



# **U. S. Coast Guard 17<sup>th</sup> District**

## **Commercial Fishing Industry Vessel Safety Reference Guide**



### **Contact your local Fishing Vessel Safety Coordinator**

**Sector Juneau (907) 463-2448  
Ketchikan (907) 225-4496**

**Sector Anchorage (907) 271-1954  
Dutch Harbor (907) 581-3466**

**MSU Valdez (907) 835-7262**

**Seventeenth District (dpi)  
(907) 463-2810/2812**

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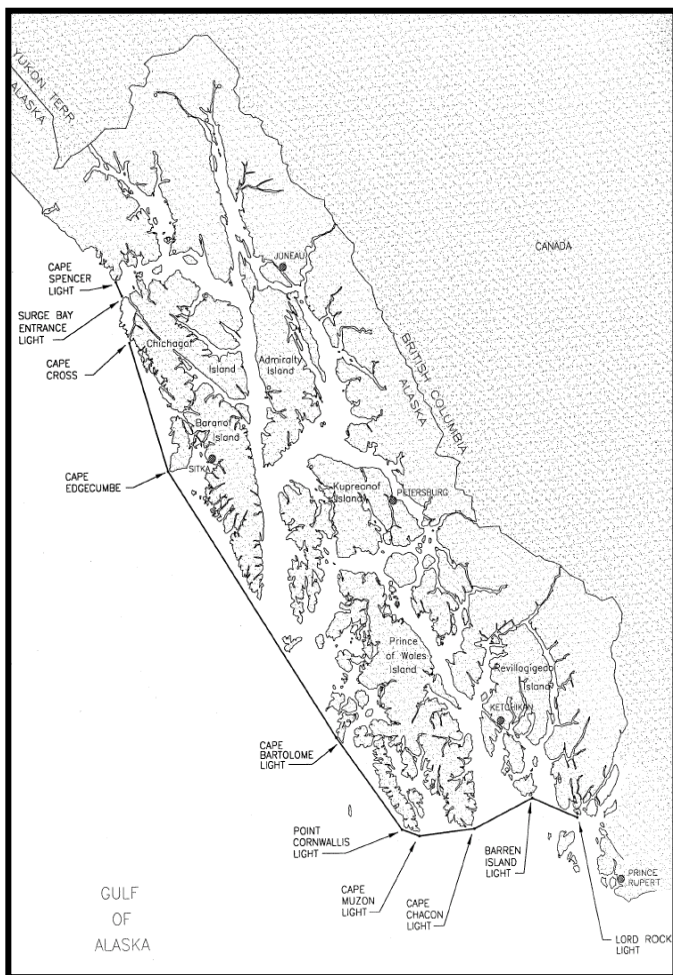
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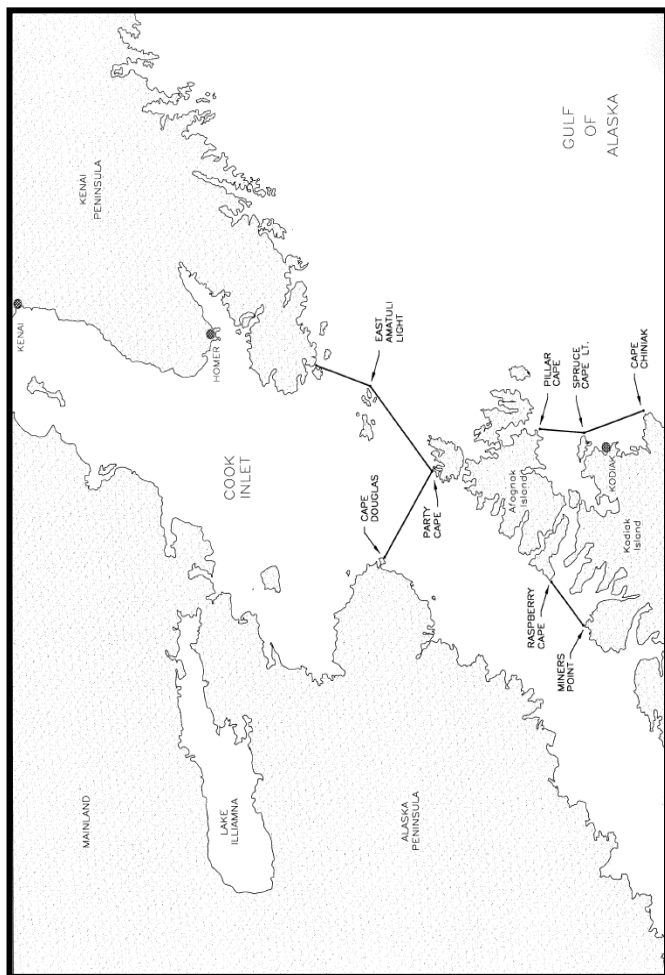
# D17 BOUNDARY LINES

## SOUTHEAST ALASKA



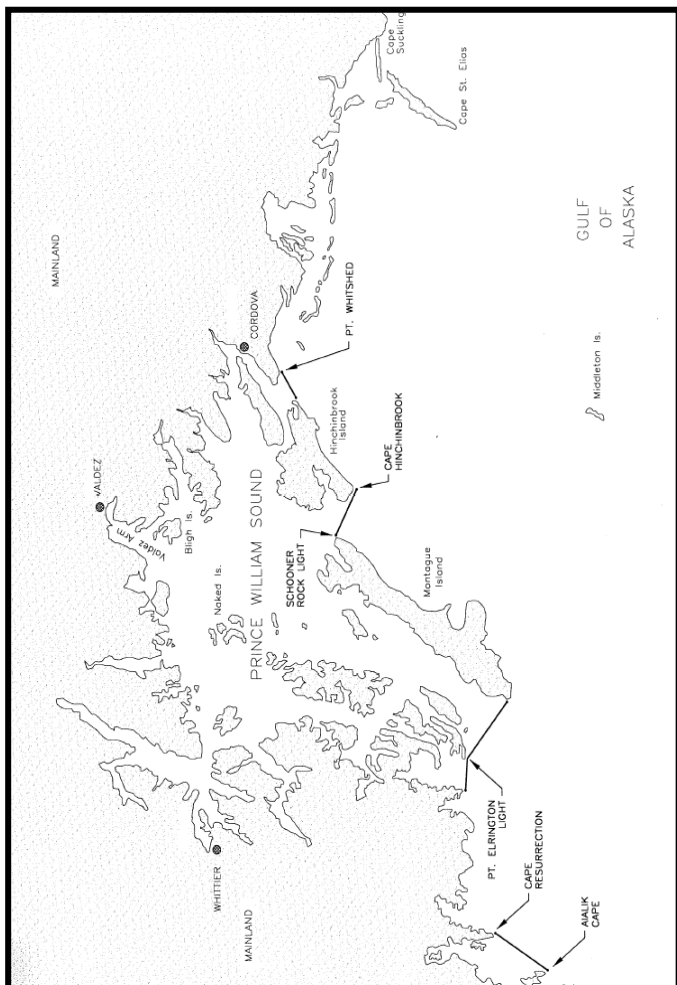
## D17 BOUNDARY LINES

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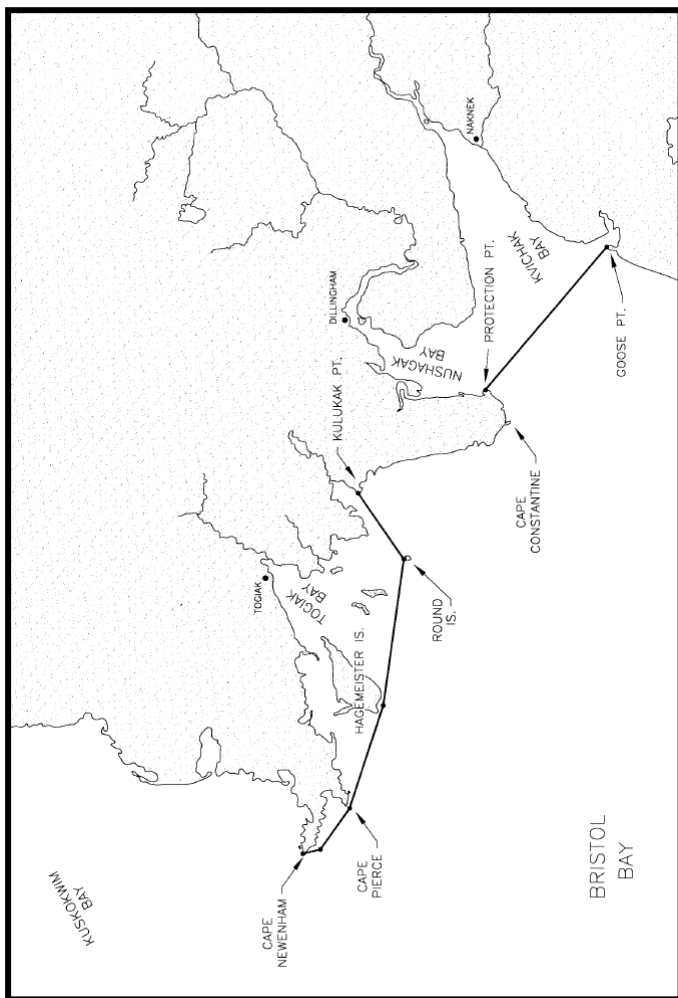
# D17 BOUNDARY LINES

## PRINCE WILLIAM SOUND



## D17 BOUNDARY LINES

### BRISTOL BAY





## POLICY & PROCEDURES

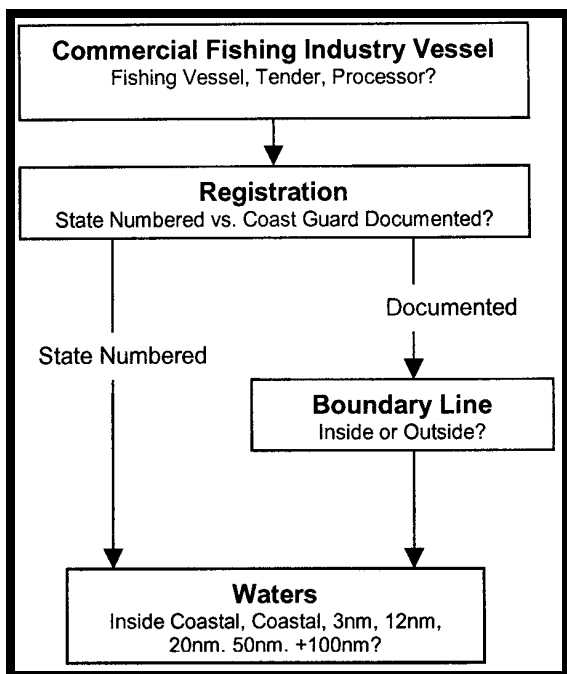
### GENERAL INFORMATION

This guide summarizes Federal Regulations applicable to U.S. uninspected commercial fishing vessels. This includes **Fishing Vessels** which are engaged in activities pursuant to the harvesting of fish for commercial purposes; **Fish Tender** vessels that transport, store, refrigerate, or provide supplies to the commercial fishing industry, and **Fish Processing** vessels which process the fish to a finished product beyond decapitating, gutting and freezing.

Next to the title of each applicable section of this guide, you may notice a number to the right of the title. This correlates with the CG-4100F Boarding Report form. Example: Page 1 has Sound Signals - #105.

### APPLICABILITY

Use flowchart to determine applicable regulations and equipment requirements.



## POLICY & PROCEDURES

### **BOARDING POLICY**

MLE Manual Chap. 3.D.5.b

Special consideration should be given to vessels that have received a CFVS Decal through a Dockside Fishing Vessel Safety Exam. Policy states vessels with CFVS Decal less than 2 years old are generally considered a lower priority boarding target.

**WITH** a current CFVS Decal:

Spot check of the "Big 8".

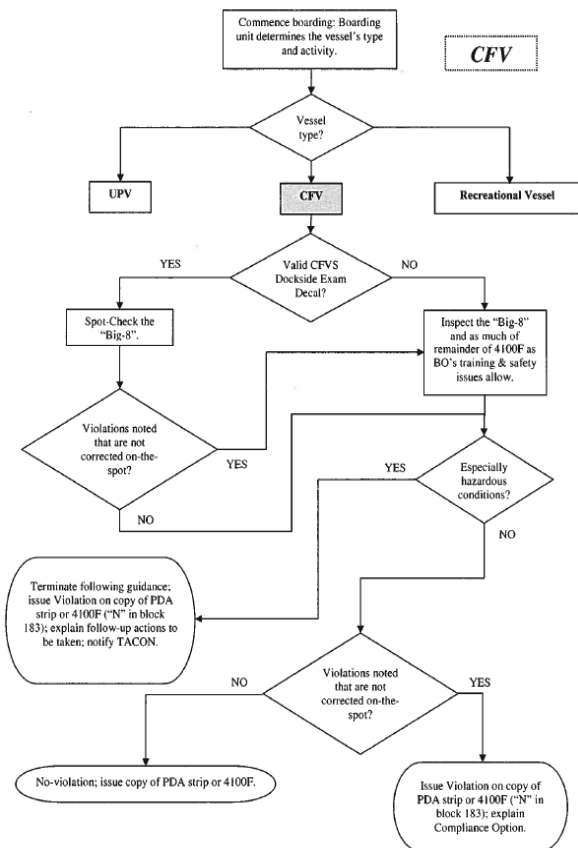
**WITHOUT** a current CFVS Decal:

Complete check of "Big 8," and as many other applicable items listed on the CG-4100F form as boarding team personnel are trained to inspect, with due regard for boarding team safety. Boarding personnel should encourage vessel master to schedule a Vessel Dockside Exam.

To continue to provide an incentive for participation in the voluntary dockside exam program, boarding personnel shall acknowledge the importance of the CFVS Decal to vessel masters, specifically noting that boarding's will be abbreviated for those vessels which have a CFVS Decal.

Commercial Fishing Vessel Safety EXAMINATION	
<b>VESSEL</b>	<b>EXPIRES</b>
<input type="checkbox"/> Documented	2011 <input type="checkbox"/>
<input type="checkbox"/> Undocumented	2012 <input type="checkbox"/>
<b>OPERATIONS</b>	2013 <input type="checkbox"/>
<input type="checkbox"/> Cold Waters	2014 <input type="checkbox"/>
<input type="checkbox"/> Warm Waters	
<input type="checkbox"/> Inside Boundary Line	JAN JUL
<input type="checkbox"/> Beyond Boundary Line	FEB AUG
<b>FROM COASTLINE</b>	MAR SEP
<input type="checkbox"/> < 3 NM	APR OCT
<input type="checkbox"/> < 12 NM	MAY NOV
<input type="checkbox"/> < 20 NM	JUN DEC
<input type="checkbox"/> < 50 NM	
<input type="checkbox"/> > 50 NM	
<input type="checkbox"/> > 100 NM	
THIS VESSEL MEETS ALL USCG COMMERCIAL FISHING INDUSTRY VESSEL REGULATIONS FOR OPERATING AREAS AS MARKED	
NO. <input type="text"/>	
CG-5587A (Rev. 6/08)	
U.S. Department of Homeland Security	

# POLICY & PROCEDURES



ENCLOSURE (2) OF CGD17INST 16700.1B

## **POLICY & PROCEDURES**

### **Post Boarding Process & Compliance Program**

District 17 has a compliance option for commercial fishing vessels that have been issued a violation during an at-sea boarding. This Compliance Option Program recognizes the value of regulatory compliance over that of punitive civil penalties and offers the vessel owner and/or operator an opportunity to have violations reduced to a warning following completion and issuance of a dockside examination decal.

#### **Steps:**

1. If violations are discovered during an at-sea boarding, the Boarding Officer shall explain the Compliance Option Program to the owner and/or operator.
2. The Boarding Officer shall provide the compliance option package or Compliance Option Card to further explain the program to the fisherman.
3. Complete MISLE entries to document the boarding, then forward ownership and control to D17 (dr). Mail, fax, or scan the CG-4100F or PDA strip to D17 (dpi).
4. District staff will correspond with the owner and/or operator to further explain the process and facilitate contact between the owner and/or operator and the cognizant Sector to begin the dockside exam process as soon as possible.
5. Vessel owners and/or operators who fail to participate or complete the Compliance Option Program will normally have the violation case forwarded to the Hearing Officer with a civil penalty recommendation or will receive a Notice of Violation (NOV) ticket in the mail.

## ALL VESSELS

### Sound Signals

#105

33 USC 1602, Rule 33

**Applies to:** All vessels

**Requirements:**

Vessel Length Overall	Sound Devices Required
Less than 39.4 ft (12 m)	a means of making an efficient sound signal
39.4 ft (12 m) to 65.6 ft (20m)	a whistle
>65.6 ft (20m)	a whistle and a bell
328.1 ft (100 m) or more	a whistle, a bell and a gong

**A hand portable compressed gas air horn type signal is accepted provided:**

1. The signal meets the COLREGS 72 criteria for the vessel's length.
2. It is functional.
3. There is sufficient supply of compressed gas for **the** intended voyage.

**Note:** *The bell or gong may be replaced by other equipment having the same respective sound characteristics, provided that the signal can be sounded manually if necessary.*

**Bell Size (minimum):**

- 11.8 inches (300 mm) for vessels 65.6 ft (20 m) or more in length overall.

## **ALL VESSELS**

### **Backfire Flame Control**

**#138**

46 CFR 25.35-1

**Applies to:** All vessels with **installed gasoline engines**

**Requirements:** Installed gasoline engines must be equipped with backfire flame control of:

1. Backfire Flame Arrestor:
  - a. CG Approval 162.015 or 162.042, or
  - b. Marine Type SAE J-1928 or UL 1111.
2. Engine air and fuel induction systems
  - a. CG Approval 162.015 or 162.041,
  - b. Meets 46 CFR 58.10.

#### **Acceptability Requirements:**

- Devices must be mark with the CG approval number **OR** marine type complying with SAE J-1928 or UL 1111.

**Devices must be installed on the engine, clean, and in good and serviceable condition.**



## ALL VESSELS

### Ventilation

#139

46 CFR 25.40

**Applies to:** All vessels with closed compartments which use gasoline for electric generation, mechanical power, or propulsion

**Requirement:** Vessels manufactured after 1940 must have at least adequate natural ventilation in each fuel and engine compartment having an ignition source.

**Note:** A fuel level sensing unit is **not** an ignition source.

### **Acceptability Requirements:**

#### **A. Natural ventilation:**

- Intake duct below level of carburetor.
- Exhaust duct extended to lower portion of the bilge, below starter level.
- Cowls trimmed so as not to re-circulate fumes.

#### **B. Power Ventilation, if equipped:**

- Motor must be operational.
- Ducting must be intact.
- System must discharge adequate volumes of air.

## ALL VESSELS

### Immersion Suits / PFD's

#140

46 CFR 28.110, 46 CFR 25.25, NVIC 01-08

Criteria	Type Required
<b>All vessels on Coastal Waters * or beyond</b>	Immersion suit.
Vessels $\geq 40$ feet , waters inside coastal	Type I, V, or immersion suit.
Vessel < 40 feet, waters inside coastal	Type I, II, III, V or immersion suit.

### **Acceptability Requirements:**

- Immersion suit approval no. 46 CFR 160.171
- Exposure suit approval found in 46 CFR 160.071.

**Note:** Older non-approved suits are allowed as long as they are in good and serviceable condition.

**Personal Flotation Device (PFD) lights,** CG approval 46 CFR 161.012, must be on PFD's or immersion suits on vessels in coastal waters or beyond (coastwise & ocean voyages). Lights having an expiration date must be unexpired and still serviceable. Off the shelf alkaline batteries must be replaced annually.

\* See Definitions for "Coastal Waters"

### **CHECKLIST:**

- ➔ At least one device of the proper size per individual.
- ➔ Each device stowed to be **readily accessible**.
- ➔ Operate zippers, clips, etc.
- ➔ PFD Light attached & operational (when required) & battery not expired (#146).
- ➔ Marked with vessel name or name of owner or person to whom assigned (Item #145).
- ➔ Retro reflective material; 31sq. inches (#145).
- ➔ Excess PFD's should be either maintained or in serviceable condition, marked for "Training Only" or removed from vessel.



## ***ALL VESSELS***

**BAYLEY** – Gently tug on inflatable horse collar, around orange gloves, and entire zipper assembly to check for glue delamination.

**IMPERIAL** - Ensure the chest high rider bag is attached and zippers are in good condition.

**MUSTANG OCEAN COMMANDER** - Ensure the liner is inserted properly into shell's legs and arms.



## ALL VESSELS

### Ring Life Buoys

#141

46 CFR 28.115, 46 CFR 25.25

VESSEL LENGTH	TYPE REQUIRED
<16 feet	None
16 feet to <26 feet	1 cushion or ring life buoy
26 feet to <65 feet	1 <b>orange</b> ring life buoy, 24 inch in diameter with $\geq 60$ ft of line attached
65 feet or more	3 orange ring life buoys, 24 inch in diameter with $\geq 90$ ft of line attached to at least one RLB

**Commercial LifeSling:** May be substituted for one ring life buoy if:

1. It has USCG approval #160.050.
2. Vessel has a 10 ft high (above the deck) lifting point, and
3. 150 ft of line attached.

#### Acceptability Requirements:

- Cushions used on vessels 16 to 26 ft must be CG approved Type IV PFD.
- Ring life buoys must be CG approved and at least 24 inches on vessels over 26 ft.
- An approved 20 inch or larger ring life buoy installed prior to 15 Sep 91 and in good and serviceable condition, may be used on vessels less than 65 ft in length.

#### CHECKLIST:

- ➔ Check for proper type and quantity.
- ➔ Each device stowed to be **immediately available**.
- ➔ CG approved, and in good and serviceable condition.
- ➔ Ring Life Buoys marked with vessel's name, retro reflective tape, and line attached.
- ➔ Excess RLBs should be either maintained and/or in serviceable condition, marked for "Training Only" or removed from vessel.

## ALL VESSELS

### Survival Craft

#142

46 CFR 28.120

**(Some vessels may have an exemption from this requirement. See page 72 for information)**

#### **Acceptability:**

- The **required survival craft is on board.**
- The craft is **good and serviceable**, including having been serviced per the table on page 11 of this Job Aid.
- The craft is **stowed properly.** (See page 11)
- If an inflatable life raft, has the **appropriate pack.** (See page 12)
- The total capacity of all survival crafts must be able to **accommodate the number of individuals on board.**
- An auxiliary craft carried on the vessel which is necessary and integral for normal fishing operations may be substituted for survival craft, **except an inflatable liferaft**, provided it is readily accessible and is capable of carrying all individuals on board (typically seiners with a skiff).

#### **Survival craft installed prior to 15 Sep 91 may continue to be used provided:**

- Of the same type required in tables 28.120 (a)-(c), as appropriate for the vessel type. (See the following pages)
- Maintained in good and serviceable condition.
- Equipped with the proper equipment pack required in tables 28.120 (a)-(c), as appropriate for the vessel type.

#### **CHECKLIST:**

- ➔ Check applicability for survival craft.
- ➔ Check proper type, capacity, and equipment pack.
- ➔ Inflatable liferafts and inflatable buoyant apparatus (IBA) must be serviced no later than the month and year on its servicing sticker. For a new liferaft or IBA, the first annual servicing may be deferred up to 2 years from the date of first packing if noted on the

## ***ALL VESSELS***

servicing sticker. If expired, see Termination guidance, p. 68.

- Check hydrostatic release for proper installation and expiration date. If expired, see Termination guidance, p. 68.
- Excess survival craft must be either maintained and in serviceable condition, or removed from the vessel.



**(Table continued on next page)**

## ALL VESSELS

### Documented Vessels

**Note:** All areas are **cold** waters.

Area	Vessel Type	Survival Craft Required
0-12 miles from coastline	Less than 36 feet in length	Buoyant apparatus. (See Note 2)
0-12 miles from coastline	36 feet or more in length	Inflatable buoyant apparatus. (See Note 3)
12 - 20 miles from coastline	All	Inflatable liferaft
20-50 miles from coastline	All	Inflatable liferaft with SOLAS B pack.
>50 miles from coastline	All	Inflatable liferaft with SOLAS A pack.

**Note 1:** The hierarchy of survival craft is:

1. Lifeboat
2. Inflatable liferaft with SOLAS A or Oceans pack
3. Inflatable liferaft with SOLAS B or Limited pack
4. Inflatable liferaft with coastal service pack
5. Inflatable buoyant apparatus
6. Life float
7. Buoyant apparatus

A survival craft higher in the hierarchy may be substituted for any survival craft required in the tables.

**Note 2:** Survival craft not required for a vessel less than 36 feet with 3 or fewer individuals on board while operating within 12nm of coastline.

**Note 3:** A buoyant apparatus may be substituted for a vessel 36 feet or more in length with 3 or fewer individuals on board while operating within 12nm of coastline.

ALL VESSELS	
1	2
3	4
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71	72
73	74
75	76
77	78
79	80
81	82
83	84
85	86
87	88
89	90
91	92
93	94
95	96
97	98
99	100

### State Registered Vessels - 16 POB or less

**Note:** All areas are **cold** waters.

Area	Vessel Type	Survival Craft Required
0-12 miles from coastline	Less than 36 feet in length	Buoyant apparatus. (See Note 2)
0-12 miles from coastline	36 feet or more in length	Buoyant apparatus.
>12 miles from coastline	All	Inflatable buoyant apparatus

**Note 1:** The hierarchy of survival craft is:

1. *Lifeboat*
2. *Inflatable liferaft with SOLAS A or Oceans pack*
3. *Inflatable liferaft with SOLAS B or Limited pack*
4. *Inflatable liferaft with coastal service pack*
5. *Inflatable buoyant apparatus*
6. *Life float*
7. *Buoyant apparatus*

*A survival craft higher in the hierarchy may be substituted for any survival craft required in the tables.*

**Note 2:** Survival craft not required for a vessel less than 36 feet with 3 or fewer individuals on board while operating within 12nm of coastline.



**Stowage of Survival Craft****#143**

46 CFR 28.125

**Requirement:**

1. Each inflatable liferaft required to be equipped with a **SOLAS A or a SOLAS B, (Oceans or Limited)**, equipment pack must be stowed so as to **float free** and **automatically inflate** in the event the vessel sinks.
2. Each **inflatable liferaft with a coastal service pack, inflatable buoyant apparatus, and any auxiliary craft** used in their place, must be kept **readily accessible** for launching or be stowed so as to float free in the event the vessel sinks.

**Acceptability Requirements:**

- Each hydrostatic release unit used in a float free arrangement must be approved under 46 CFR 160.062.
- Each float free link used with a buoyant apparatus or with a life float must be certified to meet 46 CFR 160.073.

**Note:** *A hydrostatic release unit is not required for a proper float free installation. See NVIC 4-86. See placard on raft canister exterior for proper installation.*

## **ALL VESSELS**

### **Survival Craft Equipment**


**#144**

46 CFR 28.130

#### **Requirements:**

1. Each item of survival equipment must be of good quality and secured to the survival craft.
2. Inflatable liferaft must be marked with the type of equipment pack inside:
  - a. Coastal Service.
  - b. SOLAS B or Limited Service.
  - c. SOLAS A or Ocean Service.
3. Life floats or buoyant apparatus must be fitted with:
  - a. Lifeline, pendants, painter & weak-link.
  - b. Floating electric light approved under 46 CFR 161.010.

**Note:** *Excess survival craft must meet COMDT (G-MCO) Policy Letter No. 01-96 dated 7 Feb 96.*





## ALL VESSELS

### Lifesaving Equipment Markings

#145

46 CFR 28.135

#### **Requirements:**

1. Block CAPITAL letters must be used to mark all lifesaving equipment.
2. Immersion suits and PFD's must be marked with one of the following:
  - a. Name of the vessel.
  - b. Name of owner of the immersion suit or PFD.
  - c. Name of person assigned to wear the immersion suit or PFD.
3. Retro reflective markings will be applied as appropriate.

**Table 46 CFR 28.135**

#### **Lifesaving Equipment Markings**

Item	Markings Required	Retro reflective Material
Wearable personal flotation device (Type I, II, III, or wearable Type V; Immersion Suit, or exposure suit.	Yes, vessel name or name of owner or person to whom assigned.	Type I or Type II (31 sq. inches on front and on back)
Ring Life Buoy	Name of Vessel	Type II on both sides of the device.
Inflatable liferaft	See note	See note
Inflatable buoyant apparatus	See note	See note
Life float	Name of Vessel	Type II
Buoyant apparatus	Name of Vessel	Type II
Auxiliary craft	Name of Vessel	Type II
EPIRB	Name of Vessel	Type II

**Note:** No marking other than that provided by the manufacturer and the servicing facility is required.

**ALL VESSELS****Lifesaving Equipment Readiness,  
Maintenance & Inspection of****#146**

46 CFR 28.140

**Requirements:**

The master or individual in charge of a vessel must ensure that each item of lifesaving equipment 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.

Except for an inflatable liferaft or an inflatable buoyant apparatus less than two years of age, each item of lifesaving equipment, including unapproved equipment, must be maintained and inspected in accordance with Table 46 CFR 28.140.

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



(Table continued on next page)

## ALL VESSELS

**Table 46 CFR 28.140**

**#146**

Maintenance & Inspection of Lifesaving Equipment

Item	Interval	Regulation
Inflatable wearable PFD (type V commercial hybrid).	Annual: Servicing	46 CFR 28.140
Immersion suits and PFD's	Annual: Inspect, clean, and repair as necessary	46 CFR 28.140
Buoyant apparatus and life floats	Annual: Inspect, clean, and repair as necessary	46 CFR 28.140
Inflatable liferaft	Annual: Servicing (See Note 1)	46 CFR 28.140
Inflatable buoyant apparatus	Annual: Servicing (See Note 1)	46 CFR 28.140
Disposable hydrostatic release (Hammar)	Replace by expiration date (2 yrs from installation)	46 CFR 28.140
Alkaline (Duracell) batteries	Annual: Replace	46 CFR 28.140
Dated batteries* (lithium) and other items	Replace on or before expiration date	46 CFR 28.140, 46 CFR 25.26-5
EPIRB	Monthly: Test	46 CFR 25.26-5

\* Water activated batteries must be replaced after use.

**Maintenance and inspection must:**

- be done in accordance with the manufacturer's guidelines.
- Inflatable liferafts or inflatable buoyant apparatus must be serviced at a facility approved by the CG and by the manufacturer of the survival craft.

**Note:** Except new inflatable liferafts or new inflatable buoyant apparatus within two years of the manufacture date.

## ALL VESSELS

### Distress Signals

#147

46 CFR 28.145

#### Requirements:

Area	Parachute Flares	Hand Flares	Smoke Signals
<b>Waters Inside of Coastal</b>	None	None	None
<b>Coastal</b>			
Day	3 or	3, or	3 or 1 Distress Flag (See E.)
and			
Night (See D.)	3 or	3 or	1 Electric Distress Signal (See F.)
<b>3-50 miles (See C.)</b>	3, and	6, and	3
<b>&gt;50 miles (See B.)</b>	3, and	6, and	3

**Note:** Expired flares should be kept separately from serviceable supply and marked for "Training Only."

#### Acceptability Requirements:

- All Flares and signaling **devices must be replaced by their expiration dates.**
  - 160.136 (parachute)
  - 160.121 (hand)
  - 160.122 (smoke)
- Flares required on vessels **operating beyond 50 miles** from the coast must be approved under 46 CFR:
  - 160.136 or 160.036 (parachute)
  - 160.121 or 160.021 (hand)
  - 160.122 or 160.022 or 160.037 (smoke)
- Flares required on vessels **operating 3-50 miles** from the coast must be approved under 46 CFR:
- Any 3 Coast Guard approved flares are acceptable in **coastal waters.**
- Distress flag must be in accordance with 46 CFR 160.072.
- Electric distress light must be in accordance with 46 CFR 161.013.

## ALL VESSELS

### EPIRB

#148

46 CFR 28.150, 46 CFR 25.26

**Applies to:** All commercial fishing industry vessels operating on the high seas (beyond 3nm of the coastline)

#### **Type Required:**

- A. Fishing vessels **36 feet or more in length**:
  - a. A float-free, automatically activated **Category 1 406 MHz EPIRB** unless there is a builder's certification stating the vessel was built with **sufficient buoyant material** to keep the flooded vessel afloat.
- B. Fishing vessels **less than 36 feet in length, or** a fishing vessel 36 feet or more in length having a builder's certification stating the vessel was built with **sufficient buoyant material** to keep the flooded vessel afloat:
  - a. A float-free, automatically activated **Category 1 406 MHz EPIRB, or**
  - b. A manually activated **Category 2 406 MHz EPIRB.**

#### **Exemptions:**

- 1. A skiff or workboat does not require an EPIRB if it is stored, when not working, aboard a mother ship equipped with an EPIRB.
- 2. The District Commander may grant other exemptions. See page 72 for information.

#### **CHECKLIST:**

- Cat. I EPIRBs mounted in a float-free location and armed.
- EPIRB battery not expired.
- Hydrostatic release not expired.
- NOAA registration decal not expired.
- EPIRB is tested monthly.
- Excess EPIRBs should be both maintained and in serviceable condition, marked for "Training Only" or removed from vessel.

**See page 14 for inspection and testing requirements.**

## ALL VESSELS

### **Fire Extinguishers**

#149

46 CFR 28.155, 46 CFR 28.160, 46 CFR 25.30

Type Required	Without Fixed System in Machinery Space	With Fixed System in Machinery Space
<26 ft in length	1 B-I	0
26 ft to <40 ft	2 B-I	1 B-I
40 ft to <65 ft	3 B-I	2 B-I
≥65 ft	See page 19	

**Note:**

1. One B-II replaces two B-I fire extinguishers.
2. Outboard boats less than 26 feet in length are not required to carry fire extinguishers if their construction will not permit the entrapment of explosive or flammable gases or vapors.

**Pre-Engineered** fire system has a cylinder (Halon, CO<sub>2</sub>, or other 'clean' agent) and a thermocouple. A pre-engineered fire system is not considered to be a fixed system for the above table.

**Fixed System** has a cylinder (Halon/CO<sub>2</sub>), fixed piping for distributing the agent and remote actuator. These systems are specifically engineered for each individual vessel.

**Excess fire detection and protection equipment is permitted if:**

- It does not endanger the crew or vessel,
- It is listed and labeled by an independent, national testing laboratory such as UL, FM, etc.
- It is in accordance with appropriate industry standards for design, installation, testing and maintenance.

**CHECKLIST:**

- ➔ Sufficient number and type on board.
- ➔ Properly mounted in marine bracket.
- ➔ UL, USCG, FM approved.
- ➔ Pressure gauge in the "Green".
- ➔ Must be weighed and tagged annually if the extinguisher does not have a gauge (owner may tag extinguishers himself).
- ➔ Excess fire equipment should be maintained and in serviceable condition, marked for "Training Only" or removed from vessel.

## ALL VESSELS

### Portable Fire Extinguishers for Vessels 65 feet (19.8 meters) or more in Length:

Space	Class	Quantity/Location
Pilothouse	C-I	<b>2</b> in vicinity of exit.
Safety areas, communicating corridors	A-II	<b>1</b> in each main corridor not more than 150 ft apart. (May be located in stairways)
Accessible baggage & storerooms	A-II	<b>1 for each</b> 2500 sq ft or fraction thereof located in the vicinity of exits, either inside or outside the spaces.
Service spaces, galleys	B-II or C-II	<b>1 for each</b> 2500 sq ft or fraction thereof suitable for hazards involved.
Machinery spaces, internal combustion propelling machinery	B-II	<b>1 for each</b> 1000 brake horsepower or fraction thereof <b>but not less than 2 nor more than 6.</b>
Internal combustion machinery	B-II	<b>1</b> outside the space in the vicinity of exit.
Electric emergency motors or generators	C-II	<b>1</b> outside the space in the vicinity of exit.
Electric propulsion motors or generator unit of open type	C-II	<b>1 for each</b> propulsion motor or generator unit.
Paint lockers	B-II	<b>1</b> outside space in vicinity of exit.
Workshops & similar spaces	A-II	<b>1</b> outside the space in vicinity of exit.
Auxiliary spaces	B-II	<b>1</b> outside the space in the vicinity of exit.

## **ALL VESSELS**

### **Injury Placard**

**#150**

46 CFR 28.165

**Applies to:** All commercial vessels

**Requirements:**

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





## **ALL VESSELS**

### **Waste Management Plan**

**#151**

33 CFR 151.57

**Applies to:** All oceangoing (beyond 3nm from coastline) commercial fishing industry vessels that are 40 ft or more in length.

#### **Acceptability Requirements:**

The **WRITTEN waste management plan** must describe procedures for:

- **collection,**
- **processing,**
- **storage,** and
- **discharge** of garbage and waste
- plus **designate the person** who is responsible for carrying out the plan.

**\*\*Garbage Log is required on vessels >400 GTs.**



## ALL VESSELS

### Marine Sanitation Device

#152

33 CFR 159.7

**Applies to:** All vessels that have an installed toilet facility and operate within U.S. Territorial Seas (inside 3 nm)

#### **Requirements:**

- The marine sanitation device must be Coast Guard Certified.
- Vessels 65 ft and less must have a Type I, Type II, or Type III MSD.
- Vessels over 65 ft must have a Type II or Type III MSD.

#### **Acceptability Requirements:**

- Type I and Type II MSDs must have a **label** as per 33 CFR 159.16 (CG approval number and manufacturer's information) and be **certified**. Type III MSDs (holding tanks) do not need a label.
- **Type I and Type II** devices are certified under 33 CFR 159.12.
- **Type III devices are certified by design.** They must be a holding tank solely for sewage and flush water at ambient air temperature and pressure, and designed to prevent overboard discharge of sewage.
- The MSD **must be operational**.
- If the installed toilet has a "Y" valve, the valve must be **secured** while in U.S. Territorial waters so as to prohibit accidental discharge overboard.

**Note:** *Portable toilets or "porta-potties" are not considered installed toilets and are not subject to the MSD regulations.*

**Secured** means locked, tagged, wire-tied, zip-tied, or chained in the closed position.

## ALL VESSELS

### Inland Navigation Rules

#153

33 CFR 88.05

**Applies to:** All self-propelled vessels greater than 12 meters (39.4 ft) operating on the inland waters of the U.S.

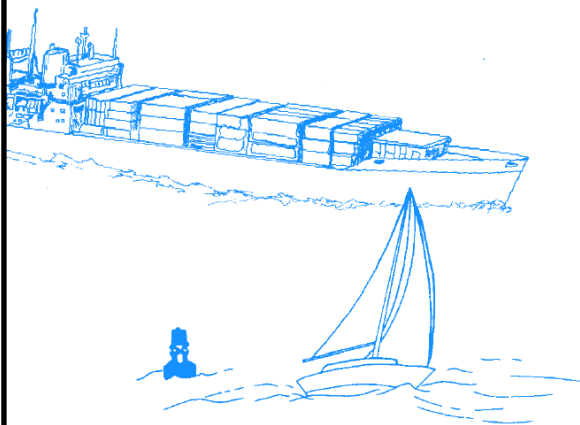
**Note:** *There are no 'inland' waters in Alaska. All Alaskan waters are considered to be outside the COLREGS demarcation lines. Carriage of this book is NOT required. Compliance with the International Navigation Rules is required.*

U.S. Department  
of Transportation  
**United States  
Coast Guard**



## NAVIGATION RULES

INTERNATIONAL—INLAND



## ALL VESSELS

### Rules of the Road

#154

33 USC 1620, 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.

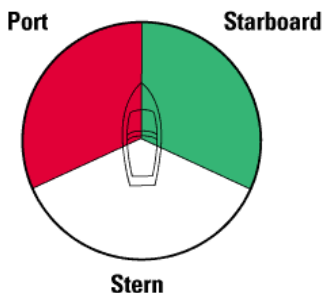
#### **Fishing at Night: Rule 26 & Annex II**

- 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.*

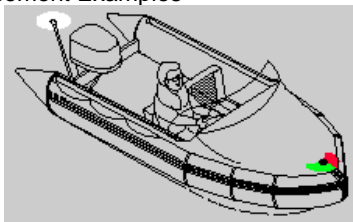


## ALL VESSELS

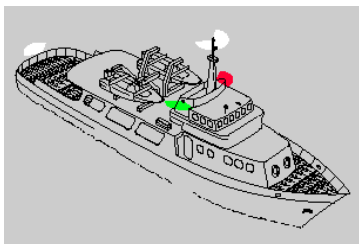
### Rules of the Road

#154

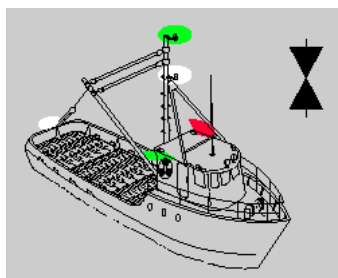
#### Light Placement Examples



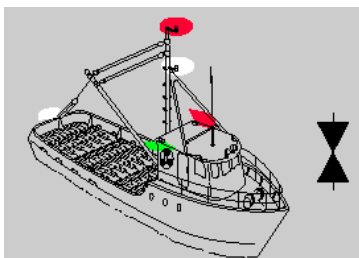
Power-driven vessel of less than 12m in length  
All around white light, combination red/green light



Power-driven vessel—less than 50m in length  
Masthead, stern & side lights



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

## **ALL VESSELS**

### **Oil Pollution Placard**

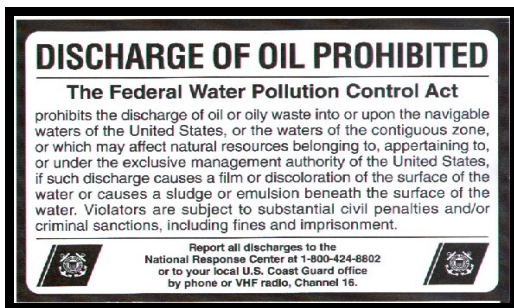
**#155**

33 CFR 155.450

**Applies to:** All U.S. vessels 26 ft or more in length having a machinery space

#### **Acceptability 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.



## ALL VESSELS

### Garbage Placard

#156

33 CFR 151.59

**Applies to:** All vessels 26 ft or more in length

#### **Acceptability Requirements:**

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



## **ALL VESSELS**

### **FCC Ship/Station License**

**#157**

47 CFR 80.405

**Applies to:** All vessels **required** to have communications equipment on board

#### **Acceptability Requirements:**

- Original license on board.
- Name and number of the vessel is correct.
- License is not expired.
- License lists all transmitting equipment and frequencies.
- License is stamped with the FCC seal.
- Licensee listed is the current owner or manager of the vessel.

#### **Notes:**

- *If the vessel is not **required** to carry the radio equipment, then do not cite for lack of the FCC-SSL.*
- *FCC Ship Station Licenses are renewed every 10 years.*
- *To renew or apply for FCC SSL contact 888-225-5322 or [www.fcc.gov](http://www.fcc.gov).*



## **ALL VESSELS**

### **Load Line Certificate**

**#158**

46 CFR 28.895, 46 CFR 42

**Applies to:** Fish processing vessels and fish tender vessels **EXCEPT**

**A. Fish Processing vessels of not more than 5000 GT:**

1. Constructed as a fish processing vessel before August 16, 1974, **or**
2. Converted for use as a fish processing vessel before January 1, 1983; **and**
3. Is not on a foreign voyage.

**B. Fish Tender vessels of not more than 500 GT:**

1. Constructed, under construction, or under contract to be constructed as a fish tender vessel before January 1, 1980, **or**
2. Was converted for use as a fish tender vessel before January 1, 1983; **and**
3. Is not on a foreign voyage, **or**
4. Engaged in the Aleutian Trade.

**C. Vessels less than 24 meters (79 feet) overall in length.**

**D. 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.**

**Load Line Certificates:**

- Are issued by either ABS or Det Norske Veritas, classification societies.
- Are good for **5 years**.
- **Must be endorsed annually** by the issuing class society otherwise the certificate is invalid (**TERMINATION**).

**Load Line marks shall**

- Be permanently and conspicuously affixed to the hull.
- Not be submerged.

## **ALL VESSELS**

### **Registration / Numbering**

**#159**

33 CFR 173

**Applies to:** All **undocumented** commercial fishing industry vessels equipped with propulsion machinery

#### **Requirements:**

1. Valid State Certificate of Numbers on board 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.

#### **Tribal Issued State Numbers:**

This does not apply to vessel registered by the State of Alaska. However, the state of Washington has permitted some local tribes to issue their own vessel registration numbers. These are identified by the last 3 letters of the vessel's registration being a tribal code.

**WN 123 MKH**

All requirements detailed above apply to tribal vessels. Tribal vessels that are 5 net tons and greater must still be documented by the Coast Guard.



## **ALL VESSELS**

### **Documentation**

**#173**

46 CFR 67

Applies to: **all commercial vessels 5 net tons and greater.** National Documentation Center: 1-800-799-8362

### **Requirements:**

- A. The **original Certificate of Documentation**
  - 1. Must be maintained on board the vessel.
  - 2. Proper Fisheries endorsement. Not expired.
- B. **Name** of the vessel must be -
  - 1. On port & starboard bow and the vessel stern
  - 2. Not less than 4 inches in height.
  - 3. Marked in clearly legible letters.
- C. **Hailing port** of the vessel must be -
  - 1. On stern of the vessel.
  - 2. Not less than 4 inches in height.
  - 3. Marked in clearly legible letters.
- D. **Official number** of the vessel must be -
  - 1. Permanently affixed to some clearly visible structural part of the hull, such as an internal deck beam.
  - 2. Not less than 3 inches in height.
  - 3. Affixed in clearly legible numbers.

## **ALL VESSELS**

### **Tonnage Measurement Guidelines for Small Fishing Vessels**

Ref: COMDT G-MVI-5 Ltr dtd 26Oct1990

All vessels of 5 or more net tons that engage in the fisheries or the coastwise trade must be documented as vessels of the United States. It is important to realize that tonnages in this sense refer to volume measurements and have no basis in actual weight or mass. Vessels that are less than 79 feet in overall length may elect to have their tonnage assigned under either the Simplified Measurement System or the Standard Measurement System.

Tonnages assigned under the Simplified Measurement System are based solely on the vessel's overall dimensions (length, breadth, and depth). These tonnages are assigned by the Coast Guard at no cost to the owner. These tonnages are usually much higher than those assigned under the Standard Measurement System, which allows the owner to deduct certain spaces allocated strictly for the crew and for working the vessel. Vessels as small as 24 feet in overall length may measure over 5 net tons using either the Simplified or the Standard Measurement Systems. Under the Standard System, many vessels in the 40 to 50 foot length range may measure less than 5 net tons. If extensive tonnage reduction techniques are used, even much larger vessels may measure less than 5 net tons. If this appears to be the case, the owner/operator should be asked to produce the Certificate of Tonnage, in order to verify the vessel is less than 5 net tons. This is especially critical for those FVs identified as being built outside the United States. If the vessel appears to be of non-U.S. build, greater than 5 net tons (see below), does not have a Certificate of Tonnage, AND is not documented, the BO/Examiner should document details and refer to the Sector CFVS Coordinator.

**(continued on next page)**

## ***ALL VESSELS***

Small commercial fishing vessels may be regarded as being less than 5 net tons if the vessel does not have significant closed-in cargo space above the weather deck, does not have closed-in passenger space (persons other than the crew), and the product of its principal dimensions (overall length times overall breadth times overall depth, as defined in 46 CFR 69.203) in feet is less than 4000 for vessels propelled by motor, or 3000 for vessels propelled by sail.

Law enforcement action should be initiated only when undocumented fishing vessels clearly exceed the above guidelines. If in doubt, contact your Sector CFVS Coordinator, or the D17 Coordinator.



## ALL VESSELS

### Stability/Stability Instructions

#177

46 CFR 28.65(b)(5), 46 CFR 28.500

#### **Stability for All Vessels:**

Vessel may not 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:** 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 been substantially altered on or after September 15, 1991.

#### **Requirement:**

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.

If the boarding officer observes any vessel which may be unstable or operating contrary to the Stability Information, then contact the cognizant Sector and District 17 **IMMEDIATELY**.

**Fireman's Outfit & SCBA**

**#160**

46 CFR 28.205

**BREATHING APPARATUS:**

Documented commercial fishing vessels that use  
**Ammonia Refrigerant** must have:

- A. Two **self-contained breathing apparatus** that:
  - 1. Have as a minimum, a 30 minute air supply.
  - 2. Have a full facepiece.
  - 3. Have at least one spare bottle per each SCBA.
  - 4. Is approved by MSHA and NIOSH.
  - 5. Proof of maintenance being conducted IAW manufacturer's recommendations.

**Fireman's Outfit:**

Documented fishing vessels **operating with more than 49 persons on board** must have:

- A. Two **firemen's outfits** in widely separated locations that include:
  - 1. Self-contained breathing apparatus with lifeline attached (lifeline must be all wire rope or 3 strand with wire strands in the line).
  - 2. One flashlight.
  - 3. A rigid helmet.
  - 4. Boots.
  - 5. Gloves.
  - 6. Protective clothing.
  - 7. One fire axe.

**DOCUMENTED VESSELS OPERATING BEYOND THE  
BOUNDARY LINE OR WITH MORE THAN 16 POB**

**First Aid Training & Equipment**

**#161**

46 CFR 28.210

**Applies to:** Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board.

**Requirements:**

**A. Equipment**

1. First Aid Manual.
2. Medicine Chest.

**B. Training**

	<b>Persons Certified*</b>	
<b>No. of POB</b>	<b>First Aid</b>	<b>CPR</b>
More than 2	1	1
More than 16	2	2
More than 49	4	4

**Note:** An individual certified in both first aid and CPR may be counted for both requirements.

**\* A certificate indicating completion of:**

Acceptable First Aid Courses:

- American National Red Cross.
- Coast Guard approved course.

Acceptable CPR Certificates:

- American National Red Cross.
- American Heart Association.
- Coast Guard approved course.

**Acceptability Requirements:**

**First Aid manual and medicine chest** must be –

- Of a size suitable for the number of persons on board.
- Readily accessible.

**First Aid / CPR Training**

- Proof of having had the training. The training is not required to be current, i.e., annual CPR re-certification is not required.



**Guards for Exposed Hazards**

**#162**

46 CFR 28.215

**Applies to:** Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board

**Requirements:**

- Suitable hand covers, guards, or railings must be installed in the way of machinery which can cause injury to personnel.
- Exhaust pipes from an engine in reach of personnel must be insulated or guarded to prevent burns.

**Examples of items to be guarded:**

- ⇒ gearing
- ⇒ chain or belt drives
- ⇒ rotating shafting
- ⇒ electrical hazards

**Note:** *This is not meant to restrict access to fishing equipment such as:*

- ◇ winches
- ◇ drums
- ◇ gurdies



**Navigational Information**

**#163**

46 CFR 28.225

COMDT (CG-543) Policy Letter 10-05

**Applies to:** Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board.

**Requirements:**

Each vessel must have, for the area to be transited and operated in, current editions of:

1. **Marine Charts** properly scaled and with current corrections
2. A copy or extract of:
  - a. U.S. Coast Pilot (#8 & #9 for Alaska).
  - b. Coast Guard Light List.
  - c. Tide Tables.
  - d. Current Tables.

**Acceptability Requirements:**

- "Current" is considered corrected through the latest Notice to Mariners, OR: **Chart** - the latest published version. **Coast Pilot/Light List** - within the past 3 years.
- Charts must be of large enough scale to safely navigate the area and currently corrected.
- Vessels may maintain the navigation publications listed above in an electronic form that is readily accessible on the vessel by the vessel's crew. "Publications" does not include nautical charts. A back-up copy shall be provided in the event the primary electronic format becomes inaccessible. The back-up may be a second computer, CD, portable mass storage device, paper copies, etc. If the back-up copy is digital format there must be a means of displaying it onboard the vessel.

**Compasses & Deviation Tables**

**#164**

46 CFR 28.230

**Applies to:** Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board.

**Requirements:**

1. Magnetic steering compass.
2. Compass deviation table.

**Acceptability Requirements:**

- Compass must be operable.
- Deviation table must be located at the operating station.

**Note:** *It is recommended that at least 8 points of the compass be checked and recorded on the deviation table. There is no requirement for recency.*



**DOCUMENTED VESSELS OPERATING BEYOND THE  
BOUNDARY LINE OR WITH MORE THAN 16 POB**

**Anchor**

**#165**

46 CFR 28.235

**Applies to:** Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board

**Requirements:**

- Anchor with chain, cable, or rope.
- Appropriate for the vessel and waters.

**Radar Reflectors**

**#165**

46 CFR 28.235

**Applies to:** Documented fishing industry vessels with nonmetallic hulls operating beyond the Boundary Line or with more than 16 persons on board

**Requirement:**

- Radar Reflector.

**Note:** *A vessel rigged with gear that provides a radar signature at 6nm distance is not required to have a radar reflector.*

**General Alarm System**

**#166**

46 CFR 28.240

**Applies to:** Documented fishing industry vessels

1. Operating beyond the Boundary Line or with more than 16 persons on board, and
2. Having an accommodation or workspace which is not adjacent to the operating station.

**Requirements:**

- An audible general alarm system with contact maker at the operating station.
- A flashing red light must also be installed in spaces where noise makes the alarm system difficult to hear.

**Markings:**

- Each general alarm bell and flashing red light must be identified with ½ inch **RED** lettering as follows:

**ATTENTION  
GENERAL ALARM  
When Alarm Sounds  
Go To Your Station**

**Acceptability Requirements:**

1. The alarm system must be **capable of notifying** an individual in any accommodation or work space where they may normally be employed.
2. The alarm **must be tested**:
  - a. prior to operation of the vessel and
  - b. at least once each week thereafter.

**Note:** *A public address system may be used for the alarm system provided it is capable of the above stated requirements.*

**DOCUMENTED VESSELS OPERATING BEYOND THE  
BOUNDARY LINE OR WITH MORE THAN 16 POB**

**Communication Equipment**

**#167**

46 CFR 28.245

**Applies to:** Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board

**Requirements:**

Operating Area	VHF Frequency Capability		
	156 - 162 MHz	2 - 4 MHz	2 - 27.5 MHz
All	X		
More than 20nm from coast	X	X	
More than 100nm from coast	X		X
Waters next to Alaska	X		X


**Emergency Source of Power Must Be:**

1. **provided** for all communications equipment.
2. capable of supplying all connected loads continuously for at least **three hours**.
3. be located outside the main machinery space.

**Other Acceptability Items:**

- A. **Location** of the equipment must be such as to
  1. Ensure safe operation.
  2. Facilitate repair.
  3. Protect against vibration, moisture, temperature, excessive current/voltage.
  4. Minimize water intrusion from windows broken by heavy seas.
- B. A single radio capable of communicating on the 2 - 4 and 2 - 27.5MHz frequencies is acceptable.
- C. A satellite communication system is an acceptable substitute for 2 - 4 and 2 - 27.5MHz radios.

**DOCUMENTED VESSELS OPERATING BEYOND THE  
BOUNDARY LINE OR WITH MORE THAN 16 POB**

- D. A cellular phone capable of communicating with a Coast Guard station may substitute for the radios that operate in the 2 - 4 and 2 - 27.5MHz range; however it must have sufficient power to function properly in operating area.
  - E. A 4 - 20MHz radio installed before Sept. 15, 1991, may be used in lieu of a 2 - 27.5MHz radio.
  - F. The principal operating position of the communication equipment must be at the operating station.
- 

**Radiotelephone Requirements (VHF)**

**#167**

33 CFR 26.03

**Applies to:** All power driven vessels 20 meters (65.6 ft) or more in length overall operating on the navigable waters of the U.S.

**Requirements:**

1. Monitor VHF Channel 16 (158.800 MHz).
2. Monitor VHF Channel 13 (156.650 MHz).
3. Have equipment capable of transmitting and receiving on VHF Channel 22A (157.100 MHz).
4. The individual maintaining the listening watch must be able to speak English.

**Note:** *The FCC has determined that the “Watch” or “Scan” features of VHF radios do not meet requirements for monitoring the designated channels. Therefore, **two VHF radios are required.***





**High Water Alarms**  
**46 CFR 28.250**

**#168**

**BIG  
8**

**Applies to:**

Documented fishing industry vessels:

1. operating beyond the Boundary Line or with more than 16 persons on board, and
2. are **36 feet or more** in length

**Requirement:**

1. **Visual** and **Audible** alarm at the operating station to indicate high water levels in unmanned spaces.

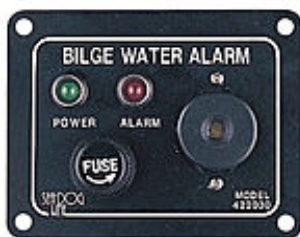
**Acceptability Requirements:**

The following spaces must be included:

- A space with a **through hull fitting** below the deepest load waterline, such as a lazarette.
- A space **subject to flooding from sea water piping**, such as a machinery space bilge, bilge well, shaft alley bilge.
- A space with a **non-watertight closure**, such as a fish hold covered with a non-watertight deck hatch.

**Examination Procedure:**

- After verifying the location of High Water Alarms, return to the operating station and have the operator trigger the alarm from the appropriate space. Check the operation of the visual and audible alarm at the operating station.



**Bilge Pumps, Piping & Dewatering**

**#169**

46 CFR 28.255

**Applies to:** Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board.

**Requirements:**

1. **Bilge pumps** and **bilge piping** capable of draining any watertight compartment, except tanks and small buoyancy compartments.
2. **Large spaces**, such as an engine room, must be fitted with more than one suction line.
3. Vessels **79 ft and over** must be equipped with a **fixed, self-priming, power bilge pump** connected to a bilge **manifold** unless an individual pump is provided for each space.
4. Spaces used in the sorting or processing of fish:
  - a. Must be fitted with a **dewatering system** capable of dewatering the space at the same rate as water is introduced.
  - b. 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.

**Acceptability Requirements:**

- If a bilge pump is portable, it must have a suitable suction hose of adequate length to reach the bilge of each watertight compartment it must serve and a discharge hose of adequate length to ensure overboard discharge. The portable pump must be capable of dewatering each space it serves at a rate of at least 2 inches of water per minute.
- Except for a required fire pump, a bilge pump may be used for other purposes.

**DOCUMENTED VESSELS OPERATING BEYOND THE  
BOUNDARY LINE OR WITH MORE THAN 16 POB**

- 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**, have a **stop valve** at the manifold and a **check valve** at some accessible point in the bilge line to prevent unintended flooding of a space.
- Each bilge suction line and dewatering system must be fitted with a **suitable strainer** to prevent clogging of the line. Strainers must have an open area of not less than 3 times the open area of the suction line.

**DOCUMENTED VESSELS OPERATING BEYOND THE  
BOUNDARY LINE OR WITH MORE THAN 16 POB**

**Electronic Position Fixing Devices**

**#170**

46 CFR 28.260

**Applies to:** Documented fishing industry vessels **79 feet or more in length** operating beyond the Boundary Line or with more than 16 persons on board

**Requirement:**

Vessel must be equipped with an electronic position fixing device such as:

- GPS/DGPS.

**Acceptability Requirements:**

- The device must provide accurate fixes for the area in which the vessel operates.



**Drills & Safety Orientation**

**#171**

46 CFR 28.270

**Applies to:** Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board.

**Requirements:**

1. **Drills:** The master or individual in charge of each vessel must ensure that drills are conducted and instructions given to each individual on board at least **once each month** so as to ensure that each individual is familiar with their duties and responses to at least the following contingencies:
  - a. Abandoning the vessel.
  - b. Fighting a fire in different locations on board the vessel.
  - c. Recovering an individual from the water.
  - d. Minimizing the effects of unintentional flooding.
  - e. Launching survival craft and recovering lifeboats.
  - f. Donning immersion suits and other wearable PFDs.
  - g. Donning a fireman's outfit and a self-contained breathing apparatus, if vessel is so equipped.
  - h. Making a voice radio distress call and using visual distress signals.
  - i. Activating the general alarm.
  - j. Reporting inoperative alarm and fire detection systems.

**Drills must be conducted on board the vessel as if there were an actual emergency and must include participation by all persons on board.**

2. **Safety Orientation:** 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 before the vessel may be operated.

**DOCUMENTED VESSELS OPERATING BEYOND THE  
BOUNDARY LINE OR WITH MORE THAN 16 POB**

3. **Training** - No individual may conduct drills or provide instructions unless that individual has been trained in the proper procedures for conducting the activity.

**\*\*Note:** There is no requirement that drills, safety orientations, and training be logged; however the boarding officer should highlight the advantages of this practice. Boarding officers should ask sufficiently detailed questions of the master and crew to ascertain compliance. Violation documentation should include specific shortcomings, statements made by the master or crew, and any other evidence to substantiate failure to conduct drills. A total failure to conduct drills may be an especially hazardous condition for purposes of termination.

**Note:** *The individual conducting the drills and instruction need not be the master, individual in charge of the vessel, or a member of the crew.*

**EMERGENCY STATION BILL**

Name/Position	FIRE Station/Bring	FLOODING Station/Bring	ABANDON SHIP Station/Bring	MAN OVERBOARD Station/Bring

Each member must know his/her role in an emergency. If you do not know your role or what is required notify the Master immediately. Your safety and the safety of the other crewmembers depend on it.

**REMINDER:** Conduct drills at least MONTHLY.

**HAVE YOU CONDUCTED EMERGENCY DRILLS THIS MONTH?**

**Emergency Instructions**

**#172**

46 CFR 28.265

**Applies to:** Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board

**Requirement:**

Emergency instructions must be posted in conspicuous locations accessible to the crew.

**Note:** *On vessels with less than 4 POB, the emergency instructions may be kept readily available in lieu of posting.*

**Acceptability Requirements:**

The emergency instructions **must identify at least** the following information, as appropriate for the vessel:

- Survival craft embarkation stations and the survival craft to which each person is assigned.
- The fire and emergency signals and the abandon ship signal.
- If immersion suits are provided, the location of the suits and illustrated instructions on the method for donning the suits.
- Procedures for making a distress call.
- Essential action to be taken in an emergency by each individual (station bill).
- Procedures for rough weather at sea, crossing hazardous bars, and flooding.
- Procedures for anchoring the vessel.
- Procedures to be used in the event an individual falls overboard.
- Procedures for fighting a fire.

**Note:** *Items 6 - 9 may be kept readily available as an alternative to posting.*

**DOCUMENTED VESSELS OPERATING BEYOND THE  
BOUNDARY LINE OR WITH MORE THAN 16 POB**

**Automated Identification System (AIS)**

33 CFR 164.46 & 33 CFR 26.03

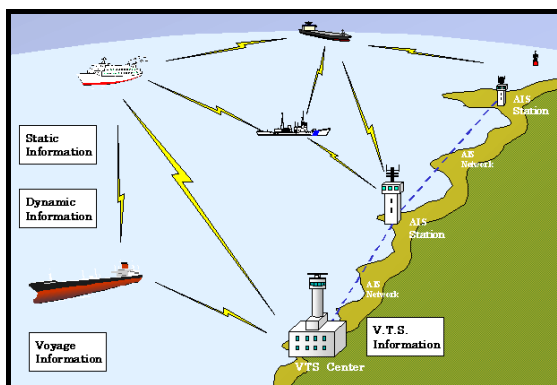
**Applies to:** Fish **processors** and **tenders**,  $\geq 65$  ft., operating within a Vessel Traffic System (Canadian VTS, Puget Sound, **Prince William Sound**, San Francisco Bay).

**Requirements:**

Must have a properly installed AIS or portable AIS.

Portable systems must not have electromagnetic interference from existing navigation and communication equipment.

A Vessel Monitoring System (VMS) required by NMFS does not meet the requirements for AIS.





## **FISH PROCESSING VESSELS**

### **Certificate of Compliance**

46 CFR 28.700

**Applies to:** Fish processing vessels of 5000 gross tons or less not having a Certificate of Inspection issued by the U.S. Coast Guard

#### **Requirements:**

1. Once in every two years, each fish processing vessel must be examined for compliance with the regulations by:
  - a. American Bureau of Shipping (ABS),
  - b. A similarly qualified organization, or
  - c. A surveyor of an accepted organization.
2. A Certificate of Compliance (COC) must be issued by the examiner to the vessel operator.
3. Each certificate of compliance must:
  - a. Be signed by the issuing examiner,
  - b. Include the name of the organization the examiner represents,
  - c. State that the vessel has been found in compliance with applicable regulations,
  - d. Be retained on board the vessel.

**Note:** *A Fishing Safety Decal **does not** take the place of the Certificate of Compliance.*

Contact your local Sector fishing vessel safety coordinator for an up-to-date list of similarly qualified and accepted organizations.

## **FISH PROCESSING VESSELS**

### **Certificate of Class**

46 CFR 28.720

**Applies to:** Fish processing vessels without a Certificate of Inspection issued by the Coast Guard, and built after or has undergone a major conversion after 27 July 1990

#### **Requirements:**

1. Each vessel must be classed by either:
  - a. American Bureau of Shipping (ABS), or
  - b. A similarly qualified organization.
2. Classed Vessels must:
  - a. Have on board a certificate of class issued by the organization that classed the vessel, and
  - b. Meet all survey and classification requirements prescribed by the organization that classed the vessel.

A missing or expired class certificate may be reason for vessel termination. See page 68.

Contact your local Sector fishing vessel safety coordinator for an up-to-date list of similarly qualified and accepted organizations.

**Note:** See next page (*Alternate Compliance and Safety Agreement Program*) for exemptions to requirement for Certificate of Class.

## **FISH PROCESSING VESSELS**

### **Alternate Compliance and Safety Agreement (ACSA) Program**

G-PCV Policy Letter 06-03

**General:** The ACSA Program is for certain qualifying Head and Gut (H & G) freezer longliners and trawlers. It is the Coast Guard's aim to provide a high level of supervision and oversight to this program. The Coast Guard will assume the lead for compliance with all ACSA provisions. All Sections of the ACSA agreement may be examined at any time by Coast Guard Marine Inspector or Coast Guard fishing vessel safety personnel.

#### **Requirements:**

1. Each year, ACSA processing vessel must be examined for compliance with the Agreement by:
  - a. USCG Marine Inspector or fishing vessel safety examiner, and
  - b. American Bureau of Shipping (ABS),
  - c. A similarly qualified organization, or
  - d. A surveyor of an accepted organization.
2. An ACSA Exemption Letter must be issued by the cognizant Coast Guard District office.

**Overall Compliance:** The Seventeenth Coast Guard District Commander shall provide full compliance and oversight with Sections (A)-(L) of this agreement. Full compliance with the ACSA will be achieved when a letter of exemption is issued annually by the appropriate District Commander allowing an existing H & G vessel to operate as a fish processing vessel.

***Note:*** *A Fishing Safety Decal **does not** take the place of the Alternative Compliance and Safety Agreement Certificate.*

Contact your local Sector fishing vessel safety coordinator for more information on this program.

## ***FISH PROCESSING VESSELS***

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## **ADDITIONAL INFORMATION**

### **Crew Contract**

46 USC 10601

**Applies to:** All commercial fishing industry vessels of at least 20 gross tons on a voyage from a port in the U.S.

#### **Requirements:**

The contract agreement between the master or individual in charge of the vessel and each crewmember shall:

1. Be in writing and signed also by the vessel owner,
2. State the period of effectiveness of the agreement,
3. 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 agreement, and
4. Include other agreed terms.

**Note:** *The contract is not required to be maintained on board the vessel.*

## ADDITIONAL INFORMATION

### Intoxicated Operations

#120

46 USC 2302(c), 33 CFR Part 95

**Applies to:** All vessels operated on waters subject to the jurisdiction of the United States, and to all vessels owned in the United States when on the high seas. This means any vessel documented or numbered under the laws of the United States (as well as a vessel owned by a U.S. citizen that is documented or numbered by any nation). An individual is considered to be operating a vessel when they are a *crewmember* (including a licensed individual), pilot, or a watchstander not a member of the regular crew, of a vessel other than a recreational vessel.

**Requirements:** An individual is under the influence of alcohol or a dangerous drug when:

1. The individual is operating a vessel other than a recreational vessel and has a blood alcohol concentration of 0.04 percent or more by weight.
2. The individual is operating any vessel and the effects of the intoxicant(s) consumed by the individual on the person's manner, disposition, speech, muscular movements, general appearance or behavior is apparent by observation.

**Note:** See COMDTINST M16247.6 (series), *BOJACK*, Section G for enforcement guidance.

## **ADDITIONAL INFORMATION**

### **Drug & Alcohol Testing Programs**

**#120**

46 CFR 4.06

**Applies to:** 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.

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:**

- 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.**

## **ADDITIONAL INFORMATION**

### **Random Drug Testing:**

**Applies to:** All documented vessels of 200 gross tons or greater.

### **Requirements:**

1. Fishing industry vessels of 200 gross tons or greater must comply with the chemical testing regulations found in 46 CFR 4.06.

**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 33 CFR 95, operating a Vessel While intoxicated and the casualty testing requirements listed above.*



## ADDITIONAL INFORMATION

### **Coaming Height**

**#178**

46 CFR 28.560(b)

**Applies to:** Fishing vessels 79-feet or more in length, not required to be issued a loadline and that;

- Has its keel laid or underwent a major conversion on or after September 15, 1991; or
- Has been substantially altered on or after September 15, 1991.

### **Requirements:**

Except as noted below, each opening in a deck or a bulkhead that is exposed to weather must be fitted with a watertight coaming at least 24 inches in height.

**Note:** *A coaming to a fish hold under constant attention when the closure is not in place need only be 6 inches in height. The coaming of an opening fitted with a quick-acting watertight closure device need only be of a sufficient height to accommodate the device. Except on an exposed forecastle deck, a coming is not required on a deck above the lowest weather deck.*

## ***ADDITIONAL INFORMATION***

### **Deadlight Covers**

**#179**

46 CFR 28.560 (f)

**Applies to:** Fishing vessels 79-feet or more in length, not required to be issued a loadline and that:

A. Has its keel laid or underwent a major conversion on or after September 15, 1991; or

B. Has been substantially altered on or after September 15, 1991.

### **Requirements:**

1. Each window and portlight located below the first deck above the lowest weather deck must be provided with an inside deadlight that is efficient, hinged, and can be effectively closed watertight.

## **ADDITIONAL INFORMATION**

### **Citizenship / Licensing / Manning    #180 / #181**

46 USC 8103, 8304, 8701, 8702 and 46 CFR 15

**Applies to:** All vessels

#### **Citizenship:**

- Only a U.S. citizen may be in command of a documented vessel or serve as master, chief engineer, radio officer or officer in charge of a deck watch or engineering watch.
- Not more than **25%** of the unlicensed seamen may be nonresident aliens allowed to be employed under the Immigration and Naturalization Act.

#### **Licensing:**

- On documented vessels 200 gross tons or greater which operate beyond the Boundary Line, the master, mate, and engineers must have appropriate Coast Guard licenses for the tonnage, horsepower, etc. of the vessel on which they are serving.

#### **Manning:**

- The master is responsible for establishing adequate watches and lookouts. (See 46 CFR 15.705 for fish processing vessel manning requirements.)
- Seamen on the following vessels must hold a Merchant Mariners Document (MMD).

Processors over 1600 GT but less than 5000 GT which entered into service prior to 1 Jan. 88.

Processors 100 GT and over which entered into service after 31 Dec. 87 with more than 16 persons on board primarily employed in the preparation of fish or fish products:

- Each seaman, excluding factory and support personnel, must have a MMD.
- 75% of the crew in each department, excluding factory and support personnel, must be able to understand any order spoken by officer.
- 50% of the deck crew, excluding licensed personnel, must have a MMD endorsed for a rating of at least able seaman.

## **ADDITIONAL INFORMATION**

### **Oil Transfer Procedures**

33 CFR 155.720, 155.750

**Applies to:** All vessels with an oil capacity of 250 barrels or more (10,500 gallons or more)

#### **Requirements:**

1. Any person that transfers oil to, from, or within a vessel with a capacity of 250 or more barrels of oil must have oil transfer procedures.
2. The transfer procedures must comply with 33 CFR 155.750.
3. The Person in Charge of the transfer operation must meet the qualification requirements of 33 CFR 155.710.

Per 33 CFR 155.820 the following **written records must be maintained by the vessel operator** for inspection by the Coast Guard:

- Person in Charge designation.
- Results of hose and other required tests (33 CFR 156.170).
- Transfer hose information ("oil service", MAWP (Maximum Allowable Working Pressure), test date, date of manufacture).
- Declarations of Inspection for the past month (33 CFR 156.150).

## **ADDITIONAL INFORMATION**

### **Fuel Oil Discharge Containment**

33 CFR 155.320

**Applies to:** All vessels of 100 gross tons or more

#### **Requirements:**

Under or around each fuel oil or bulk lubricating oil tank vent, overflow, and fill pipe requires either:

#### **For vessels constructed before July 1, 1974:**

**100 gross tons or more:** Fixed container or enclosed deck area of one-half barrel (21 gallons) capacity, or portable container of 5 gallons capacity.

#### **For vessels constructed after June 30, 1974:**

**100 - 300 gross tons:** Fixed container or enclosed deck area of one-half barrel (21 gallons) or portable container of 5 gallons capacity.

**300 - 1600 gross tons:** Fixed container or enclosed deck area of one-half barrel (21 gallons) capacity.

**Over 1600 gross tons:** Fixed container or enclosed deck area of one barrel.

***Note:*** *If the vessel has a fill fitting for which containment is impractical, an automatic back pressure shut-off nozzle must be used.*

## **ADDITIONAL INFORMATION**

### **Oil Pollution - Other**


33 CFR 151, 33 CFR 155, 33 CFR 130

**Applies to:** All Vessels

#### **Requirements:**

- **COFR Certificate** - Vessels 300 GT and above.
- **IOPP Certificate** - Vessels 400 GT and above on foreign voyage.
- **Oil Record Book, Part I** - Vessels 400 GT and above.
- **Oily Water Separator, Sludge Tank, & Oily Waste Discharge Piping** - Oceangoing vessels 400 GT and above.
- **Capacity to retain oily mixtures on board & the ability to discharge to a reception facility** - Oceangoing vessels less than 400 GT and non-oceangoing vessels.
- **Fixed system to discharge slops, pump stop & stop valve at each discharge station** - Oceangoing vessels 100 GT and greater but less than 400 GT.
- **Standard discharge connection** - Oceangoing vessels 100 GT and greater. MOC policy letter 2-97 permits a 1.5 inch quick connect fitting for vessels in U.S. domestic service less than 400 GT.
- **Prohibited oil spaces**
  - No oil in forepeak on vessels 400 GT and greater built after January 1, 1982; or
  - No oil forward of collision bulkhead on vessels 300 GT and greater. (See 33 CFR 155 .470 for exceptions.)

**No person may intentionally drain oil or hazardous material from any source into the bilge of a vessel.**



## **ADDITIONAL INFORMATION**

### **Shipboard Oil Pollution Emergency Plan (SOPEP)**

33 CFR 151.26, MARPOL 73/78 Annex I Reg. 26

**Applies to:** All ships of 400 GT and above, other than oil tankers

#### **Requirements:**

1. Subject vessels shall carry on board a shipboard oil pollution emergency plan approved by the Coast Guard, which is good for 5 years.
2. The vessel owner or operator shall review the plan annually and submit a letter to Commandant (CG-5431) certifying the review was completed.
3. Changes to the plan must be approved by the Coast Guard, (CG-5431).
4. The entire plan must be resubmitted to Commandant 6 months prior to expiration.

#### **Acceptability Requirements:**

- SOPEP is on board the vessel.
- The SOPEP has a cover letter stamped approved by the Coast Guard.
- The annual review has been completed and a letter submitted to Commandant certifying it was completed.

If you have questions regarding this topic, contact your local Sector.

## **ADDITIONAL INFORMATION**

### **Global Maritime Distress and Signaling System (GMDSS)**

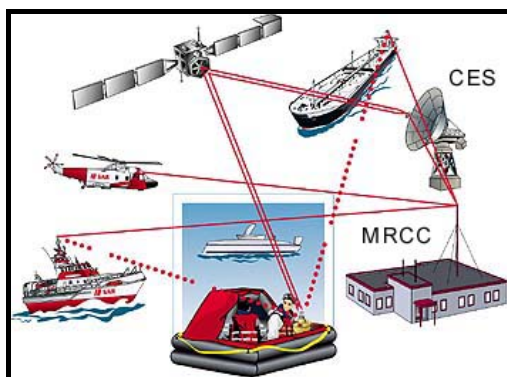
47 CFR Sub-chapter W; NVIC 3-99

**Applies to:** Cargo ships (defined as all commercial ships other than passenger ships) of 300 gross tons and over, that sail internationally or in open ocean (defined as seaward of the low-water mark or seaward of inland waters).

#### **Requirements:**

1. Basic equipment is required for all vessels with additional required equipment based on the vessel's area of operation.
2. Also, a new class of radio operator's license called the GMDSS Radio Operator's License, has been established.
3. Some of the required equipment includes digital select calling (DSC) equipped VHF, MF, and HF radios; Search and Rescue Transponders (SART); NAVTEX receivers; and 406 MHz EPIRB.
4. NAVTEX receivers, 406MHz EPIRBS, SART, and two-way VHF radios for survival crafts must currently be carried on vessels required to meet GMDSS.
5. Presently there is a grace period for certain fishing vessels.

If you have questions regarding this topic, contact your local Sector.





## OTHER INFORMATION

### Termination of Unsafe Operations

#175

46 CFR 28.65, MSG DTG R111622ZDEC06

#### **Requirements:**

Especially Hazardous Conditions which warrants vessel termination include, but are not limited to, operation with any of the items described below.

Any singular violation of items (1-8) or 13(a) should automatically result in termination. Violations of items (9-12) or items 13(b-d) do not automatically rise to the level of an EHC and therefore sound judgment should be exercised in determining whether these items pose a significant threat to the safety of the crew and the vessel:

1. An insufficient number of lifesaving equipment on board, to include unserviceable PFDs, unserviceable immersion suits or inadequate survival craft capacity.
2. Inoperable EPIRB or radio communication equipment when required by regulation.  
**When both are required**, at least one must be in operable condition to avoid termination.
3. Instability resulting from overloading, improper loading or lack of freeboard.
4. Inoperable bilge system.
5. Intoxication of the master or person in charge, i.e., person has an alcohol concentration of 0.04 percent or more, or the intoxicant's effect on the person's manner, disposition, speech, muscular movement, general appearance or behavior is apparent by observation.
6. Flooding or uncontrolled leakage in any space.
7. A missing or expired certificate of class, as required by 46 U.S.C. 4503(1), for a fish processing vessel.
8. A missing or expired Loadline Certificate, as required by 46 CFR Part 42, for a fish processing vessel, or operating in a manner that does not comply with the provisions of the Loadline Certificate.
9. Inadequate firefighting equipment on board.
10. Excessive volatile fuel (gasoline or solvents) or volatile fuel vapors in bilges.

## OTHER INFORMATION

11. A lack of adequate operable navigation lights during periods of restricted visibility.
12. Watertight closures missing or inoperable.
13. Additional EHC's:
  - a. Lifteraft servicing past due by 5 months or more.
  - b. Hydrostatic release units expired 5 months or more.
  - c. Inoperable high water alarms or lack of high water alarms in required spaces.
  - d. Total lack of required safety and emergency drill training for vessel master or crew.

### **Termination Philosophy:**

A commercial fishing vessel can have its operation terminated if the vessel is operating in an unsafe manner and it is determined that one (or more)

**Especially Hazardous Condition(s) (EHC)** exists.

- Voyage termination of a commercial operation can have serious economic impact on the owner/operator.
- The basis for termination will be the potential for loss of life or injury resulting when an EHC is allowed to continue. Consideration should be given to existing/future weather and/or sea conditions.
- Remember it is the master's obligation to ensure that the vessel is properly operated in compliance with the regulations.
- It is impossible to list all of the variables that should be considered in order to determine if an EHC exists. This list attempts to illustrate the general gravity of conditions which might warrant termination.

## **OTHER INFORMATION**

### **Post SAR and Additional Termination Policy**

MSG DTG R100013Z AUG 06

#### **Actions following termination or SAR activity involving commercial vessels:**

- Once the vessel is safely moored at the dock, the responding CG unit will conduct a post-SAR or post-termination boarding.
- A description of deficiencies and especially hazardous conditions (EHC) will be relayed to the cognizant OCMI/COTP.
- The OCMI/COTP will determine if the conditions warrant CG oversight and/or a COTP Order for vessel to remain at dock until deficiencies corrected.
- If a COTP Order is issued, the vessel will be permitted to get underway only when the deficiencies have been cleared by the cognizant OCMI/COTP.

#### **District Commander's Intent:**

- 100% of commercial vessels involved in SAR, receive a post-SAR boarding.
- 100% of terminated commercial vessels receive a post-termination boarding. This consists of examining the vessel for full compliance with all applicable uninspected commercial vessel safety regulations.
- The OCMI/COTP take appropriate actions to ensure uninspected commercial vessels meet applicable laws and regulations following SAR or termination activity.

## OTHER INFORMATION

### **Excess Safety and Lifesaving Equipment**

COMDT (G-MCO) Policy Letter 01-96

**Applies to:** All commercial fishing industry vessels

The policy letter **01-96**, Excess Equipment Found on Uninspected Commercial Fishing Industry Vessels, was issued to clarify guidance and respond to questions on the carriage and use of excess safety and lifesaving equipment.

1. All safety and lifesaving equipment in excess of that required by 46 CFR Part 28, whether an approved type or not, carried on board any commercial fishing industry vessel must be either:
  - a. **Maintained and inspected** as required by regulation and in compliance with the manufacturer's guidelines; or
  - b. **Distinctly and permanently marked** that it is to be used **ONLY for training** if not meeting the maintenance and inspection standards above (except for excess survival craft which must be maintained and inspected as above); or
  - c. **Removed from the vessel** if not meeting the maintenance and inspection standards or marked for training as listed above.
2. All excess safety or lifesaving equipment retained onboard a vessel for training purposes shall be stowed in such a manner or location that it will not be mistakenly utilized during an actual emergency.
3. Expired distress signals may be used for training. The skipper is required to send a SECURITE broadcast and encouraged to contact the nearest Coast Guard unit. Expired flares, however, should only be used as a last resort during an emergency.

## **OTHER INFORMATION**

### **Exemptions from Carriage Requirements**

46 CFR 28.60

The District Commander may exempt both specific individual fishing vessels and classes of fishing vessels. Requests for exemptions must be in writing, have specific reasons for the request, and be sent to the applicable District office. The District Commander will review the request to determine that:

1. Good cause exists for granting an exemption; and
2. The safety of the vessel and those onboard will not be adversely affected.

Exemptions will be granted in writing. Specific terms under which the exemption is granted will be listed. Exemptions letters (or copies) must be maintained at all times onboard every vessel to which the exemption applies.

When a vessel operator claims to be exempt from a particular requirement, the Boarding Officer should verify compliance with all listed terms and conditions. If the vessel does not comply with the listed terms and conditions, then the Boarding Officer shall consider the exemption invalid, and will enforce the applicable regulations as though the exemption letter didn't exist. Note that many exemption letters, typically for survival craft in SEAK, require valid dockside examination decals, and may also contain expiration dates. If in doubt, contact the Sector or District CFVS Coordinator.

**(continued on next page)**

## OTHER INFORMATION

**The following exemptions are currently in effect in Alaska. Other exemptions may apply as well.**

1. **Southeast Alaska:** Certain fishing vessels required by regulation to carry a **buoyant apparatus** survival craft may instead use a rigid or inflatable skiff. The skiff must be marked with retro-reflective tape, the vessel must maintain a valid CFVS decal, and a copy of the letter must be on board. This exemption is issued to individual vessels only, not to a fleet.

2. **Kodiak, Nushagak, and the Kenai Peninsula:** Commercial setnet salmon fisheries are exempted from the requirements to carry **immersion suits** provided they wear serviceable inflatable PFD's. Other conditions apply and can be found on individual exemption letters. This exemption may only be used during commercial salmon setnet season (summer).

3. **Bristol Bay:** Driftnet fisherman are granted a fleet exemption from the requirement to carry a **survival craft** if they have not more than 4 POB and operate within a specific geographical area outlined on the exemption letter. Participants must maintain a current dockside exam decal and can only use this exemption during the commercial salmon driftnet fishery (summer).

4. **Bristol Bay:** Driftnet fisherman required to carry an **EPIRB** may instead carry a Personal Locator Beacon within a specific geographical area in Bristol Bay. This exemption only applies during the commercial salmon driftnet fishing season (summer).

5. **Cook Inlet:** Driftnetters have an exemption from the **survival craft** requirements during the salmon driftnet season (June, July, and August). The exemption letter contains very specific conditions for this exemption; a copy of the letter must be carried on board.

## OTHER INFORMATION

6. **Sitka Sound:** During the **Herring Sac Roe** fishery, fisherman operating “corkline” skiffs may wear a anti-exposure coverall (Mustang suit or similar) in lieu of the required **survival suit**. The anti-exposure coverall must be a U.S. Coast Guard approved type V PFD.

7. **Yakutat Bay:** Commercial setnet skiff fishermen have an exemption from the **immersion suit** requirements when certain conditions are met while operating in a specific area outlined in the letter.

***Note:** “Corkline” skiffs assist handling the net and are not to be confused with auxiliary craft such as seine skiffs when deployed from a seine vessel. Seine skiffs already have an exemption through 46 CFR 28.30 (b).*

## OTHER INFORMATION

### **DEFINITIONS**

**Accepted organizations** an organization which has been designated in writing by the Commandant for the purpose of examining commercial fishing industry vessels under the provisions of 46 CFR 28.073. Navigation and Inspection Circular (NVIC) 13-91 describes the types of organizations that can qualify as accepted organizations and outlines the steps they need to take to receive this designation. Coordinators maintain a list of these organizations.

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

**AIS** Automated Identification System is a tracking system used for identifying and locating vessels by electronically exchanging data with other nearby ships and VTS stations. Class A devices meet IMO standards, Class B devices are smaller and have limited capabilities.

**Berthing Space** a space that is intended to be used for sleeping and is provided with installed bunks and mattresses.

**BIG 8** refers to PFDs/Immersion Suits, Survival Craft, EPIRB, Distress Signals, Fire Extinguishers, Stability, High Water Alarms and Drills & Training.

**Boundary Lines** the lines 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.

**Coastal Service** equipment pack for inflatable life raft rated out to 20nm from shore.

**Coastal Waters** as defined in 33 CFR 175.105, 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.



## OTHER INFORMATION

**Coastwise Voyage** navigating the waters of any ocean or the Gulf of Mexico 20nm or less offshore.

**Cold Waters / Warm Waters** cold water means water where the monthly mean low water temperature is 59 degrees Fahrenheit or less. Warm waters mean water where the monthly mean low water temperature is above 59 degrees Fahrenheit. See NVIC 7-91. **Note:** All waters in D17 are considered Cold Waters year round.

**Commercial Fishing Industry Vessel** includes fishing vessels, fish tender vessels, and fish processing vessels.

**Documented** a vessel for which a Certificate of Documentation has been issued under the provisions of 46 CFR 67. Commercial vessels greater than 5 net tons must be documented.

**Domestic Voyage** the movement of a vessel between places in, or subject to the jurisdiction of, the United States, except movement between a place in a territory or possession of the United States or the Trust Territory of the Pacific Islands; and a place outside that territory, possession, or Trust Territory.

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

**Fish Processing Vessel** a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling. Salting cod is considered processing.

**Fish Tender Vessel** 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 fishing, fish processing or fish tender vessel or a fish processing facility.

## OTHER INFORMATION

**Fishing Vessel** 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.

**Foreign Voyage** a voyage from the United States to a country outside the United States or any of it's Trust Territories or possessions. A vessel that is not on a foreign voyage is considered to be on a domestic voyage for the sake of applying these rules to commercial fishing industry vessels.

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

**Immediately Available** Stowed so the device can be easily grabbed and cast loose and not secured to the vessel in any way.

**Inland Waters** waters shoreward of the COLREGS Demarcation Line. There are no Inland waters in Alaska.

**International Voyage** a voyage from one country to a port outside that country.

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

**Length** 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.

**Limited Service** equipment pack for inflatable life raft rated out to 50nm from shore.

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

## OTHER INFORMATION

**Motor Vessel** 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** equipment pack for inflatable life raft rated out to and beyond 50nm from shore.

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

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

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

**SEAK** Southeast Alaska.

**Secured** 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.

**Tonnage** a measurement used for documenting vessels.

**Use** operate, navigate, or employ.

**Waters Inside Coastal** protected waters where the entrance is less than 2nm wide. Boundary Bay in Washington is considered WIC.

## OTHER INFORMATION

### **Proper Identification of UPV's, CFV's, and Recreational Vessels for Enforcement Actions**

Recent boardings have revealed the need to provide Boarding Officers with additional information to assist with determining vessel types and activities. An accurate assessment of a vessel's type and activity is critical to determine the scope of the boarding, and to ensure the appropriate regulations are enforced. In certain circumstances, vessel owners and operators may declare an incorrect activity, either from ignorance or to obtain financial gain. The primary goal of enforcement is the safeguarding of crews and passengers, and correct identification is essential to an effective boarding.

Only one vessel activity type can exist for application of federal regulations during any boarding. For example, a vessel cannot be treated as both a commercial fishing vessel (CFV) and an uninspected passenger vessel (UPV) during a boarding, even if the owner or operator intends to operate as both at the same time. In this case, the UPV regulations have the higher precedence, and shall be applied by the Boarding Officer. Where multiple uses are observed, the following hierarchy of precedence will apply:

- (1) First, UPVs;
- (2) Second, CFVs; and
- (3) Lastly, Recreational Vessels (RBS).

**1. Uninspected Passenger Vessels (UPVs):** UPVs are commonly referred to as "charter boats", or "6-packs", and are typically engaged in carrying passengers for hire for site seeing, whale watching, and guided fishing and hunting trips. CFV and recreational vessel owners and operators may attempt to use their vessels as UPVs without regard to the appropriate regulatory compliance standards or licensing requirements. These illegal operations are of particular concern and all efforts shall be made to identify and eliminate them.

## **OTHER INFORMATION**

**2. Commercial Fishing Vessels (CFVs):** A CFV is defined by its operation, which is a vessel commercially engaged 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. This also included vessels assisting in handling fishing gear, and vessels acting as tenders or processors, including but not limited to: processing or preparation of fish or fish products; and transportation, refrigeration or storage of fish, fish products or fishery supplies. A scientific research vessel conducting research is otherwise regulated and is not a CFV (except if engaged in trade or commerce). The District will generally interpret the definitions of fishing, fish processing, and fish tender vessels (as defined in 46 USC 2101) in a liberal and inclusive manner. Note that any voyage or transit to or from any fishing grounds meets the definition of a CFV. Boarding Officers are typically able to clearly identify a vessel engaged in commercial fishing, however CFVs are frequently engaged as recreational vessels when transporting family or friends on subsistence hunting or fishing, winter supply runs, family outings, or for travel to other areas. Evidence of commercial intent, such as the presence of commercial gear, licenses, permits, or operation in customary fishing areas, should be considered when a claim of recreational use is made. CFVs may also operate as a UPV.

**3. Recreational Vessels (RBS):** Recreational vessels are defined as a vessel manufactured or operated primarily for pleasure; or leased, rented, or chartered to another for the latter's pleasure. In D17, recreational vessels are the most common boat on the water. When evaluating a recreational vessel, the entire voyage must remain recreational in nature. Recreational vessels have the most lenient safety carriage requirements, which are thoroughly covered by the BOJAK, reference (b).

**(See next page for Action)**

## **OTHER INFORMATION**

### **Action**

Boarding units will need to ask questions in order to determine whether or not a vessel rigged and documented for fishing is actually engaged as a CFV, UPV, or RBS. Ask the operator the purpose of the voyage. Look for signs of current fishing activity: holds full of product, gear in the water or on deck, crew members aboard who are working, track history that indicated recent patterns of commercial fishing, or statements by crew that contradict the operator's statements.

If the boarding unit suspects that a vessel is actually carrying passengers despite claims otherwise, use appropriate tact and interview (not interrogation) techniques to determine the true nature of the voyage. In the past, operators have pre-briefed passengers that in the event of a CG boarding, they should claim that they are just friends and did not pay for the trip. In many cases, separating the passengers from the operator during interviews will illicit the truth. Boarding units will document conversations with operators, crew, and passengers in detail. In addition, the names, addresses, and telephone numbers of all passengers shall be collected for future reference. For most illegal charter operation cases, a well written, concise, and accurate statement from the Boarding Officer is typically the only piece of evidence used to support civil penalty enforcement actions.

If boarding units are unable to make a determination of a vessel's activity, the unit in tactical control should be consulted.

## OTHER INFORMATION

### HAMMAR Hydrostatic Release Unit

The Hammar disposable hydrostatic release is commonly used for both **liferafts** and **EPIRBs** on a majority of commercial fishing vessels in Alaska.

Labels are generally marked with the date the unit expires. The expiration date is 2 years from month of installation onboard. The release unit is labeled with a marking for year and month. **A hydrostatic release unit, which is not properly marked with its date of expiration, is not approved.** Each Hammar H20 release unit has its own individual serial number and USCG approval number.



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## OTHER INFORMATION

<b>Fishing Vessel Safety Coordinators</b>	
17 <sup>th</sup> District Coordinator	907-463-2810
Cell Phone	907-321-4110
Sector Anchorage	907-271-6700
MSD Unalaska	907-581-3466
MSD Kodiak	907-486-5918
MSD Kenai	907-283-3292
Sector Valdez	907-835-7223
Sector Juneau	907-463-2448
MSD Sitka	907-966-5454
MSD Ketchikan	907-225-4496
13 <sup>th</sup> District Coordinator	206-220-7226
Sector Puget Sound	206-217-6208
24-hour	206-217-6232
Sector Portland	503-240-9337
24-hour	503-240-9301
Sector Honolulu	808-522-8253
11 <sup>th</sup> District Coordinator	510-437-5931
Sector San Francisco	510-437-5788
Sector LA/LB	310-521-3744
Sector San Diego	619-278-7249

<b>CFVS Training Institutions</b>	
NPFVOA, Seattle, WA	206-285-3383
AMSEA, Sitka, AK	907-747-3287
Washington Sea Grant	360-875-9331
Oregon Sea Grant	541-737-2716
Clatsop CC, Astoria, OR	503-325-7962
Beverly Noll, Crescent City, CA	707-465-4400

<b>Additional Numbers</b>	
National Response Center	800-424-8802
NOAA EPIRB Registration	888-212-7283
National Documentation Center	800-799-8362
FCC	888-225-5322
D17 Command Center	907-463-2000
Sector Anchorage CC	907-271-6700
Sector Juneau CC	907-463-2980