1 (CG-5587B) ADDITIONAL REQUIREMENTS FOR DOCUMENTED VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 PEOPLE ON BOARD

BRIDGE

46 CFR 28.210	First Aid/CPR <input type="checkbox"/> First Aid Kit/Medicine Chest <input type="checkbox"/> First Aid Manual <input type="checkbox"/> Individual Certified in First Aid <input type="checkbox"/> Individual Certified in CPR	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 26.03-4 46 CFR 28.225	Navigation Publications <input type="checkbox"/> Charts for Safe Navigation <input type="checkbox"/> Extracts of Publications Used <input type="checkbox"/> Tidal/Current Tables <input type="checkbox"/> CG Light List <input type="checkbox"/> US Coast Pilot	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 USC 10601	Crew Contracts (Vessels > 20 Gross Tons)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.230	Magnetic Compass/Compass Deviation Table	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.235	Anchors & Radar Reflectors	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.245 47 CFR 80 33 CFR 26.03 46 CFR 28.375	Communication Equipment <input type="checkbox"/> VHF <input type="checkbox"/> SSB <input type="checkbox"/> HF <input type="checkbox"/> Cell Phone <input type="checkbox"/> 3 Hour Emergency Power Supply	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.260	Electronic Position Fixing Device (Vessels ≥ 79 feet) <input type="checkbox"/> GPS <input type="checkbox"/> SATNAV <input type="checkbox"/> Other	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.240	General Alarm System <input type="checkbox"/> Tested <input type="checkbox"/> Flashing Red Light in Engine Room	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.250	High Water Alarms (Vessels ≥ 36 feet) <input type="checkbox"/> Tested in all floodable spaces	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.265	Emergency Instructions (Must be posted on vessels with ≥ 4 POB)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.270	Instructions, Drills, & Safety Orientation <input type="checkbox"/> Drills Conducted <input type="checkbox"/> Drills Witnessed <input type="checkbox"/> Safety Orientation Provided <input type="checkbox"/> Qualified Drill Conductor Name: _____	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.1030	SOPEP (Vessels > 400 Gross Tons traveling over international waters)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 16	Drug Testing Program (Credentialed Crew on Vessels > 200 Gross Tons)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 4.06-15	Alcohol Testing Does vessel carry devices or have arrangements to accomplish testing within 2 hours after a serious marine incident?	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A

ADDITIONAL REQUIREMENTS FOR DOCUMENTED VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 PEOPLE ON BOARD

Vessel Name:	I.D. Number:	
LIFESAVING		
46 CFR 28.205	Fireman's Outfits (if more than 49 POB): <input type="checkbox"/> SCBA (Two 30 minute SCBAs) <input type="checkbox"/> Boots (2 sets) <input type="checkbox"/> SCBA Spare Bottles (Two 30 minute bottles) <input type="checkbox"/> Gloves (2 sets) <input type="checkbox"/> Lifeline (2 lines) <input type="checkbox"/> Fire Axe (2 axes) <input type="checkbox"/> Rigid Helmut (2 helmets) <input type="checkbox"/> Protective Clothing (2 sets) <input type="checkbox"/> Flashlight (2 lights)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.205	SCBAs (required only if vessel equipped with ammonia refrigerant) <input type="checkbox"/> SCBA (Two 30 minute SCBAs) <input type="checkbox"/> SCBA Spare Bottles (Two 30 minute bottles)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
ENGINE ROOM		
46 CFR 28.215	Guards for Exposed Hazards	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.255	Bilge Pump, Piping & Dewatering Systems	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
MISCELLANEOUS		
47 CFR Subchapter W	GMDSS (Vessels \geq 300 Gross Tons; see NVIC 3-99 for exemptions) <input type="checkbox"/> Radio Operators License <input type="checkbox"/> DSC equipped VHF, MF, & HF radios <input type="checkbox"/> SART (Search & Rescue Transponder) <input type="checkbox"/> NAVTEX receiver <input type="checkbox"/> 406 MHz EPIRB (in addition to requirement in 46 CFR 28.150)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
	DSC (For any vessel with a DSC-capable radio, verify the MMSI is properly programmed); MMSI (9 characters) is:	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 161.12 33 CFR 164.46	AIS (Fish Tenders & Fish Processors \geq 65 feet operating within a VTS or on an international voyage)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
50 CFR 600.730	Safe Boarding Ladder (Vessels with more than 4 feet of freeboard)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.300 46 CFR 28.400	Vessel Constructed Or Had A Major Conversion After 15 Sep 91 & Carry More Than 16 POB (If YES, use Supplement 2; CG-5587B)	<input type="radio"/> Yes <input type="radio"/> No
46 CFR 28.500	Vessel \geq 79' Not Required Load Lines & Constructed Or Had A Major Conversion/Alteration To Fishing/Processing Equipment After 15 Sep 91 (If YES, use Supplement 2, Subpart E; CG-5587B)	<input type="radio"/> Yes <input type="radio"/> No
	Vessel Has Capacity To Carry \geq 10,500 gallons (250 BBL) Of Oil Or Hazardous Materials (If YES, use Supplement 3; CG-5587B)	<input type="radio"/> Yes <input type="radio"/> No
46 CFR 28.700 46 CFR 28.720	Fish Processor <input type="checkbox"/> Must have a Certificate of Compliance* <input type="checkbox"/> If built or converted after 27 Jul 90 must be classed* * From ABS, DNV, or approved 3 rd Party, Not Coast Guard	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
	STCW Requirements (Fish Processors more than 200 Gross Tons)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A

CFVS EXAMINATION BOOKLET GUIDELINES

This booklet is to be used to record voluntary examinations of commercial fishing industry vessels. It provides a summary list of Coast Guard requirements to examiners and owners/operators of commercial fishing industry vessels. This booklet should be used in conjunction with the regulations or other aids developed by the Coast Guard to assist in understanding of the regulations. Examiners should retain the "Examiner Copy" of the first page, continuation sheet and the checklist pages for their records. The "Vessel Copy" of the first page and continuation sheet should be left with the vessel.

PRIVACY ACT STATEMENT for VOLUNTARY DOCKSIDE EXAMINATIONS on COMMERCIAL FISHING VESSELS

PRIVACY ACT STATEMENT: Required by Public law 93-579

AUTHORITY: 46 USC 4502, 46 USC 4504, 46 USC 4507, 46 USC 6104 and 14 USC 89

PRINCIPAL PURPOSE(S): To document the Voluntary Dockside Examiner's report, enhance fishing vessel safety and promote public awareness and education. Information may be retained on file indefinitely.

ROUTINE USE(S): This information is to be used for uniform Coast Guard reporting and administration of Voluntary Dockside Examination data. It will be used to record the number of vessels and level of compliance with Coast Guard regulations.

MANDATORY OR VOLUNTARY DISCLOSURE: Providing any information during the course of a voluntary dockside examination is voluntary. Failure to provide information necessary to ensure compliance with applicable regulations may prevent issuance of the safety decal. Providing a vessel document/certificate of number by the operator of a vessel is mandatory. Failure to provide vessel documentation/registration may prevent issuance of the safety decal.

COMMERCIAL FISHING VESSEL SAFETY EXAMINATION SUPPLEMENTS
U. S. COAST GUARD

SUPPLEMENT 1

Vessel Name:

Number:

REQUIREMENTS BASED ON TONNAGE AND AREA OF OPERATION VESSELS > 100 GROSS TONS

33 CFR 155.320	Vessels ≥ 100-299 GT: Fixed containment or portable 5 gal. container	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.420	Vessels ≥ 100-399 GT: Fixed system to discharge slops	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.420	Vessels ≥ 100-399 GT: Pump, stop & stop valve at each outlet	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 138.65	Vessels ≥ 300 GT: Valid COFR on board	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.470	Vessels ≥ 300 GT: No oil carried in a tank forward of collision bulkhead	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.320	Vessels ≥ 300 GT: Fixed Containment	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.350	Vessels < 400 GT Oceangoing: Able to discharge to a facility	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.350	Vessels < 400 GT Oceangoing: Able to retain all slops on board or Oily Water Separator (OWS) installed	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 151.19	Vessels ≥ 400 GT: Valid International Oil Pollution Prevention Certificate on board (Only required if vessel engages in a foreign voyage)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 151.25	Vessels ≥ 400 GT: Oil Record Book	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.360	Vessels ≥ 400 GT Oceangoing: Ballast water not carried in fuel tanks <input type="checkbox"/> Approved 15 PPM OWS w/bilge alarm <input type="checkbox"/> Sludge tank of adequate size <input type="checkbox"/> Slop discharge pipeline	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.370	Vessels ≥ 400 GT Oceangoing: Ballast water carried in fuel tanks <input type="checkbox"/> Approved 15 PPM OWS w/bilge alarm <input type="checkbox"/> Sludge tank of adequate size <input type="checkbox"/> Slop discharge pipeline	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.430	Vessels ≥ 400 GT Oceangoing: Standard Discharge Connection	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.470	Vessels ≥ 400 GT: No oil carried in a tank forward of collision bulkhead	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A

Examiners Comments:

CFVS EXAMINATION SUPPLEMENT GUIDELINES

These supplements are to be used to record voluntary examinations of commercial fishing industry vessels. It provides a summary list of Coast Guard requirements to examiners and owners/operators of commercial fishing industry vessels. These supplements should be used in conjunction with the regulations or other aids developed by the Coast Guard to assist in understanding of the regulations. Examiners should retain the supplements for their records.

PRIVACY ACT STATEMENT for VOLUNTARY DOCKSIDE EXAMINATIONS on COMMERCIAL FISHING VESSELS

PRIVACY ACT STATEMENT: Required by Public law 93-579

AUTHORITY: 46 USC 4502, 46 USC 4504, 46 USC 4507, 46 USC 6104 and 14 USC 89

PRINCIPAL PURPOSE(S): To document the Voluntary Dockside Examiner's report, enhance fishing vessel safety and promote public awareness and education. Information may be retained on file indefinitely.

ROUTINE USE(S): This information is to be used for uniform Coast Guard reporting and administration of Voluntary Dockside Examination data. It will be used to record the number of vessels and level of compliance with Coast Guard regulations.

MANDATORY OR VOLUNTARY DISCLOSURE: Providing any information during the course of a voluntary dockside examination is voluntary. Failure to provide information necessary to ensure compliance with applicable regulations may prevent issuance of the safety decal. Providing a vessel document/certificate of number by the operator of a vessel is mandatory. Failure to provide vessel documentation/registration may prevent issuance of the safety decal

COMMERCIAL FISHING VESSEL SAFETY EXAMINATION SUPPLEMENTS
U. S. COAST GUARD

SUPPLEMENT 2

Vessel Name:		Number:
<i>VESSELS CONSTRUCTED OR HAD MAJOR CONVERSION AFTER 15 SEP 91 AND WITH MORE THAN 16 POB</i>		
46 CFR 28.400	Radar & Depth Sounder: At operating station	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.315 46 CFR 28.320 46 CFR 28.325	Fire Fighting Equipment: <input type="checkbox"/> Fire Pumps, Hydrants, and Hoses <input type="checkbox"/> Fixed Gas Fire Extinguishing System <input type="checkbox"/> Fire Detection System	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.3 80 46 CFR 28.385	General Structural Fire Protection: <i>(see regulations for details)</i> <input type="checkbox"/> General Structural Fire Protection <input type="checkbox"/> Structural Fire Protection on vessels with more than 49POB	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.340	Ventilation: For spaces containing gasoline	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.345 - 28.375	Electrical Standards IAW the Regulations	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.390	Means of Escape	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.395	Embarkation Stations	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.335	Fuel Systems	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.405	Hydraulic Equipment	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.3 10	Survival Craft Launch Opening	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.4 10	Deck Rails, Lifelines, Storm Rails, and Hand Grabs	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
Examiners Comments:		

SUPPLEMENT 2, SUBPART E

Vessel Name:		Number:
<i>VESSELS 79 FEET OR MORE NOT REQUIRED LOAD LINES, CONSTRUCTED OR HAD A MAJOR CONVERSION OR ALTERATION TO FISHING/PROCESSING EQUIPMENT AFTER 15 SEPTEMBER 1991</i>		
46 CFR 28.530	Stability Instructions (IAW 46 CFR 28.500) Date Issued:	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
46 CFR 28.560	Watertight/Weathertight Integrity	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
Examiners Comments:		

COMMERCIAL FISHING VESSEL SAFETY EXAMINATION SUPPLEMENTS
U. S. COAST GUARD

SUPPLEMENT 3

Vessel Name: _____

Number: _____

OIL TRANSFER PROCEDURES FOR VESSELS WITH CAPACITY TO CARRY MORE THAN 10,500 GALLONS (250 BBL) OF OIL OR HAZARDOUS MATERIALS

33 CFR 155.700	Person in charge designated: (Documented IAW 33 CFR 155.715)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.710	Person in charge qualified	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.720	Current procedures	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.720	Transfer procedure to or from vessel & tank-to-tank w/ vessel	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.740	Oil Transfer Procedures: <input type="checkbox"/> Available for inspection <input type="checkbox"/> Printed in a language understood by crew <input type="checkbox"/> Permanently posted or available/easily seen when engaged in oil	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.750	Contents of Oil Transfer Procedures: <input type="checkbox"/> Generic name of product transferred <input type="checkbox"/> Physical description of product <input type="checkbox"/> Description of odor product <input type="checkbox"/> Hazards involved in handling/safe instructions <input type="checkbox"/> Procedures for spills, leaks, or personnel exposure <input type="checkbox"/> Fire fighting procedures including extinguishing agents <input type="checkbox"/> Indicate applicability of transfer procedures <input type="checkbox"/> Piping line diagram (location of each valve, pump, control device, vent, & overflow) <input type="checkbox"/> Location of shutoff valve or other isolation device that separates bilge or ballast from transfer system <input type="checkbox"/> Description & procedure for emptying discharge containment System <input type="checkbox"/> Indicate number of people required to be on duty (duty and title) <input type="checkbox"/> Procedures/duty assignments for tending vessel mooring lines <input type="checkbox"/> Emergency shutdown procedure and means of communications	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.785	Communications	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.790	Deck lighting	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.800	Transfer hose: (Complies with 33 CFR 154.500)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.805	Closure devices: (Blanks or valves installed when not connected)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A
33 CFR 155.820	Records: <input type="checkbox"/> Names of persons currently designated as person in charge <input type="checkbox"/> Results of most recent required tests/inspections (hose, relief valves, remote shutdown indicators) <input type="checkbox"/> Transfer hose info (oil service marks, date of manufacture, MAWP, results of most recent test and inspection) <input type="checkbox"/> Declaration of Inspection (for 30 days)	<input type="radio"/> Yes <input type="radio"/> No <input type="radio"/> N/A

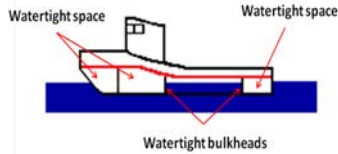
Examiners Comments:

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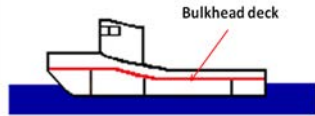
DEFINITIONS

Watertight – If water enters a space due to damage, the water is not able to leak into neighboring spaces.

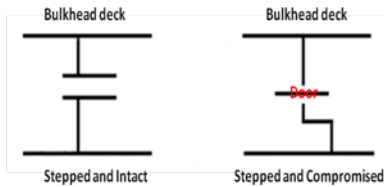
Watertight Bulkhead – A bulkhead that does not allow flooding waters to move between spaces



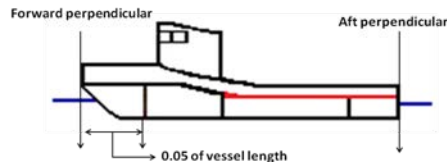
Bulkhead Deck – The uppermost deck to which watertight bulkheads extends.



Stepless and Intact Bulkhead – Strictly vertical bulkhead with minimal pipe penetrations and **NO** doors



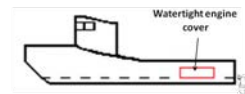
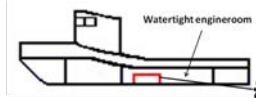
Collision Bulkhead – Bulkhead designed to minimize spread of damage due to collisions in the bow area. Shall be stepless and intact.



Weathertight – Water and weather is prevented from entering a space, but the space is not watertight. Example: A house is weathertight, but not watertight.

WATERTIGHT & WEATHERTIGHT INTEGRITY

-
- Maintain watertight bulkheads watertight.
 - Minimize number of penetrations
 - Penetrations must be watertight.
- Discharge piping penetrating the hull shall be fitted with positively closing check valves.
- Inlet piping shall be fitted with positive closing valves located as close as possible to the sea chests and shell plating.
- Deckhouse openings shall be fitted with weathertight doors.
- Doors shall be steel or equivalent material permanently attached to the bulkhead.
- Weathertight doors shall open outward and be fitted with gasket seals and a minimum of two dogging devices in addition to hinges.
- All emergency doors shall be quick acting.
 - Each machinery space containing propulsion, auxiliary power, fire or bilge pumping equipment shall be enclosed by watertight bulkheads.
 - Access to adjoining spaces below the bulkhead deck shall be by normally closed quick acting watertight doors.
 - Watertight doors shall open outward from the machinery space.
- Propulsion machinery spaces above the bulkhead deck shall be weathertight.



SUBDIVISION

- Collision bulkheads.
 - Be stepless and intact up to the bulkhead deck.
 - Only minimum pipe penetrations are permitted. Penetrations shall include valves operable from aft of the collision bulkhead and above the bulkhead deck.
 - Pipe penetrations shall be as far inboard and high as practicable.
 - No doors or scuttles permitted.
 - Located at least 5 percent of the length aft of the forward perpendicular.
- Watertight bulkheads – Install them where appropriate and maintain them watertight.

VESSEL CLEANLINESS

- ✓ Keep bilges clean and free of debris.
- ✓ Protect an exposed wiring used for bilge pumps and dewatering devices.
- ✓ Maintain ability to access bilge pumps and dewatering devices.

CREW TRAINING

- ✓ Dewatering equipment familiarization and use
- ✓ Pipe patching
- ✓ Hole plugging
- ✓ Putting on survival suit
- ✓ Abandon ship procedures

PRUDENT SEAMANSHIP RULES OF THUMB

- ✓ Be alert to all the dangers of following or quartering seas.
- ✓ If excessive heel or yawing occurs, reduce speed as a precaution.

QUICK TIPS:

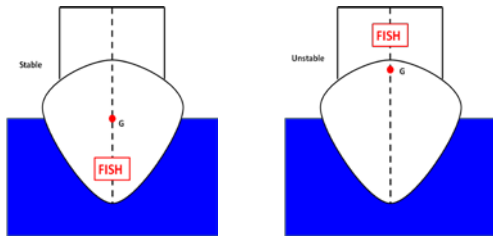
- ✓ Maintain your vessel water and weather tight.
- ✓ Maintain vessel subdivision.
- ✓ Train your crew before getting underway.
- ✓ Demand good housekeeping.
- ✓ Look out after yourself and your crew.

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CENTER OF GRAVITY RULES OF THUMB

- ✓ Keep all weights low in the vessel

Adding weights high on vessels raises the Center of Gravity. Removing weights low on a vessel also raises the center of gravity.

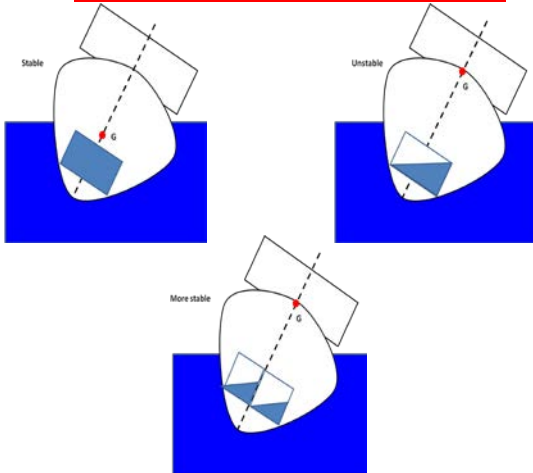


FREE SURFACE EFFECT

Free surface reduces stability, leaving your vessel more susceptible to capsizing.

- ✓ Minimize widths of holds, fuel tanks and live bait wells.
- ✓ Keep holds and tanks completely full or completely empty when possible.
- ✓ Do not permit water to collect on your deck.

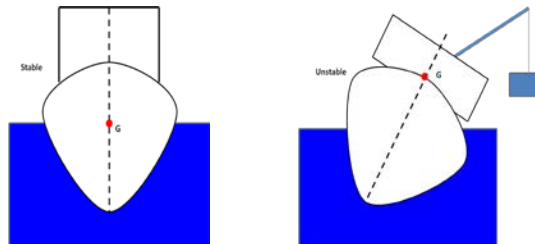
KEEP YOUR FREEING PORT OPEN



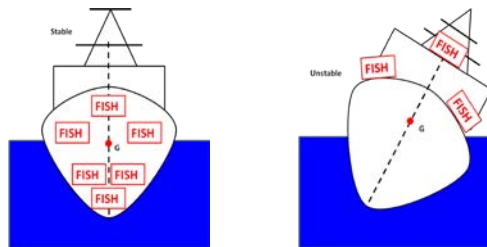
LOADING AND UNLOADING OPERATIONS

- ✓ Limit the duration of over the side lifting operations.

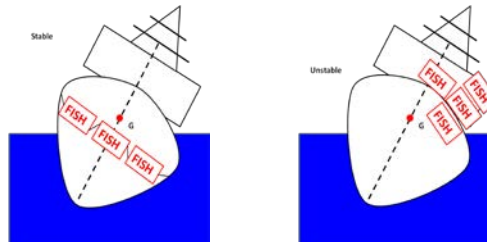
Suspending weights above the water and over the side is like adding that weight at the head of the boom. This causes the Center of Gravity to rise and shift to one side. It makes your vessel easier to capsize.



Keep the Weight LOW



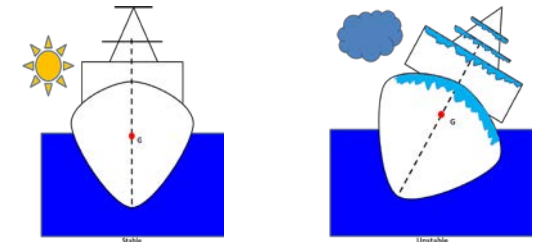
Prevent Loads from Shifting



ICING RULES OF THUMB

Ice buildup adds a great deal of weight up high on the vessel and causes the Center of Gravity to rise. It makes your vessel easier to capsize.

- ✓ Be aware of icing conditions. Avoid them.
- ✓ Minimize, by all possible means, the buildup of ice on deckhouse, railings, superstructure and outriggers.



QUICK TIPS:

- ✓ Keep weights low.
- ✓ Minimize width of tanks and holds.
- ✓ Keep freeing ports open.
- ✓ Prevent loads from shifting.
- ✓ Do not allow ice buildup.