

one spare air bottle is required for each SCBA. The Coast Guard encourages the carriage of extra air bottles to provide an opportunity to participate in "hands on" drills with individuals actually wearing the SCBAs.

In an effort to facilitate obtaining the required equipment and reduce the burden on the industry, the Coast Guard is moving toward accepting readily available equipment which is designed and used for purposes similar to that for which the Coast Guard has developed specific requirements. Consequently, paragraph (e) of this section requires each self-contained breathing apparatus to be approved by the Mine Safety and Health Administration (MSHA) and by the National Institute for Occupational Safety and Health (NIOSH) rather than be approved under Coast Guard specifications in 46 CFR part 160, subpart 160.011 as proposed in the NPRM. This equipment is further required to have as a minimum a 30 minute air supply, and a full facepiece. This paragraph should make it easier to obtain the required self-contained breathing apparatus.

Section 28.210 First Aid Equipment and Training

A number of comments expressed a desire to have the rules include a list of contents for the medicine chests and first aid kits. The Coast Guard does not wish to develop detailed regulations for the first aid equipment for the many different categories of commercial fishing industry vessels. The Coast Guard prefers performance type requirements instead of a detailed list of equipment. Consequently, no change has been made.

The Coast Guard considers it to be the owner's responsibility to ensure that each vessel is properly equipped. This includes determining the equipment that is necessary for the first aid kit. It is expected that many organizations, including the American National Red Cross, can provide recommendations on the equipment that is appropriate for each vessel. Many industry organizations such as the North Pacific Fishing Vessel Owners Association publish guidance for their members on minimum first aid equipment considered appropriate. It is the responsibility of the master or individual in charge of the vessel to ensure that the owner's first aid kit and medicine chest are properly maintained on board the vessel.

Some comments expressed concern for the proposed wording dealing with medicine chests " * * * stowed in a location accessible to all individuals on board." This wording was interpreted to require that any individual on board

have ready access to the medicine chest. This was not the intent of the proposed regulation and this portion of the rule has been reworded to require the first aid manual and medicine chest to be in a readily accessible location.

Several comments expressed concern that the remote location of some crewmen would make obtaining the required training burdensome and that the number of individuals required to obtain the training would also add to the burden. The Coast Guard recognizes this concern. However, as explained in the preamble to the NPRM, without proper training, the required first aid equipment is not as useful. The NPRM proposed an effective date two years after the effective date of the regulations before the training is actually required. This provision has been retained in the final rule to allow time to plan and attend the training, although the Coast Guard encourages pursuit of earlier training.

One comment addressed the difficulty in meeting the training requirement with transient crews. The Coast Guard is aware that some segments of the commercial fishing industry is transient, but is of the opinion that there is a core that comprises the majority of the industry that is not transient.

The proposed requirements concerning acceptable training courses are similar to those found in 46 CFR 10.205 for licensed individuals and, in fact, individuals in possession of a valid license will meet the requirements of this part. Section 28.210 contains no provisions for maintaining training certificates, such as periodic refresher courses, such as is commonly required to remain certified in CPR. While the Coast Guard supports periodic refresher training, such a requirement would be too burdensome on the industry and on the Coast Guard, which must enforce and administer these rules. It is hoped that conscientious owners and operators will voluntarily see that individuals periodically take refresher courses.

Section 28.215 Guards for Exposed Hazards

This section requires guards for exposed hazards. Running machinery is required to have hand covers, guards, or railings to reduce the chance of personnel being injured while working around the moving gears, belts, and chains. These guards are required to be retro-fitted on existing vessels after the effective date of the regulations, if not already so equipped. The economic impact of retrofitting guards is expected to be small. Because it is considered good marine practice to have machinery guards and rails, the larger vessels likely

to be subject to this section probably have guards installed already.

This section has been slightly modified to clarify the intent of the regulation. "All hot exhaust pipes" has been replaced with "each exhaust pipe from an internal combustion engine which is * * *". Paragraph (a) has been added to make it clear that the requirements of this section apply to every space on board a vessel. This clarification is meant to alleviate questions concerning protection of individuals working on fish processing equipment in particular.

Section 28.225 Navigational Information

This section requires each vessel to have on board adequate up-to-date charts necessary to safely navigate on each voyage. Other navigational information appropriate for an intended voyage is also required. Vessels of 39.4 feet in length or over would be required to maintain a copy of the Inland Navigation Rules when operating inside the COLREG demarcation line.

Requiring nautical charts and compasses (see § 28.236) is intended to help vessel operating personnel navigate without grounding. Operating personnel should always know the correct position of the vessel and be able to use a chart to determine a safe course to steer using the compass. Charts are also being required to help operating personnel determine their position when assistance is needed.

A number of comments suggested that the proposed regulation was too general and that provisions should be made to specify what nautical charts or appropriate information is required. The Coast Guard agrees and is amending the rules to better describe what type of charts are required, and specify the other appropriate information considered minimally acceptable for safe navigation.

A number of comments objected to the proposed requirement to keep charts up-to-date and recommended that this requirement be deleted. The Coast Guard disagrees and has not changed this requirement. As revised in this final rule the regulations specify that each chart used in navigation must be currently corrected. The Coast Guard must require this standard of care as a part of meeting the intent of the Act. It is generally recognized as good seamanship for all charts to be maintained in an up-to-date condition. Corrections are made to point out factors affecting safe navigation including changes in navigational hazards. The mechanism to ensure that