



READY FOR SEA

Seventeenth Coast Guard District
P O Box 25517
Juneau, Alaska 99802
(907) 463-2286
www.uscg.mil/d17/FVSWEB/d17fvs.htm

- Weather: Evaluated weather forecast. Vessel and crew can handle safely! Can monitor weather reports at sea.**
- Crew: Trained and drilled in operation of vessel and safety equipment. Work schedule minimizes fatigue.**
- Stability: Scuppers and freeing ports clear. Gear, catch and hatches secured. Limit accumulation of ice.**
- EPIRB and Communications: Equipment tested. EPIRB armed and mounted properly. Carry back-up comms.**
- Immersion Suits: Crew has donned suits to ensure proper fit & good condition. Suits accessible and lights attached.**
- Survival Craft: Capacity for entire crew. Serviced, properly installed and crew trained to launch.**
- PFDs Worn on Deck: Crew knows to wear PFDs or inflatable suspenders with lights on deck during high risk operations.**
- Damage Control: Bilge pumps work. Damage control equipment on board and crew trained in use.**
- Fire Fighting: Adequate number of serviced fire extinguishers on board and crew trained in fire fighting.**
- Safety Exam: I conducted “Ready for Sea” deck walk/safety inspection and determined vessel safe to sail.**

Amplifying details on the reverse

Ready for Sea Safety Factors



WEATHER

- Weather checked and evaluated. Vessel and crew can handle conditions.
- Operable weather forecast comms equipment on board. Forecasts monitored.

CREW

- Drills conducted with every person on board (monthly).
- Work scheduled to minimize fatigue.
- Experienced crewmember checked & corrected deck/pot/fishing hazards.
- Crew knows where the safety gear is and how to use it.

STABILITY/OVERLOADING

- Hatches operable and secured to ensure the vessel is watertight.
- Freeing ports unblocked to allow free flow of water off deck.
- Deck loads & bait shacks properly secured so that they won't break loose.
- Bin boards in place to keep the load from shifting.
- Vessel tanked to reduce free surface effect (fuel, water and catch not freely moving in tank).
- Stability book up-to-date and vessel operated in accordance with guidelines.

EPIRBs & COMMUNICATIONS EQUIPMENT

- 406 MHz EPIRB tested within past 30 days, properly mounted and in the ARMED position.
- Communications equipment operable and adequate for voyage.
- Every person on board knows how to make a distress call and the frequencies to be used.
- Emergency power for communications equipment and/or back up handheld VHF radio on board.

IMMERSION SUITS

- One for every person on board. Stowed in readily accessible location.
- Each person donned to ensure proper fit and able to quickly don in an emergency.
- Suits serviceable--zippers waxed and operable, inflation bladder & lights attached.

SURVIVAL CRAFT

- Large enough to carry every person on board.
- If craft is a liferaft, serviced within the past 12 months.
- Every person on board knows how to launch the survival craft.
- Properly installed so it will deploy in an emergency.

PFD/WORK VEST

- Crewmembers wear flotation [suspenders, float coats, etc.] when on deck in hazardous condition.
- Personal marker lights [strobe, fixed bright, etc] attached to the flotation devices.

DAMAGE CONTROL

- Damage control kits with plugs, wedges, etc. on board and crew trained in use.
- High water alarms operable. Bilge pumps adequate and operable.
- Shaft and rudder post(s) checked to ensure no or only minimal leakage.

FIRE FIGHTING

- Adequate number of serviceable fire extinguishers on board.
- Crewmembers trained to extinguish a shipboard fire.

SAFETY EXAM

- Vessel examined by a Coast Guard dockside examiner, classification society, or third party organization to ensure vessel is **READY FOR SEA!!!**
- Pre-sail **READY FOR SEA** exam conducted.
- Safety deficiencies corrected and vessel safe to sail.