U.S. Department of Transportation
United States Coast Guard

Commandant (G-MVI-4)
United States Coast Guard

MAILING ADDRESS:
2100 SECOND STREET SW
WASHINGTON DC 20593-0001
(202) 267-2307

COMDTINST 16711.14

MAR 3 1993

COMMANDANT INSTRUCTION 16711.14

Subj: Commercial Fishing Industry Vessel Safety Training and Qualification

Ref: (a) COMDTINST 16711.13 dated 1 November 1991

1. PURPOSE. The purpose of this Instruction is to promulgate uniform Coast Guard policies regarding training and qualification of personnel providing voluntary dockside examination services and conducting at-sea boardings of commercial fishing industry vessels. The goal of the fishing vessel safety program is to achieve a significant reduction in commercial fishing industry fatalities and vessel losses through public awareness, voluntary dockside examinations and at-sea boardings. Well trained commercial fishing vessel dockside examiners and boarding officers will foster public awareness of fishing vessel safety and promote regulations compliance.

2. DIRECTIVES AFFECTED. This Instruction amplifies reference (a), further defining qualification and training responsibilities of program participants.

3. BACKGROUND. With the passage of the Commercial Fishing Industry Vessel Safety Act of 1988 (P.L. 100-424), the Coast Guard published regulations in Title 46, Code of Federal Regulations Part, 28. These regulations detailed equipment and operational requirements for fishing industry vessels; including fishing, fish processing and fish tender vessels. Reference (a) identified three areas where Coast Guard efforts would be directed to implement the regulations: public awareness, voluntary dockside examination of vessels and at-sea boardings.

DISTRIBUTION - SDL No. 130

	a	b	c	d	e	f	g	h	i	j	k	l	m	n	o	p	q	r	s	t	u	v	w	x	y	z
A	2	2	1		2	1	1	2	1	1		1	1													
B		10	10		10			3		3				132	1			1			1	2				
C				1	4				3			1	10													
D	1	1		10							1															7
E		1								5	2	2		3	2											
F	1	1						1	1																	
G																										
H																										

• NON-STANDARD DISTRIBUTION:

3. (cont'd) Fishing vessel safety is a Coast Guard-wide program directly extending to the Offices of Marine Safety, Security and Environmental Protection (G-M); Navigation Safety and Waterway Services (G-N); Law Enforcement and Defense Operations (G-O); and Readiness and Reserve (G-R). Commandant (G-MVI), as program manager, was specifically tasked with policy and guidance development.

4. DISCUSSION.

a. As previously stated, the intent of the commercial fishing vessel regulations is to reduce fishing vessel losses and fatalities. The voluntary dockside examination program works towards this goal by providing compliance verification services in a non-adversarial manner, similar to the Coast Guard Auxiliary Courtesy Marine Examination (CME) Program. These dockside exams also seek to educate owners and operators of commercial fishing vessels as to the meaning and intent of the new regulations. Informed and knowledgeable fishermen, boarding officers and dockside examiners are vital to the success of the Coast Guard's fishing vessel safety and dockside examination programs.

b. In order for the regulations to have a meaningful impact, the voluntary dockside examination program and educational effort must be coupled with credible enforcement. This aspect is currently addressed with at-sea boardings which are conducted solely in conjunction with search and rescue and law enforcement missions. These boardings are normally limited in scope with respect to the fishing vessel safety regulations.

c. This Instruction establishes the training and qualification process for individuals performing dockside examinations, or conducting at-sea boardings of commercial fishing industry vessels. This training is intended to provide the examiner and boarding officer with additional technical skills and specific knowledge of current policies, regulations, and implementation. The qualification process will provide a mechanism to ensure that boarding officers and examiners participating in the fishing vessel safety program are fully qualified.

d. The commercial fishing industry vessel safety program will continue to evolve, as will training provided to individuals participating in the program. The Maritime Law Enforcement (MLE) course at Reserve Training Center (RTC) Yorktown, has incorporated fishing vessel safety regulations instruction in their curricula. Also, steps have been taken to develop course curricula for incorporation into the Marine Safety Inspection Department (IDC) course. Initial steps have also been

4. d. (cont'd) taken with RTC, Yorktown to develop an advanced resident course targeting boarding and examination personnel from all programs having roles in the fishing vessel safety program. Finally, in order to standardize existing fishing vessel safety training provided by district fishing vessel safety coordinators, an Instructors Guide for the training of fishing vessel safety program personnel has been developed and is contained as enclosure (2). Periodic training of regular, reserve and auxiliary personnel will include instruction utilizing this guide as a minimum. Completion of resident courses and follow-on training provided by the district coordinator at field levels are equally important due to the diversity of fishing industry vessels, environmental conditions, and personnel.

e. The training program described in this Instruction is intended to enhance the fishing vessel safety expertise of Coast Guard boarding and dockside examination personnel. Nothing in this Instruction should be construed as to inhibit existing boarding or dockside examination operations. Within one year of publication of this Instruction however, fishing vessel boarding officers and dockside examination personnel shall have completed the training requirements described herein.

5. PROCEDURE.

a. In reference (a), fishing vessel safety coordinators were tasked with being the primary unit training provider and coordinator. This training, coupled with the prerequisite training identified below, is intended to fully qualify dockside examiners and boarding officers in the fishing vessel safety program. All boarding and examination team members are encouraged to participate in fishing vessel safety training. The training provided by the fishing vessel safety coordinator, the duration of which is expected to take approximately eight hours, is intended as follow-on training to that provided by either MLE or IDC schools presently. The following prerequisite level of training and qualification is required for individuals seeking fishing vessel boarding or examination qualification. Regular, reserve, and auxiliary Coast Guard members shall:

(1) Be a qualified hull or small vessel inspector, or have qualified as a marine safety boarding officer (EI qualification code) at a Marine Safety Office (MSO); or

(2) Be a qualified Auxiliary Vessel Examiner; or

(3) Be a qualified boarding officer.

5. b. Except for auxiliarists, the district fishing vessel safety coordinator may, on a case-by-case basis, waive any of the above prerequisites for the purpose of qualification upon recommendation from the unit commanding officer or officer-in-charge. In these cases consideration shall be given to the prospective examiner's or boarding officer's experience, knowledge, and maturity.

c. After prerequisite requirements and follow-on training provided by the district fishing vessel safety coordinator is completed, a certification letter attesting to this completion is issued by the coordinator. Enclosure (1) shall be utilized as a qualification checklist and certification of completed training. This checklist is completed and signed by the district fishing vessel safety coordinator, then endorsed by the individual's command, acknowledging satisfactory qualification. Copies of this certification shall be maintained by the individual and the local command. Certification may be transferred upon reassignment with the concurrence of the district fishing vessel safety coordinator and receiving unit's commanding officer.

d. The Instructors Guide provided as enclosure (2), for utilization by district fishing vessel safety coordinators, will ensure consistent and adequate levels of training nationwide. This enclosure is a basic model which may be tailored to meet additional regional and environmental factors. These standards for training and qualification will ensure that individuals:

(1) Possess a knowledge of all preexisting federal regulations that apply to commercial fishing industry vessels and have the ability to cite applicable regulations along with their implementation policies. The depth of knowledge required will be governed by the general type(s) of fishing industry vessels the individual will be examining or boarding, as well as local concerns (including operations and environmental conditions).

(2) Understand and possess the ability to employ available job aids and complete all appropriate forms (i.e., the CG-4100F Commercial Fishing Industry Supplemental Boarding Report, standardized Dockside Examination Booklet, Commercial Fishing Vessel Safety Job Aid, and Federal Requirements pamphlet).

(3) Understand and have the ability to refer to all current policies regarding fishing industry vessels, including Instructions, Navigation and Vessel Inspection Circulars, etc.

5. d. (4) Possess the ability to interact with the commercial fishing industry and explain the intent of the dockside examination and at-sea boarding programs.

6. IMPLEMENTATION.

a. Area and district commanders are to ensure that effective training and qualification programs are implemented which address the requirements articulated herein. District fishing vessel safety coordinators are not expected to issue qualification letters to individuals for coordinator provided training completed prior to publication of this Instruction. Instead, letters will be issued to individuals completing the training and instruction prescribed in this Instruction subsequent to its publication date. Respective Headquarters program managers recognize considerable investment in training time will be necessary in order to achieve a high level of boarding and examination quality. This level of quality is necessary in order to instill a sense of professionalism among Coast Guard personnel with respect to these important new regulations.

(1) Area commanders shall assist district fishing vessel safety coordinators in conducting training and coordinating requests to ensure all units under their operational control having fishing vessel safety program responsibilities receive training. This effort will ensure maximum cooperation between areas and districts.

(2) District fishing vessel safety coordinators shall:

(a) As stated in reference (a), conduct twice yearly training sessions for units and augmenting personnel having fishing vessel boarding and dockside examination roles. Utilize enclosures to this COMDTINST to ensure consistent levels of instruction.

(b) Evaluate requests for waiver of training prerequisite requirements.

(c) Provide for the review or testing of trainees upon completion of their training.

(d) Issue a letter attesting to satisfactory completion of training as a fishing vessel dockside examiner/boarding officer of commercial fishing industry vessels. Enclosure (1) shall be utilized for this purpose.

(e) Ensure timely updates of fishing vessel boarding and dockside examination training within the district.

6. a. (3) Group commanders, commanding officers/officers-in-charge shall:

(a) Request scheduling of district-provided fishing vessel training through the district fishing vessel safety coordinator for their respective personnel, including augmenting reserve and auxiliary personnel.

(b) Ensure that a minimum level of personnel are trained consistent with the unit mission and role in the commercial fishing industry vessel safety program.

(c) Review qualification checklists and certification letters signed by the district fishing vessel safety coordinator and endorse as appropriate.

(4) Commanding officers of MSOs:

(a) Request scheduling of fishing vessel training through the district fishing vessel safety coordinator for their respective personnel, including augmenting reserve and auxiliary personnel.

(b) Ensure that a minimum level of qualified personnel are trained consistent with the unit mission and role in the commercial fishing industry vessel safety program.

(c) Review qualification checklists and certification letters signed by the district fishing vessel safety coordinator and endorse as appropriate.

b. Commandant (G-MVI) shall:

(1) As program manager, continue to develop policies and guidance concerning the enforcement of fishing vessel safety regulations.

(2) Work closely with G-M, G-N, G-O, and G-R program managers to ensure a consistent level of quality training.

(3) Develop and distribute educational materials for fishermen, boarding officers and examiners, and support similar efforts at the district level.

7. ACTION. Area and district commanders, unit commanding officers, chiefs of offices, and special staff divisions at Headquarters shall comply with the requirements of this Instruction.

Robert E. Kramek

ROBERT E. KRAMEK
Chief of Staff

Encl: (1) Qualification Checklist/Dockside Examiner Certification
(2) Instructors Guide

Commercial Fishing Vessel
Boarding Officer/Dockside Examiner
Qualification Checklist

	Date / Initials
1. Attended fishing vessel safety training provided by the District Fishing Vessel Safety Coordinator (DFVSC), utilizing HQ developed Instructors Guide or attend the Fishing Vessel Safety resident training course at RTC Yorktown.	_____/_____
2. Demonstrate the ability to understand and utilize the appropriate tools (Auxiliarists and Dockside Examiners are not required to use the 4100F form):	
a. Federal Requirements for Commercial Fishing Industry Vessels pamphlet.	_____/_____
b. Commercial Fishing Vessel Safety Job Aid.	_____/_____
c. Commercial Fishing Vessel Safety Examination Booklet.	_____/_____
d. Commercial Fishing Industry Supplemental Boarding Report Form 4100F (Only required for Boarding Officers).	_____/_____
3. Demonstrate the ability to reference and cite applicable extracts from each of the following regulations and policies:	
a. 46 CFR Part 28: Commercial Fishing Industry Vessel Regulations.	_____/_____
b. COMDTINST 16711.13: Implementation of the Commercial Fishing Industry Vessel Regulations.	_____/_____
c. NVIC 7-91: Determination of Cold Water Areas.	_____/_____
d. NVIC 12-91: Termination of Unsafe Operations Aboard Commercial Fishing Industry Vessels.	_____/_____
e. NVIC 13-91: Fishing Industry Third Party Examination and procedures for designation of "Accepted Organizations" and "Similarly Qualified Organizations."	_____/_____

f. NVIC 1-92: Implementation of Lifesaving Regulations for Commercial Fishing Vessels. _____/_____

g. Other Federal Regulations applicable to commercial fishing vessels as indicated in the Federal Requirements pamphlet (2.a. above). _____/_____

Note: Use this check list to qualify Regular, Reserve and Auxiliary CG personnel conducting commercial fishing vessel boardings and examinations. Completion of this checklist covers requirements for existing commercial fishing industry vessels only. Qualification for examination of new vessels, those constructed or undergoing major conversion on or after 15 Sept 1991, will require additional training. This type of advanced training is normally provided only to MSO personnel during Inspection Department Course training.

Commercial Fishing Vessel

Boarding Officer/Dockside Examiner Certification

Having Examined _____
Name/Rate/Rank

in the subjects listed in the Commercial Fishing Vessel Boarding Officer/Dockside Examiner Qualification Checklist and found his/her knowledge and performance to be satisfactory, it is recommended that he/she be certified as having fulfilled the requirements to be designated as a Commercial Fishing Vessel Boarding Officer/Dockside Examiner (circle).

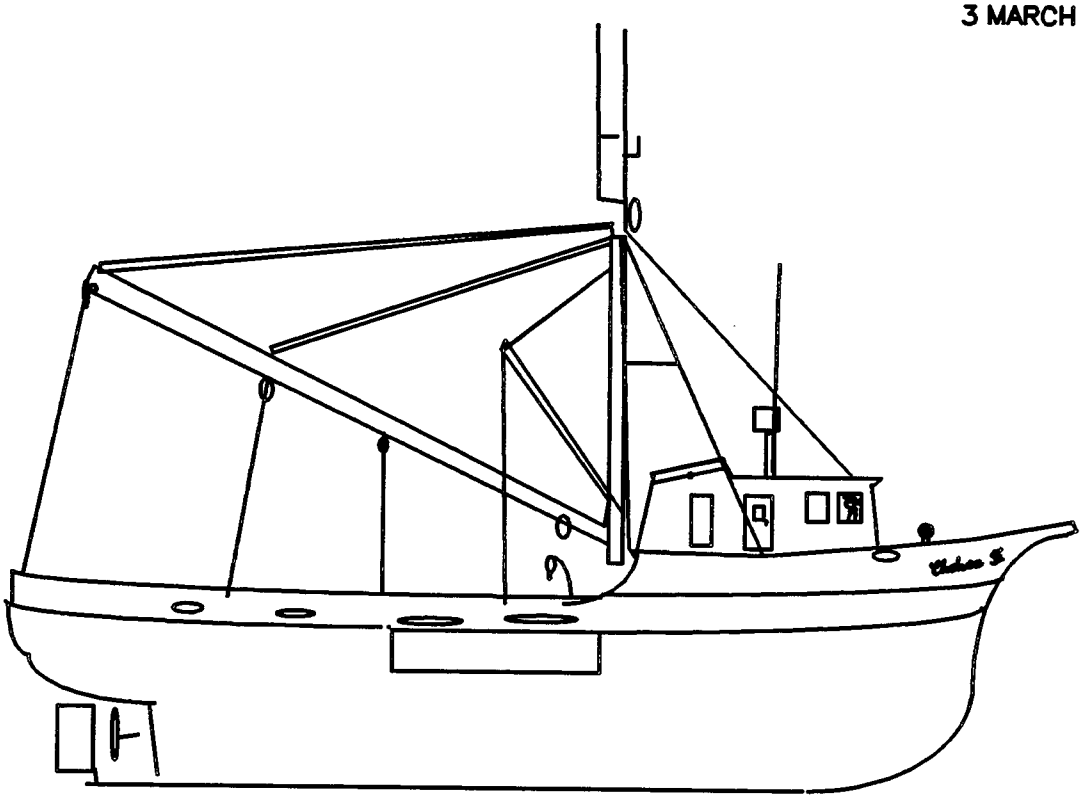
Recommended _____ Date_____
Dist Fish Vsl Safety Coord.

Recommended _____ Date_____
Executive Officer/XPO

I have examined your qualifications and am personally satisfied that you possess the knowledge and ability required to perform the duties of a Commercial Fishing Vessel Boarding Officer/Dockside Examiner (circle) in a professional and courteous manner.

Approved _____ Date_____
Commanding Officer/OIC

ENCL: (2) to COMDTINST 16711.14
3 MARCH 1993



INSTRUCTOR'S GUIDE

FOR THE TRAINING OF FISHING VESSEL SAFETY PROGRAM PERSONNEL

INSTRUCTORS GUIDE INDEX

ITEM	Page No.
INDEX	i
PART I	
INTRODUCTION	I - 1
DEFINITIONS	I - 2-3
PART II - ALL VESSELS	
PFD's	II - 1
RING LIFE BUOYS	II - 2
SURVIVAL CRAFT	II - 3-5
STOWAGE OF SURVIVAL CRAFT	II - 6
SURVIVAL CRAFT EQUIPMENT	II - 7
LIFESAVING EQUIPMENT MARKINGS	II - 8
LIFESAVING EQUIPMENT	II - 9
DISTRESS SIGNALS	II - 10
EPIRB's	II - 11-11a
FIRE EXTINGUISHERS	II - 12-13
INJURY PLACARD	II - 14
NUMBERING	II - 15
DOCUMENTATION/MARKING OF DOCUMENTED VESSELS	II - 16
NAVIGATION RULES	II - 17
NAVIGATION LIGHTS/DAYSHAPES	II - 18
SOUND PRODUCING DEVICE	II - 19
FCC SHIP RADIO STATION LICENSE	II - 20
RADIOTELEPHONE REQUIREMENTS (VHF)	II - 21
LOAD LINES	II - 22
MARINE SANITATION DEVICE	II - 23
WASTE MANAGEMENT PLAN	II - 24
GARBAGE PLACARD	II - 25
OIL TRANSFER PROCEDURES	II - 26
FUEL OIL DISCHARGE CONTAINMENT	II - 27
OIL POLLUTION PLACARD	II - 28
OIL POLLUTION - OTHER	II - 29
CERTIFICATE OF FINANCIAL RESPONSIBILITY	II - 30
BACKFIRE FLAME CONTROL	II - 31
VENTILATION	II - 32
CITIZENSHIP REQUIREMENTS	II - 33
CREW CONTRACT	II - 34
LICENSING	II - 35
REPORT OF SEXUAL OFFENSE	II - 36
PART III - DOCUMENTED VSLS BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB	
DOCUMENTATION	III - 1
FIREMAN'S OUTFIT	III - 2
BREATHING APPARATUS	III - 3
FIRST AID EQUIPMENT & TRAINING	III - 4
GUARDS FOR EXPOSED HAZARDS	III - 5
NAVIGATIONAL INFORMATION	III - 6
COMPASSES	III - 7
ANCHOR	III - 8
RADAR REFLECTORS	III - 9
GENERAL ALARM SYSTEM	III - 10
COMMUNICATION EQUIPMENT	III - 11
HIGH WATER ALARMS	III - 12
BILGE PUMPS, PIPING, & DEWATERING	III - 13
ELECTRONIC POSITION FIXING DEVICE	III - 14
EMERGENCY INSTRUCTION	III - 15
INSTRUCTIONS, DRILLS & SAFETY	III - 16

PART I

Standard Instructor's Guide for the Training of Dockside Fishing Vessel Examiners and Boarding Officers

Objectives: By use of this instructors guide, an individual shall be able to:

1. Identify all U. S. Regulations that apply to uninspected U. S. commercial fishing vessels.

2. Understand the goals of the Fishing Vessel Safety Program.

3. Conduct a dockside examination or a commercial fishing vessel boarding.

General Information: This instructors guide addresses all Federal requirements which apply to U. S. uninspected vessels engaged in activities which are pursuant to the harvesting or processing of fish for commercial purposes. This guide is to be used in the training of commercial fishing vessel dockside examiners and boarding officers.

Dockside Examination Program: The purpose of a voluntary dockside examination is to verify compliance with all Coast Guard regulations in a non-adversarial manner. The program consists of an informal Coast Guard visit to a fishing vessel to check for compliance with the regulations. If so, a special decal is given to the vessel operator to display in the pilothouse window. If the vessel does not comply with the regulations, the deficiencies will be pointed out and explained to the operator, but **no violations will be issued**. When the deficiencies are corrected, the fisherman may request the dockside examiner to return and reexamine the vessel.

Fishermen: Commercial fishermen come from a wide variety of backgrounds. Commercial fishing can be done alone in a 14 foot rowboat working an inland river or by the 100 man crew on a 400 foot fish processor working hundreds of miles offshore. The commercial fishing industry is highly regulated, from state and local governments to federal agencies such as the National Marine Fisheries Service and the U. S. Coast Guard. The economics of the industry force fishermen to work when the seasons are open, regardless of safety hazards imposed by weather conditions or other environmental factors. This information is presented to the safety examiners and boarding officers to help in their understanding of the many factors impacting commercial fishermen.

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 destination. Coordinators should provide a list of these organizations.

Accommodations - include messrooms, lounges, sitting areas, recreation rooms, quarters, toilet spaces, shower rooms, galleys, berthing facilities or clothing changing rooms. Further information can be found in Commandant (G-MVI) Emergency Position Indicating Radio Beacon (EPIRB) implementation policy letter 12-90, dated 29 May 1990.

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

Boundary Lines - the lines set forth in 46 CFR part 7. In general, they follow the trend of the seaward high water shorelines and cross entrances to small bays, inlets and rivers. In some areas, they are along the 12 mile line which marks the seaward limits of the contiguous zone and in other areas they come ashore. There are exemptions. Each district will provide information and visual aids concerning boundary lines.

Coastal Waters - the territorial seas of the U. S. (3 miles); and those waters directly connected (ie; bays, sounds, harbors, rivers, inlets, etc.) where any entrance exceeds 2 nautical miles (Coastal waters only extend inland to the point where the largest distance between shorelines narrows to 2 miles.) 33 CFR 175.105

Cold Waters / Warm Waters - cold water means water where the monthly mean low water temperature is normally 59 degrees Fahrenheit or less. Warm water means water where the monthly mean low water temperature is above 59 degrees. For a description of the seasonal cold and warm waters, refer to NVIC No. 7-91.

Commercial Fishing Industry 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. This would include fishing vessels, fish tender vessels or fish processing vessels. Compliance with appropriate Federal Regulations is based upon the service these vessels are engaged in.

Documented - a vessel for which a Certificate of Documentation has been issued under the provisions of 46 CFR part 67. These vessels are U. S. built, U. S. owned and are greater than 5 net tons used for commercial purposes.

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

Length - the length listed on the vessel's Certificate of Documentation or Certificate of State Number. The length overall (LOA) of the vessel may be considerably longer than the documented length. The LOA is used in reference to the Navigation Rules, International-Inland.

Major Conversion - a conversion of a vessel that:

(1) Substantially changes the dimensions or carrying capacity of the vessel;
(2) Changes the type of the vessel (i.e. cargo vessel to fishing vessel);
(3) Substantially prolongs the life of the vessel; or
(4) Otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant.

Substantial Alteration - some vessels that are physically altered in a way that affects the vessels's stability must comply with additional stability requirements not covered by this guide. These are outlined in 46 CFR 28.510.

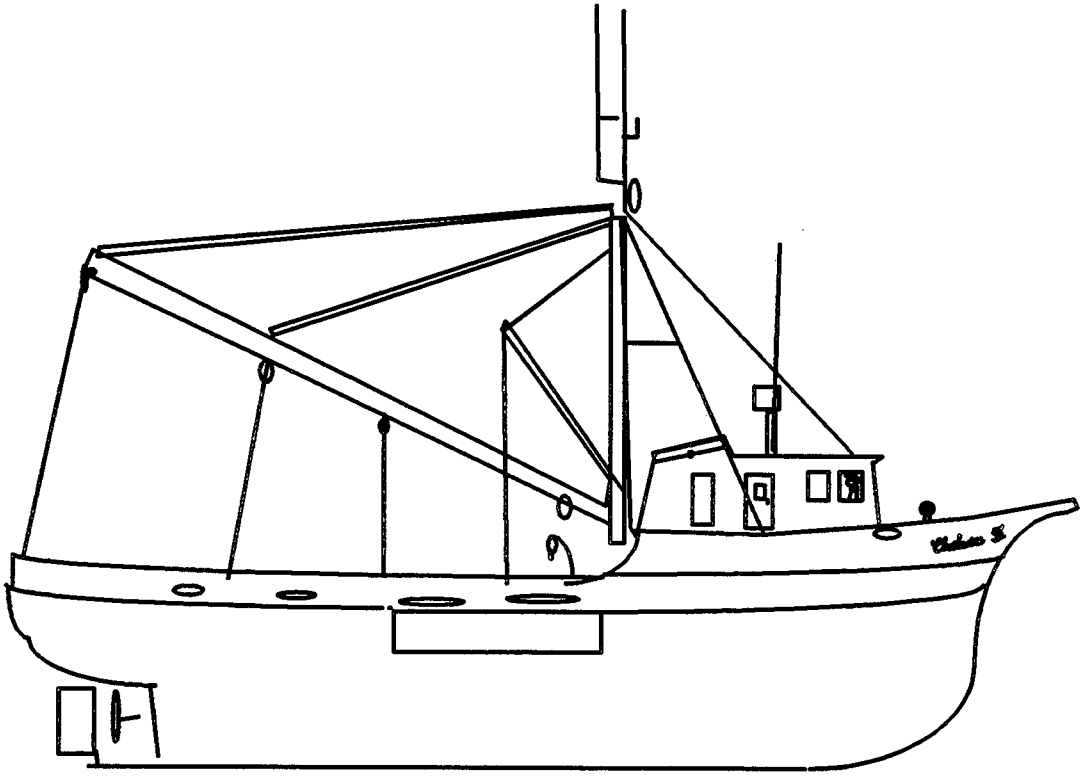
Officer in Charge / Marine Investigation (OCMI) - an officer of the Coast Guard who commands a Marine Inspection Zone described in 33 CFR part 3 or an authorized representative of that officer.

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

Tonnage - four gross tonnage measurement systems are currently used for documenting U.S. vessels. This subject matter is quite complex and is beyond the scope of this guide. Details may be found in 46 CFR Part 69. Contact Documentation Office for guidance.

Coastwise Voyage - includes waters of any ocean, or the Gulf of Mexico, 20 nautical miles or less offshore.

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



REQUIREMENTS FOR ALL COMMERCIAL FISHING INDUSTRY VESSELS

PART II

PFD'S / IMMERSION SUIT

APPLIES TO: ALL COMMERCIAL FISHING VESSELS

REQUIREMENTS:

Type Required:

-Doc Vsl seaward of the Boundary Line north of 32°N	- Immersion or exposure suit
-Doc Vsl 40 ft or more inside the Boundary Line	- Type I, V, or suit
-Doc Vsl under 40 ft, inside the Boundary Line	- Type I, II, III, V or suit
-UnDoc Vsl beyond 3 mi from coastline in "cold" water	- Immersion or exposure suit
-UnDoc Vsl 40 feet or more, all other waters	- Type I, V, or suit
-UnDoc Vsl under 40 feet in all other waters	- Type I, II, III, V or suit

The term "SUIT", as refereed to in this table, means Immersion or exposure suit.

The Interim Rule, published 8/3/92 in the Federal Register, Vol. 57, No. 149, temporarily suspends immersion/exposure suit requirements for:

1) Undocumented vessels operating on seasonally cold coastal waters.
2) Documented vessels operating inside the Boundary Line on seasonally cold coastal waters.

(For "cold" waters months & locations see NVIC 7-91)

STANDARD:

-At least one device of the proper size per individual. (Either an immersion suit, exposure suit or wearable PFD).

-Each device stowed so as to be readily accessible.

-Each PFD or suit CG approved, good and serviceable. (See PG 13)

-Immersion suits approved under 46 CFR 160.171.
-Exposure suits approved under 46 CFR 160.071.

-For vessels in Ocean Waters each suit or life preserver must have a serviceable PFD light that is approved under 46 CFR 161.012.

-Unapproved immersion or exposure suits are accepted if they are constructed similarly to approved suits, are in good and serviceable condition, and were either aboard a vessel or owned prior to August 6, 1984 (for approved Adult, Adult/Oversize, and Child /Small Adult sizes) or prior to September 15, 1991 (for sizes other than Adult, Adult/Oversize, Child /Small Adult. (SEE NVIC 1-92).

INSTRUCTORS NOTES:

-Until Sep 1, 1995 a child less than 44 lbs. may substitute a PFD for an immersion or exposure suit.
-The requirement for a Doc Vsl seaward of the Boundary Line to have a suit if it is north of 32° N includes the Great Lakes.
-*Seaward of the Boundary Line would mean that in most cases a vessel would be in Ocean Waters since the Boundary Line is drawn following the general trend of the seaward, high water shoreline, and across entrances bays inlets and rivers. However, in some instances the Boundary Line may follow an irregular course. (For a specific description of the Boundary Lines refer to 46 CFR Part 7)

REFERENCES: 46 CFR 28.110, 46 CFR 25.25-13, NVIC 7-91, NVIC 1-92

RING LIFE BUOYS

APPLIES TO: ALL COMMERCIAL FISHING VESSELS 16 FEET AND OVER

REQUIREMENTS:

-Vessel under 16 feet	- None required
-Vessel 16 feet to less than 26 feet	- 1 cushion or ring
-Vessel 26 feet to less than 65 feet	- 1 orange life ring
-Vessel 65 feet or more	- 3 orange life rings

STANDARD:

-Vessel 16 to 26 ft	1	20" or larger *orange ring with 60ft line or Throwable cushion
-Vessel 26 to 65 ft	1	24" or larger *orange ring with 60ft line
-Vessel 65 ft or more	3	24" or larger *orange rings with at least one ring having a 90ft line.

INSTRUCTORS NOTES:

-If a cushion is used on vessels 16 to 26 feet, it must be a Type IV, but neither retro or a line is required.

* -20-inch or larger life rings (either orange or white) installed prior to Sep 15, 1991, may be used on vessels less than 65 feet.

-Life rings may be painted orange so long as the Coast Guard approval information is not covered or obscured.

-Type II retro-reflective material, approximately 2 in. wide, should be applied around the buoy at 4 evenly spaced points.

-Particular attention should be spent examining the condition of the line as it deteriorates quickly in sunlight.

-Markings on the ring should include the vessel name or, in the case of an unnamed State Registered vessel, the State Registration number.

REFERENCES: 46 CFR 28.115, NVIC 1-92, NVIC 1-87, IMO Resolution A.658(16)

SURVIVAL CRAFT

APPLIES TO: ALL COMMERCIAL FISHING VESSELS EXCEPT SOME VESSELS OPERATING WITHIN 12 MILES OF THE COAST

REQUIREMENTS: See following tables for specific requirements

STANDARD:

-Less than 4 POB within 12 miles of coast	- None required
-Less than 36 feet with positive flotation within 12 miles of coast	- None required
-Less than 36 feet, not on the High Seas	- None required
-For a documented vessel that operates in North Pacific Area	- Required 9/1/92
-For a documented vessel that operates in the Great Lakes or in the Atlantic Ocean north and east of a line drawn at a bearing 150° true from Watch Hill Light, Rhode Island	- Required 9/1/93
-For all other documented vessels	- Required 9/1/94
-For all other vessels	- Required 9/1/95

-NVIC 1-92, Change 1, permits CG approved four-person "Ocean Service" or "Limited Service" liferafts (approval # series 160.051) are permitted in lue of the required SOLAS liferaft with "SOLAS A or B Packs".

INSTRUCTORS NOTES:

-The CG approved four-person "Ocean Service" or "Limited Service" liferafts are allowed because there are no SOLAS liferafts with a capacity of less than six persons.

-Survival craft capacity must accommodate all persons on board.

-Survival craft installed prior to Sep. 15, 1991 may be used to meet the requirements provided it is of the same type required and maintained in good and servicable condition.

-The following is a list of acceptable survival craft in the order of precedence. Any craft higher in order can be substituted for one of lesser value. Provide a visual aid.

Lifeboat
Inflatable liferaft with SOLAS A pack
Inflatable liferaft with SOLAS B pack
Inflatable liferaft with coastal service pack
Inflatable buoyant apparatus
Life float
Buoyant apparatus

-An approved Lifeboat may be substituted for a survival craft.

-An auxiliary craft carried on board a vessel which is necessary to normal fishing operations will satisfy all requirements for survival craft, except for an inflatable liferaft, provided it is capable of carrying all individuals on board.

REFERENCE: 46 CFR 28.120, NVIC 1-92 (Change 1), 46 USC 4506

TABLE 46 CFR 28.120(a) & (c) - SURVIVAL CRAFT FOR DOCUMENTED VESSELS & UNDOCUMENTED VESSELS WITH MORE THAN 16 INDIVIDUALS ON BOARD

A SURVIVAL CRAFT HIGHER IN THE ORDER OF PRECEDENCE MAY BE SUBSTITUTED FOR ANY SURVIVAL CRAFT REQUIRED IN THE TABLE.

AREA	VESSEL TYPE	SURVIVAL CRAFT REQUIRED
Beyond 50 miles of coastline	All.....	Inflatable liferaft with SOLAS A pack.
Between 20-50 miles of coastline cold water	All.....	Inflatable liferaft with SOLAS B pack.
Between 20-50 miles, of coastline, warm waters	All.....	Inflatable liferaft.
Beyond Boundary Line, within 20 miles of coastline, cold waters	All.....	Inflatable liferaft.
Beyond Boundary Line, within 20 miles of coastline, warm waters	All.....	Life float.
Inside Boundary Line, cold waters; or Lakes, bays, sounds, cold waters; or Rivers, cold waters	36 feet or more...	Inflatable buoyant apparatus.
Inside Boundary Line, cold waters; or Lakes, bays, sounds, cold waters; or Rivers, cold waters	Less than 36 feet.	None.
Inside Boundary Line, warm waters; or Lakes, bays, sounds, warm waters; or Rivers, warm waters	All.....	None.
Great Lakes, cold waters	36 feet or more...	Inflatable buoyant apparatus.
Great Lakes, cold waters	Less than 36 feet.	Buoyant apparatus.
Great Lakes, beyond 3 miles of coast line, warm waters	All.....	Buoyant apparatus.
Great Lakes, within 3 miles of coast line, warm waters	All.....	None.

TABLE 46 CFR 28.120(b) SURVIVAL CRAFT FOR UNDOCUMENTED VESSELS WITH NOT MORE THAN 16 INDIVIDUALS ON BOARD

AREA	VESSEL TYPE	SURVIVAL CRAFT REQUIRED
Beyond 20 miles of coastline	All.....	Inflatable buoyant apparatus.
Beyond Boundary Line, within 20 miles of coastline, cold waters	All.....	Inflatable buoyant apparatus.
Beyond Boundary Line, within 20 miles of coastline, warm waters	All.....	Life float.
Inside Boundary Line, cold water or Lakes, bays, sounds, cold waters; or Rivers, cold waters.	36 feet or more...	Buoyant apparatus.
Inside Boundary Line, cold water or Lakes, bays, sounds, cold waters; or Rivers, cold waters.	Less than 36 feet.	None.
Inside Boundary Line, warm waters; or Lakes, bays, sounds, warm waters, or Rivers, warm waters	All.....	None.
Great Lakes, cold waters	All.....	Buoyant apparatus.
Great Lakes, beyond 3 miles of coast line, warm waters	All.....	Buoyant apparatus.
Great Lakes, within 3 miles of coast line, warm waters	All.....	None.

STOWAGE OF SURVIVAL CRAFT

APPLIES TO: ALL COMMERCIAL FISHING VESSELS

REQUIREMENTS:

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

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

STANDARD:

-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.

INSTRUCTORS NOTES:

-Ensure that the survival craft are easily accessible to crew. Check to make sure craft are not locked up, rusted shut, or otherwise not readily deployable.

-Explain the different types of hydrostatic release devices and weak links (serviceable and disposable types), and demonstrate their uses. Explain advantages, limitations, and operation.

REFERENCE: 46 CFR 28.125, 46 CFR 160.062, 46 CFR 160.073, NVIC 1-83

SURVIVAL CRAFT EQUIPMENT

APPLIES TO: ALL COMMERCIAL FISHING VESSELS

REQUIREMENTS:

-Inflatable liferaft must have one of the following equipment packs:

-Coastal Service
-Solas B -"Formerly Limited Service Pack"
-Solas A -"Formerly Ocean Service Pack"

STANDARD:

-Accessory equipment must:

-be of good quality.
-secured to the survival craft.

-Life floats or buoyant apparatus must be fitted with:

-lifeline, pendants and, painter.
-floating electric light (approved under § 161.010).

INSTRUCTORS NOTES:

-Raft container will be marked with it's type and service date.

-Information on liferaft equipment is beyond the scope of this guide but can be found in 46 CFR 160.051-7.

REFERENCES: 46 CFR 28.130, 46 CFR 160.051, NVIC 1-92 (Change 1), NVIC 2-92,

LIFESAVING EQUIPMENT MARKINGS

APPLIES TO: ALL COMMERCIAL FISHING VESSELS

REQUIREMENTS:

TABLE 46 CFR 28.135.--LIFESAVING EQUIPMENT MARKINGS

ITEM	MARKINGS REQUIRED, NAME OF VESSEL	RETROREFLECTIVE MATERIAL
Wearable personal flotation device (Type I, II, III, or wearable Type V); *Immersion or *exposure suit.	Yes..... (or name of PFD owner or person assigned to wear the PFD)	Type I or Type II. (31 sq. in. on front) (31 sq. in. on back)
Ring life buoy.	Yes.....	Type II.
Inflatable liferaft.	See note**.....	See note.
Inflatable buoyant apparatus.	See note**.....	See note.
Life float.	Yes.....	Type II.
Buoyant apparatus.	Yes.....	Type II.
Auxiliary craft.	Yes.....	Type II.
EPIRB.	Yes.....	Type II.

* Immersions Suit retroreflective material recommended amount/placement is found in NVIC 1-87.
** Only markings provided by the manufacturer/servicing facility is required.

STANDARD:

- -Block CAPITAL letters must be <u>used</u> to mark all lifesaving equipment.
- -PFD's must be marked with one of the following:
  - -Name of vessel (or State Number for unnamed State Registered Vessels).
  - -Name of owner of PFD.
  - -Name of person assigned to wear the PFD.
- -EPIRB's must be marked with the name of vessel or State Number for unnamed State Registered Vessels.
- -Retroreflective markings will be applied as appropriate.

INSTRUCTORS NOTES:

-Some marking materials may damage PFD's. Care should be given to follow manufacturer's instructions regarding the marking of these devices.

-Type I material is flexible and used for items such as PFD's.

-Type II material is more rigid and used for exposed items like lifeboats.

-IMO Resolution A.658(16) provides guidelines on retroreflective material placement. Provide a visual aid showing proper retro placement.

REFERENCES: 46 CFR 28.135, IMO Resolution A.658(16), NVIC 1-87

LIFESAVING EQUIPMENT

READINESS, MAINTENANCE, AND INSPECTION OF

APPLIES TO: ALL COMMERCIAL FISHING VESSELS

REQUIREMENTS:

TABLE 46 CFR 28.140 **SCHEDULED MAINTENANCE & INSPECTION OF LIFESAVING EQUIPMENT**

ITEM	INTERVAL MONTHLY	INTERVAL ANNUALLY	REGULATION
Inflatable wearable personal flotation device (Type V commercial hybrid).	.....	Servicing.....	46 CFR 28.140
Personal flotation devices exposure suits and immersion suits.	.....	Inspect, clean, and repair as necessary.	46 CFR 28.140
Buoyant apparatus and life floats.	.....	Inspect, clean, and repair as necessary.	46 CFR 28.140
Inflatable liferaft.....	.....	Servicing.....	46 CFR 28.140
Inflatable buoyant apparatus	.....	Servicing.....	46 CFR 28.140
Hydrostatic release.....	.....	Servicing.....	46 CFR 28.140
Disposable hydrostatic..... release.	.....	Replace on or before.. expiration date.	46 CFR 28.140
Undated batteries.....	.....	Replace.....	46 CFR 28.140
Dated batteries* and other items	.....	Replace on or before.. expiration date.....	46 CFR 25.26-5 46 CFR 28.140
EPIRB.....	Test.....	.....	

*Water activated batteries must be replaced whenever they are used.

STANDARD:

The master or individual in charge of a vessel must ensure that each item of lifesaving equipment must be in good working order, ready for immediate use, and readily accessible before the vessel leaves port; and at all times when the vessel is operated. Lockers containing required safety equipment must be readily accessible to all crewmembers and must not be locked.

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.

An escape route from a space where an individual may be employed or an accommodation space must not be obstructed. Crew must be able to freely egress from these spaces.

Maintenance and inspection must be done in accordance with:
-The manufacturer's guidelines.
-An inflatable liferaft or inflatable buoyant apparatus must be serviced at a facility specifically approved by the Commandant.

INSTRUCTORS NOTES:

-Ensure hatches and dogs are in good working order.

-Check expiration dates of EPIRB batteries, and both EPIRB and survival craft hydrostatic releases.

REFERENCES: 46 CFR 28.140, NVIC 2-63

DISTRESS SIGNALS

APPLIES TO: ALL COMMERCIAL FISHING VESSELS

REQUIREMENTS:

AREA		PARACHUTE FLARES		HAND FLARES		SMOKE SIGNALS		OTHER.
Ocean, more than 50 miles from coast*		3	and	6	and	3		
Ocean, 3-50 miles from coast or greater than 3 miles from coastline Great Lakes**		3	and	6	and	3		
Coastal waters or within 3 miles of the coastline Great Lakes	DAY	3	or	3	or	3	or	1 Distres Flag#
	and							
	NIGHT	3	or	3	or	...		1 Distres Light#

Note:
In Coastal waters 3 flares meet both the Day & Night requirement.

STANDARD:

* Flares must be readily available and approved in accordance with 46 CFR.

160.136 (parachute)
160.121 (hand)
160.122 (smoke)

** Flares must be readily accessible and approved in accordance with 46 CFR.

160.036 or 160.136 (parachute)
160.021 or 160.121 (hand)
160.022 or 160.122 or 160.037 (smoke)

\# Distress Flag must be in accordance with 46 CFR 160.072

Electric distress light in accordance with 46 CFR. 161.013

INSTRUCTORS NOTES:

- Approval numbers with a 160.100 designator complies with SOLAS requirements and are superior in quality.
- Approval numbers with a 160.000 designator complies with recreational use requirements.
- Provide visual aids showing distress flag and distress light.
- When inspecting hand flares look for moisture under the striker cap.
- Discourage stowage of flares in plastic bags because of condensation.
- Check expiration dates.
- Advise on disposal of flares. Do not throw overboard, into trash, or use as fireworks. Do contact local fire department for guidance.

REFERENCES: 46 CFR 28.145,
46 CFR 160.013/.021/.022/.036/.037/.072/.121/.122/.136

EPIRB'S

APPLIES TO: ALL COMMERCIAL FISHING VESSELS OPERATING ON THE HIGH SEAS OR BEYOND THREE MILES FROM THE COASTLINE OF THE GREAT LAKES THAT HAVE BERTHING OR GALLEY FACILITIES (SEE FLOW DIAGRAM PG II-15a)

REQUIREMENT:

FCC float free, automatically activated, 406 MHz EPIRB.

***NOTE: EPIRB rules are changing! See the latest Final Rule information in 10 March 1993 Federal Register, Vol. 58, No. 45.

Also, for guidance see the following EPIRB Flow Chart on page 15a.

INSTRUCTORS NOTES:

-Ensure the EPIRB is armed and mounted prior to getting underway.

-Have NOAA registration cards available as a handout.

-EPIRB's must be marked with the name of vessel or State Number for unnamed State Registered Vessels.

-Each hydrostatic release unit used in a float-free arrangement must be approved under 46 CFR 160.062.

-Explain the different types of hydrostatic release devices and weak links (serviceable and disposable types), and demonstrate their uses. Explain advantages, limitations, and operation.

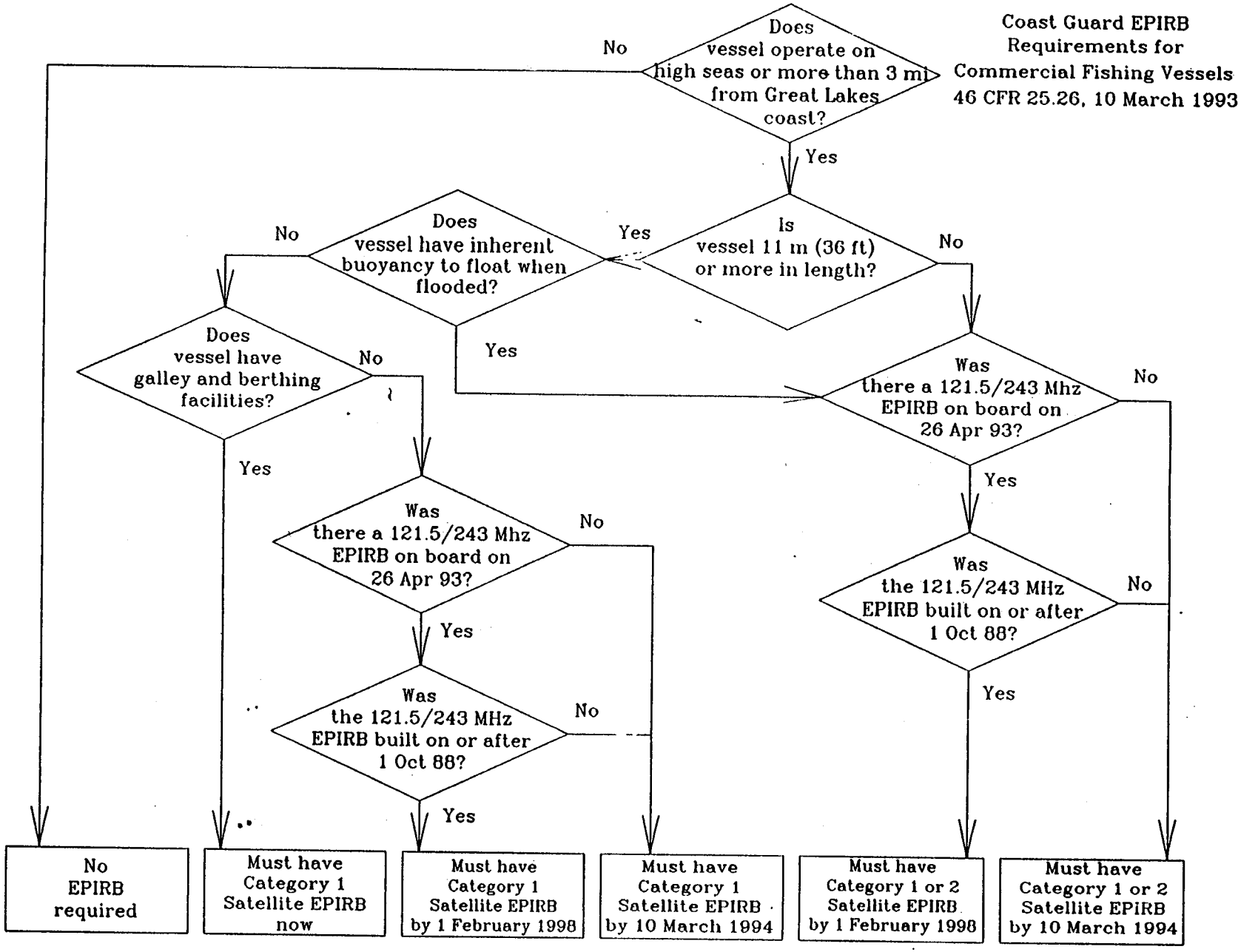
EXEMPTIONS:

-A vessel that does not have berthing facilities **and** does not have a galley is not required to have an EPIRB.

-A skiff or workboat is not required to have an EPIRB as long as the skiff is stored, when not working, aboard a mother ship equipped with an EPIRB.

REFERENCES: 46 CFR 25.26, 46 CFR 28.150, 47 CFR 80.1053

Coast Guard EPIRB Requirements for Commercial Fishing Vessels 46 CFR 25.26, 10 March 1993



FIRE EXTINGUISHERS

APPLIES TO: ALL COMMERCIAL FISHING VESSELS EXCEPT SOME OUTBOARD BOATS OF OPEN CONSTRUCTION LESS THAN 26 FEET IN LENGTH.

REQUIREMENTS:

- -Less than 26 feet: Requires one B-I
- -26 ft & over but less than 40 feet: Requires two B-I
- -40 ft & over but less than 65 feet Requires three B-I
- -VSLS 65 feet or more: **See the table on the following page.**

STANDARD:

INSTRUCTORS NOTES:

-Fire extinguishers must be readily available.

-Coast Guard Approved extinguishers are identified by the following marking on the label such as:
Marine Type USCG Approved, Size..., Type..., 162.028

-Excess extinguishers do not have to be Coast Guard approved, but must be listed and labeled by a nationally recognized laboratory.

-One B-II replaces Two B-I Fire Extinguishers

-A Coast Guard Approved Installed System for the engine room replaces one B-I Fire Extinguisher.

-Outboard boats less than 26 feet are not required to carry fire extinguishers if their construction will not permit the entrapment of explosive or flammable gases or vapors.

-Coast Guard Classification

(Type)	(Size)	Dry Chemical Lb.	Carbon Dioxide Lb.	Halon 1211 or 1301 Lb.	Foam Gallons
A	II	5	-	-	2½
B	I	2	5	2½	1¼
B	II	10	15	10	2½
B	III	20	35	-	12
C	I	2	5	-	40
C	II	10	15	10	-
C	III	20	35	-	-

-Operation without adequate fire fighting equipment on board is an unsafe condition, and may be considered grounds for termination of operations by a Coast Guard boarding officer.

-Underwriters Laboratory (U.L.) fire extinguishers approved for "marine use" are acceptable with the proper bracket (NVIC 13-86).

-Other types of Fire extinguishers (i.e. halon, foam) can be acceptable (NVIC 6-72).

-Presently no requirement for servicing/tagging of extinguishers on uninspected vessels but recommend annual servicing using guidelines found in Subchapter T, 46 CFR 176.25-25.

REFERENCES: 46 CFR 25.30, 46 CFR 28.160, 46 CFR 176.25-25, NVIC 13-86, NVIC 6-7

TABLE 46 CFR 28.160 PORTABLE FIRE EXTINGUISHERS FOR VESSELS 65 FEET (19.8 METERS) OR MORE IN LENGTH

SPACE	CLASS	QUANTITY AND LOCATION
Safety areas, communicating corridors	A-II	1 in each main corridor not more than 150 feet (49.2) meters apart. (May be located in stairways.)
Pilothouse.	C-I	2 in vicinity of exit.
Service spaces, galleys.	B-II or C-II	1 for each 2,500 sq feet (269.1 sq. meters) or fraction thereof suitable for hazards involved.
Paint lockers.	B-II	1 outside space in vicinity of exit.
Accessible baggage and storerooms.	A-II	1 each 2,500 sq. feet (269.1 sq. meters) or fraction thereof located in the: vicinity of exits, either inside or outside the spaces.
Work shops and similar spaces.	A-II	1 outside the space in vicinity of exit.
Machinery spaces, Internal combustion propelling machinery	B-II	1 for each 1,000 brake horsepower or fraction thereof but not less than 2 nor more than 6.
Electric propulsion motors or generator unit of open type.	C-II	1 for each propulsion motor generator unit.
Auxiliary spaces.	B-II	1 outside the space in the vicinity of exit.
Internal combustion machinery.	B-II	1 outside the space in the vicinity of exit.
Electric emergency motors or generators.	C-II	1 outside the space in the vicinity of exit.

INJURY PLACARD

APPLIES TO: ALL COMMERCIAL FISHING VESSELS

REQUIREMENTS:

-Must be at least 5"x7"

-Must be posted in a highly visible location, accessible to crew.

STANDARD:

NOTICE **REPORT ALL INJURIES**

UNITED STATES LAW, 46 UNITED STATES CODE 10603, REQUIRES EACH SEAMAN ON A FISHING VESSEL, FISH PROCESSING VESSEL, OR FISH TENDER VESSEL TO NOTIFY THE MASTER OR INDIVIDUAL IN CHARGE OF THE VESSEL OR OTHER AGENT OF THE EMPLOYER REGARDING ANY ILLNESS, DISABILITY, OR INJURY SUFFERED BY THE SEAMAN WHEN IN SERVICE TO THE VESSEL NOT LATER THAN SEVEN DAYS AFTER THE DATE ON WHICH THE ILLNESS, DISABILITY, OR INJURY AROSE.

INSTRUCTORS NOTES:

-Have copies available to give to the fishermen.

REFERENCES: 46 CFR 28.165

NUMBERING

APPLIES TO: ALL UNDOCUMENTED COMMERCIAL FISHING VESSELS EQUIPPED WITH PROPULSION MACHINERY

REQUIREMENTS:

Valid state certificate of numbers whenever underway.

3" BLOCK numbers and characters on the forward half of the vessel.

STANDARD:

State certificate:

May be the Original, Temporary or duplicate (not a photocopy).

Display of Numbers:

-3" **BLOCK** minimum height.
-On the forward half of the vessel.
-One on each side of the vessel.
-Contrasting color to background.
-Permanently affixed.
-Read from left to right.
-No other numbers on the forward half of the vessel.
-Numbers must be unobstructed.
-Current renewal decal affixed to vessel.

INSTRUCTORS NOTES:

Ensure that decal/sticker is NOT mounted on a loose board (a common practice).

REFERENCES: 33 CFR 173

DOCUMENTATION / MARKING OF DOCUMENTED VESSELS

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS
(ALSO, SEE DOCUMENTATION SECTION, PAGE 41)

REQUIREMENTS:

Display of Markings

- -Name and hailing port plainly marked on the exterior part of the hull
- -**Clearly legible** letters not less than **4"** in height.
- -"Official Number" permanently affixed in block type, Arabic numbers not less than 3" on some clearly visible interior of the vessel.
- -Certificate of Documentation MUST Be on board at all times unless it is at the documentatioon office for alterations.

STANDARD:

INSTRUCTORS NOTES:

Fisheries endorsement required.

REFERENCES: 46 CFR 67

NAVIGATION RULES

APPLIES TO: ALL SELF PROPELLED VESSELS GREATER THAN 12 METERS (39.4 FEET) OPERATING ON THE INLAND WATERS OF THE UNITED STATES.

REQUIREMENTS:

Have on board for ready reference a current copy of the Inland Navigation Rules.

STANDARD:

INSTRUCTORS NOTES:

-Inland waters are those waters inside the COLREGS Demarcation Lines.

-The public may purchase a copy of the Inland Navigation Rules book by:

Ordering by phone:	(202) 783-3238
Ordering by mail from:	Superintendent of Documents US Government Printing Office Washington, D.C. 20402
Purchasing directly:	From Government Printing Office Bookstores located locally in many major U.S. cities.

REFERENCES: 33 CFR 88.05

NAVIGATION LIGHTS/DAY SHAPES

APPLIES TO: ALL VESSELS ENGAGED IN FISHING

REQUIREMENTS:

Refer to COMDTINST M16672.2B Navigation Rules for specific information on various lighting/day shape configurations.

STANDARD:

-Proper Range of Visibility
-Proper Arc of Visibility
-Proper Light Configuration
-Proper day shape type and size

INSTRUCTORS NOTES:

Lack of any operable navigation lights/day shapes are considered an unsafe condition, and may be grounds for termination of operations by a Coast Guard boarding officer.

Dayshapes should be displayed ONLY when the vessel is engaged in the activity specified.

Length is Length Overall (LOA).

Certificates of Alternate Compliance may be issued. See Navigation Rules or Marine Safety Manual, Volume II, Chapter 18.

REFERENCES: 33 USC 2020, 33 USC 1602, Marine Safety Manual, Volume II, Chapter 18

SOUND PRODUCING DEVICE

APPLIES TO: ALL VESSELS 12 METERS IN LENGTH OR GREATER.

REQUIREMENTS:

A vessel of 12 meters or more in length shall be provided with a whistle and a bell.

A vessel of 100 meters or more in length shall, in addition to the bell and whistle, be provided with a gong.

Vessels less than 12 meters in length shall be provided with some means of making an efficient sound signal, but are not required to meet the standards for vessels greater than 12 meters.

STANDARD:

The whistle, bell and gong shall comply with the specifications in Navigation Rules, Commandant Instruction M16672.2B, Annex III.

INSTRUCTORS NOTES:

REFERENCES: 33 USC 1602/2033, Navigation Rules - Commandant Instruction M16672.2B

FCC SHIP RADIO STATION LICENSE

APPLIES TO: ALL VESSELS WITH TRANSMITTING EQUIPMENT. THIS INCLUDES EPIRB, RADAR, SSB RADIO, RADIOTELEPHONE (VHF), FACSIMILE, SATELLITE, AND RADIOTELEGRAPH EQUIPMENT.

REQUIREMENTS:

- -Original Station License on board.
- -Name/number of vessel correct.
- -License not expired.
- -License lists authorized frequencies.
- -License stamped with the FCC seal.
- -Licensee listed, the current owner or manager of the vessel.

STANDARD:

INSTRUCTORS NOTES:

-If a Ship Radio License has just recently been applied for, a vessel should have a copy FCC Form 506-A for use as a temporary permit.

-FCC Ship Radio Licenses are renewed every 5 years. In some cases newly acquired equipment may not appear on the permit. The license MUST be renewed when new equipment is added.

-Individuals are not required to have a personal operators permit as long as the vessel does not dock in a foreign port, or leave from a foreign port to dock in a U.S. port.

-CB radio's and Cellular phones are exempt.

-All radio transmitting equipment types which are permitted for use aboard that vessel are listed on the station license.

-The FCC can be contacted at the following address:

Federal Communications Commission
Marine Ship Service
P.O. Box 358275
Pittsburg, PA 15251-5275
tel: (717) 337-1212

REFERENCES: 47 CFR 80.405, 46 CFR 28.150

RADIOTELEPHONE REQUIREMENTS (VHF)

APPLIES TO: -ALL POWER DRIVEN VESSELS 20 METERS (65.6 FEET) OR MORE IN LENGTH OVERALL OPERATING ON THE NAVIGABLE WATERS OF THE U.S.
-VESSELS OF 100 GROSS TONS OR MORE CARRYING 1 OR MORE PERSONS FOR HIRE.
-TOWING VESSELS 26 FT OR MORE IN LENGTH.
-DREDGES AND FLOATING PLANTS.

(SEE PAGE 51 - COMMUNICATIONS EQUIPMENT)

REQUIREMENTS:

-Monitor VHF Channel 16 (158.800 MHZ).
-Monitor VHF Channel 13 (156.650 MHz).
-Have equipment capable of transmitting and receiving on VHF Channel 22A (157.100 MHz).
-Individual maintaining the listening watch must be able to speak English.
-Have the ability to monitor VHF Channel 67 when transiting specified waters of the Mississippi river.

STANDARD:

INSTRUCTORS NOTES:

-The FCC has determined that the "Watch" or "Scan" features of modern VHF Radios do not meet requirements for monitoring the designated channels. This means two VHF Radios are required.

REFERENCES: 33 CFR Part 26, 46 CFR 28.245

LOAD LINES

APPLIES TO:

Fish Processing and Fish Tender Vessels

REQUIREMENTS:

The following vessels are required to have Load Lines:

1. Fish processing vessels over 5000 gross tons (GTs).

2. Fish processing vessels over 79 feet in length, or over 150 GTs but less than 5000 GTs, that were constructed as fish processing vessels after **August 16, 1974**; or were converted for use as fish processing vessels after **January 1, 1983**.

3. Fish tender vessels of more than 500 GTs.

4. Fish Tender vessels over 79 feet in length, or over 150 GTs but less than 500 GTs that were constructed, or under contract to be constructed, as fish tender vessels after **January 1, 1980**; or were converted to for use as fish tender vessels after **January 1, 1983**.

A vessel required to have load lines assigned may not be operated unless it is in compliance.

A vessel required to have load lines shall have the load lines permanently and conspicuously marked.

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

STANDARD:

INSTRUCTORS NOTES:

Fishing vessels (unless they are processors or tenders) are not required to have an assigned load line. Fishing vessels should, however, not be overloaded.

Operators are encouraged to use voluntary load lines so as to assist in recognizing, and avoiding, unsafe conditions.

Instability resulting from overloading, improper loading, or lack of freeboard is an unsafe condition and may be considered grounds for termination of operations by a Coast Guard boarding officer.

REFERENCE: 46 USC 5102-5112

MARINE SANITATION DEVICE

APPLIES TO: ALL COMMERCIAL FISHING VESSELS THAT HAVE INSTALLED TOILET FACILITIES

REQUIREMENTS:

The Installed Toilet must be Coast Guard certified MSD.

Vsls 65 ft and under:	Type I or II or III MSD
Vsls over 65 ft:	Type II or III MSD

STANDARD:

-Type I & II MSDs must have a label on it per 33 CFR 159.16, and be certified. Type III MSD's do not need a label.

Type I device certified under	33 CFR 159.12
Type II & III certified under	33 CFR 159.12 or 159.12a.

-The MSD must be operational.

-If the Installed Toilet, in conjunction with a holding tank, has a "Y" valve:

It must be <u>secured</u>* ...
while in U.S. Territorial waters (inside the 3nm line) so as to prohibit accidental discharge overboard.

*Use of a padlock. non-releasable wire-tie, or the removal of the valve handle would be considered adequate securing of the "Y" valve.

INSTRUCTORS NOTES:

-Type III is basically a holding tank not designed for the direct overboard discharge of sewage. A "Y" valve for the direct discharge overboard is permitted but must be secured unless the vessel is outside of U.S. waters more than three miles from shore.

-Vessels are not required to be equipped with a toilet or marine head.

-Portable toilets (porta-potties) and buckets are not considered installed toilets and are not subject to the MSD regulations. However, the discharge of raw sewage by any means, within the U.S. territorial waters (within the three mile limit) is illegal.

REFERENCES: 33 CFR 159.55/159.57/159.7

WASTE MANAGEMENT PLAN

APPLIES TO: ALL OCEANGOING VESSELS 40 FT OR MORE IN LENGTH.

REQUIREMENTS:

A written waste management plan must be on board.

STANDARD:

The plan must:

1) Describe procedures for the...

   -collection
   -processing
   -storage
   -discharge

   ...of garbage and waste.

2) Designate the person who is responsible for carrying out the plan.

INSTRUCTORS NOTES:

-This plan can be as simple as a written statement stating:
   1) Dumping garbage overboard is prohibited.
   2) The master is responsible for carrying out the plan.

-Have an example/handout available.

REFERENCES: 33 CFR 151.57

GARBAGE PLACARD

APPLIES TO: ALL VESSELS 26' FEET OR MORE IN LENGTH

REQUIREMENTS:

-Sufficient number so as to be read by the crew & passengers.
-Displayed in prominent locations.
-At least 4 X 9 inches in size.
-Letters at least 1/8 inch high.
-Made of Durable Material.

STANDARD:

Placards must notify the reader of the following:

-The discharge of plastic or garbage mixed with plastic into any waters is prohibited.

-The discharge of all garbage is prohibited in the navigable waters of the United States (which would include the Great Lakes) and, in all other waters, within three nautical miles of the nearest land.

-The discharge of dunnage, lining, and packing materials that float is prohibited within 25 nautical miles of the nearest land.

-Other unground garbage may be discharged beyond 12 nautical miles from the nearest land.

-Other garbage ground to less than one inch may be discharged beyond three nautical miles of the nearest land.

-A person who violates the above requirements is liable for a civil penalty of up to $25,000, a fine of up to $50,000, and imprisonment for up to five years for each violation.

-Regional, State, and local restrictions on garbage discharges also may apply

INSTRUCTORS NOTES:

-Have an example/handout available.

REFERENCES: 33 CFR 151.51 to 151.77

OIL TRANSFER PROCEDURES

APPLIES TO: ALL VESSELS WITH A CAPACITY OF 250 OR MORE BARRELS OF OIL

REQUIREMENTS:

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.

STANDARD:

-Transfer procedures must comply with 33 CFR 155.720/155.750.

INSTRUCTORS NOTES:

-250 barrels of oil is equivalent to 10,500 gallons.

REFERENCES: 33 CFR 155.720/155.750

FUEL OIL DISCHARGE CONTAINMENT

APPLIES TO: ALL VESSELS OF 100 OR MORE GROSS TONS

REQUIREMENTS:

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

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.

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

VESSELS CONSTRUCTED AFTER JUNE 30, 1974

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

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

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.

STANDARD:

INSTRUCTORS NOTES:

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

REFERENCES: 33 CFR 155.320

OIL POLLUTION PLACARD

APPLIES TO: ALL VESSELS 26 FEET OR MORE IN LENGTH THAT HAVE MACHINERY SPACES

REQUIREMENTS:

-Placard must be at least 5 X 8 inches.
-Made of Durable Material.
-Language that crew understands.
-Must be permanently affixed in Machinery Space.
Or near Bilge Pump Operating Switch.

Placard Reads:

THE FEDERAL WATER POLLUTION CONTROL ACT PROHIBITS THE DISCHARGE OF OIL OR OILY WASTE INTO OR UPON THE NAVIGABLE WATERS OF THE UNITED STATES OR THE WATERS OF THE CONTIGUOUS ZONE IF SUCH DISCHARGE CAUSES A FILM OR SHEEN UPON OR DISCOLORATION OF THE SURFACE OF THE WATER OR CAUSES A SLUDGE OR EMULSION BENEATH THE SURFACE OF THE WATER. VIOLATORS ARE SUBJECT TO A PENALTY OF $5000.

STANDARD:

INSTRUCTORS NOTES:

-Have an example/handout available.

REFERENCE: 33 CFR 155.450

OIL POLLUTION - OTHER

APPLIES TO: ALL VESSELS

REQUIREMENTS:

International Convention the Prevention of Pollution from Ships (MARPOL) 33 CFR 151

Certain other oil pollution prevention regulations apply to vessels in the navigable waters of the United States.

Certificate of Financial Responsibility - Vessels 300 GTs and over
IOPP Certificate - Vessels 400 GTs and over
Oily Water Separator or capacity to retain oily mixtures on board.

STANDARD:

INSTRUCTORS NOTES:

Note: It is expected that a vessel requiring these items would be examined by a marine inspector.

REFERENCES: 33 CFR 130.9(b), 33 CFR 151

CERTIFICATE OF FINANCIAL RESPONSIBILITY

APPLIES TO: ALL VESSELS GREATER THAN 300 GROSS TONS

REQUIREMENTS:

Any vessel 300 gross tons and over using the navigable waters of the United States must have a Certificate of Financial Responsibility on the vessel.

STANDARD:

Certificates of Financial Responsibility issued by Commandant U. S. Coast Guard.

INSTRUCTORS NOTES:

Note: It is expected that a vessel requiring these items would be examined by a marine inspector.

REFERENCES: 33 CFR 130

BACKFIRE FLAME CONTROL

APPLIES TO: ALL VESSELS WITH INSTALLED GASOLINE ENGINES (EXCEPT VESSELS EQUIPPED WITH OUTBOARD ENGINES)

REQUIREMENTS:

Installed gasoline engines must be equipped with backfire flame control of a type listed below.

-Backfire flame arrestor - CG Approval 162.015 or 162.041
Marine type - SAE J1928 or UL 1111

-Engine air and fuel induction systems -
CG Approval 162.015 or 162.042

STANDARD:

-Devices must be marked with the CG approval number or marine type complying with SAE J1928 or UL 1111.

-Devices must be installed on the engine and in good and serviceable condition.

INSTRUCTORS NOTES:

The Coast Guard has discontinued approval of backfire flame control device by incorporating the SAE J1928 and UL 1111 standards into regulations and deleting the approval specifications previously found in 46 CFR 162.

REFERENCES: 46 CFR 25.35-1, 46 CFR 58.10-5

VENTILATION

APPLIES TO: ALL MOTORBOATS OR MOTOR VESSELS, EXCEPT OPEN BOATS, THAT USE FUEL WITH A FLASHPOINT 110 FAHRENHEIT DEGREES OR LESS (GASOLINE).

REQUIREMENTS FOR UNINSPECTED COMMERCIAL FISHING VESSELS:
Bilges to every engine and fuel tank compartment shall have at least two ventilator ducts, fitted with cowls or their equivalents, for the efficient removal of explosive or flammable gases.

STANDARD:

-At least one exhaust duct shall be installed so as to extend from the open atmosphere to the lower portion of the bilge.

-At least one intake duct shall be installed so as to extend to a point at least midway to the bilge or at least below the level of the carburetor intake.

-The cowls shall be located and trimmed for maximum effectiveness and in such a manner as to prevent displaced fumes from being recirculated.

INSTRUCTORS NOTES:
The following is a list of Ventilation requirements for recreational vessels and is supplied as a guide. Commercial Fishing vessels must comply with the requirment for natural ventilátion only; unless it was manufactured as a production recreational boat.

Date of Manufacture	Type of Ventilation	Notes
25APR40-31JUL78	Natural(Req)	Each fuel and engine compartment
01AUG78-31JUL80	Natural(Req) Power(Opt)	Each fuel and engine compartment and closed spaces where explosive or flammable gases or vapors may flow.
On/After 01AUG80	Power (required for rec. boats)	Each engine compartment. each permanent fuel tank compartment with an electrical ignition source. Warning label at engine switch.

Natural ventilation: Intake cowl face forward, duct extend below level of carburetor. Exhaust cowl face aft, duct extend to lower portion of the bilge, below starter level. Cowls trimmed so as not to recirculate fumes. After 06 March, 1987, cowls may face either direction.

Power ventilation: Motor must work, ducting intact and discharging adequate volumes of air.

The following warning label at engine switch should read:
<u>Warning</u>: **Gasoline vapors can explode. Before starting engine, operate blower for at least 4 minutes and check engine compartment for gasoline vapor.**

REFERENCES: 46 CFR 25.40-1, 33 CFR 183, Rec. Boat Fed. Requirements pamphlet

CITIZENSHIP REQUIREMENTS

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS, FISH PROCESSING, OR TENDER VESSELS ENGAGED IN THE FISHERIES IN THE NAVIGABLE WATERS OF THE UNITED STATES OR THE EXCLUSIVE ECONOMIC ZONE.
(Exemption: This does NOT apply to a fishing vessel fishing exclusively for highly migratory species (Section 3 of U.S.C. 1802).

REQUIREMENTS:

-Only a citizen of the United States may serve as master, chief engineer*, radio officer*, or officer* in charge of a deck watch or engineering watch on a documented vessel.

*Only when a license is required.

-Each unlicensed seaman must be:
a) a citizen of the United States;
b) an alien lawfully admitted to the United States for permanent residence
c) any other alien admitted to be employed under the Immigration and Naturalization Act (8 U.S.C. 1101 et seq) not to exceed 25 percent of the unlicensed seaman total.

STANDARD:

INSTRUCTORS NOTES:

-Proof of Citizenship is beyond the scope of this guide. Refer questions to the INS.
-If a non-citizen serves as the master, the documentation of the vessel is invalidated.
-If a non-citizen serves as the Chief Engineer, R/O, or Deck/Engr Watch Officer (when required), it is considered a violation.
-There are exemptions and if there are any questions regarding citizenship contact a higher authority or INS directly.
-The term citizen of the U.S. includes an alien lawfully admitted to the U.S. for permanent residence for fishing vessels operating off the coast of California. This is primarily an exemption for Vietnamese vessels.

REFERENCES: 46 USC 8103

CREW CONTRACT

APPLIES TO: ALL COMMERCIAL FISHING INDUSTRY VESSELS AT LEAST 20 GROSS TONS, ON A VOYAGE FROM A PORT IN THE U.S.

REQUIREMENTS:

The contract agreement between the owner and crewmember shall:

1) State the period of effectiveness of the agreement;

2) 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

3) Include other agreed terms.

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

STANDARD:

INSTRUCTORS NOTES:

This information is included for situations where a Boarding Officer is asked about contracts by a crewmember.

REFERENCES: 46 USC 10601-10603

LICENSING

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING INDUSTRY VESSELS GREATER THAN OR EQUAL TO 200 GROSS TONS

REQUIREMENTS:

A person may not engage or employ an individual to serve as master, mate*, or engineer* on a vessel if the individual does not have a license issued under 46 USC 7101 authorizing service in the capacity in which the person is to be engaged or employed.

*When a license is required

STANDARD:

INSTRUCTORS NOTES:

REFERENCES: 46 USC 8304

REPORT OF SEXUAL OFFENSE

APPLIES TO: ALL DOCUMENTED VESSELS.

REQUIREMENTS:

The master or individual in charge shall report to the Coast Guard a complaint of a sexual offense prohibited under chapter 18 USC § 109A.

A master or individual in charge who knowingly fails to report in compliance with this section could face a civil penalty of not more than $5,000.

Any reports of sexual offenses made to a Boarding Officer shall be immediately forwarded to the District Fishing Vessel Safety Coordinator for action.

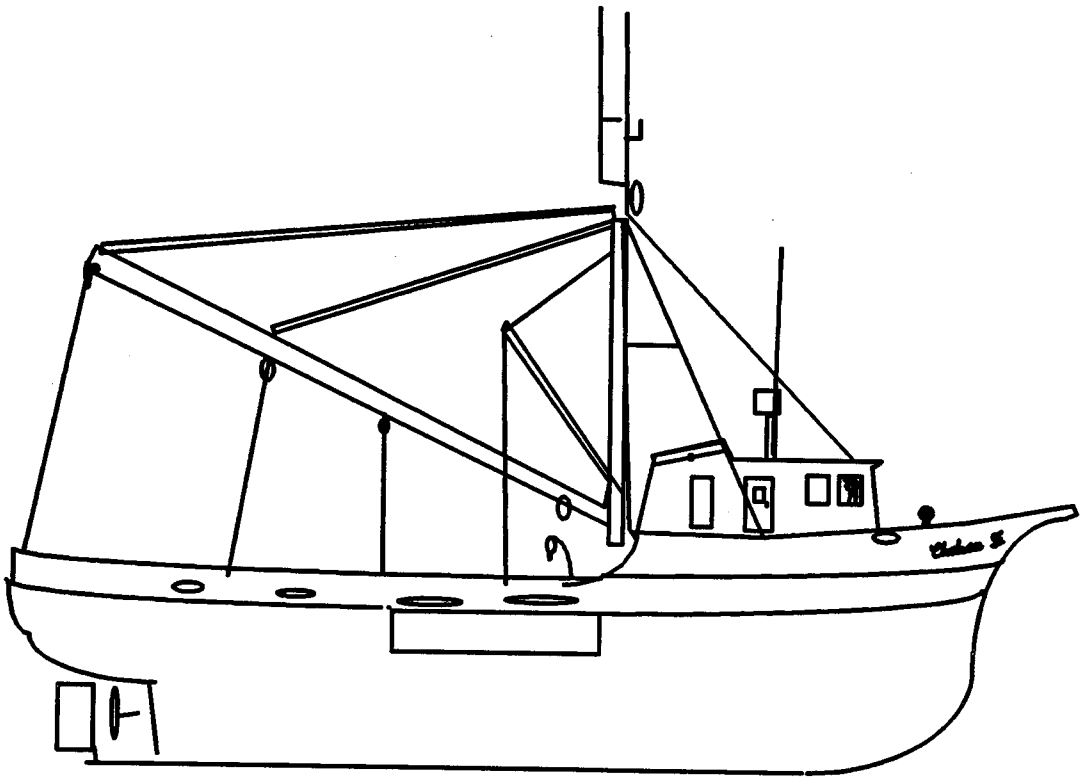
STANDARD:

INSTRUCTORS NOTES:

Assault is NOT harassment.

Forward report to MSO for evaluation and further action.

REFERENCES: 46 USC 10104



REQUIREMENTS FOR ALL DOCUMENTED COMMERCIAL FISHING INDUSTRY VESSELS

PART III

DOCUMENTATION

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS
(SEE PAGE 20)

REQUIREMENTS:

Name of the vessel must be permanently marked in clearly legible letters no less than 4" in height on the port and starboard bow and the stern of the vessel.

Hailing port of the vessel must be permanently marked in clearly legible letters not less than 4" in height on the stern of the vessel.

Official number of the vessel must be permanently marked in clearly legible numbers not less than 3" in height on some clearly visible structural part of the hull.

The Certificate of Documentation must be maintained on board the vessel.

STANDARD:

INSTRUCTORS NOTES:

NAME AND HAILING PORT	46 CFR 67.15-3(c)
OFFICIAL NUMBER MARKING	46 CFR 67.15-1
DOCUMENT ONBOARD	46 CFR 67.45-5(a)

REFERENCES: 46 CFR 67

FIREMAN'S OUTFIT

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS
BEYOND THE BOUNDARY LINE WITH MORE THAN 49 INDIVIDUALS ON BOARD

REQUIREMENTS:

Two fireman's outfits in widely separated locations.

STANDARD:

Fireman's outfits will include:

Self-contained breathing apparatus (SCBA) with lifeline attached.
Have at least 1 spare air bottle for each SCBA (30 minute capacity).
1 flashlight.
A rigid helmet.
Boots.
Gloves.
Protective clothing.
1 fire axe.

INSTRUCTORS NOTES:

-Review how to operate equipment with fisherman.
-Check SCBA facepiece for airtightness.
-Check hoses for condition.
-There are no requirements if the vessel operates with less than 50 POB.

REFERENCES: 46 CFR 28.205

BREATHING APPARATUS

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE HAVING AMMONIA REFRIGERANT

REQUIREMENTS:

Two self-contained breathing apparatus.

STANDARD:

Have as a minimum, a 30 minute air supply.
Have a full facepiece.
Have at least 1 spare air bottle for each SCBA.
Be approved by MSHA (Mine Safety & Health Administration) and NIOSH (National Institute for Occupational Safety & Health).

INSTRUCTORS' NOTES:

-Check SCBA facepiece for airtightness.
-Check hoses for condition.

REFERENCES: 46 CFR 28.205

FIRST AID EQUIPMENT AND TRAINING

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE

REQUIREMENTS:

-First Aid Manual
-Medicine Chest

-Effective after Sept 1 1993

	Persons Certified*	
	First Aid	CPR
More than 2 POB	1	1
More than 16 POB	2	2
More than 49 POB	4	4

NOTE: An individual certified in both first aid and CPR may be counted against both requirements.

STANDARD:

*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 (includes OCMI approved courses)

INSTRUCTORS NOTES:

-First Aid Manual and medicine chest must be of an appropriate size suitable for the number of persons on board, area of operations, and must be readily accessible.
-Suggested items are found in the Public Health publication "Ship's Medicine Chest".
-NO vessel has a specific requirement for what constitutes a "suitable" size medicine chest.
-This is a judgment call.

REFERENCES: 46 CFR 28.210

GUARDS FOR EXPOSED HAZARDS

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE

REQUIREMENTS:

-Suitable hand covers, guards, or railings must be installed in the way of machinery which can cause injury to personnel. This includes:
- -gearing
- -chain or belt drives
- -rotating shafting

-Exhaust pipes from an engine in reach of personnel must be insulated or guarded to prevent burns.

STANDARD:

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

- -winches
- -drums
- -gurdies (line rollers)

INSTRUCTORS NOTES:

REFERENCES: 46 CFR 28.215

NAVIGATIONAL INFORMATION

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE

REQUIREMENTS:

-Marine charts of the area to be transited.

-For the area, a copy of, or extract of:

- -U.S. Coast Pilot
- -Coast Guard Light List
- -Tide Tables
- -A copy of the Inland Navigation Rules (only for vessels of 39.4 feet or more in length operating shoreward of the COLREG Demarcation Line).

STANDARD:

-Charts should be of large enough scale to safely navigate the area, and be currently correct.

INSTRUCTORS NOTES:

-The public may purchase a copy of the U.S. Coast Pilot or Coast Guard Light List book by:

Ordering by phone:	(202) 783-3238
Ordering by mail from:	Superintendent of Documents US Government Printing Office Washington, D.C. 20402
Purchase from:	From Government Printing Office Bookstores located locally in: PROVIDE LOCAL OFFICE

Tide Tables may be purchased directly from NOAA, or may be available through your local NOS (National Ocean Service) dealer, or local marine outlet or nautical store.

-Many fishing associations distribute extracts of these publications.

REFERENCES: 46 CFR 28.225

COMPASSES

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE

REQUIREMENTS:

-Magnetic steering compass
-Compass deviation table

STANDARD:

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

SAMPLE DEVIATION TABLE

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

SHIP'S HEADING MAGNETIC	DEVIATION
180	
195	
210	
225	
240	
255	
270	
285	
300	
315	
330	
360	

INSTRUCTORS NOTES:

-There is no requirement that a deviation table be done by a professional.
-No practical way to verify that the table is correct.
-Suggest to the fisherman that he get it done by a professional and provide addresses and contact points for local compass adjusters.

REFERENCES: 46 CFR 28.230

ANCHOR

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE

REQUIREMENTS:

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

STANDARD:

(THE FOLLOWING IS A GUIDE FOR INFORMATION ONLY AND IS NOT ENFORCEABLE)

TYPICAL POWER BOAT HORIZONTAL LOAD REQUIREMENT FOR AN ANCHOR (LBS.)

Enter table with length or beam. Use highest anchor holding requirement.

Size of Boat*		Storm Anchor Holding Power	Anchor Weights	
			Standard	Advanced
L.O.A.	Beam	Horz. Load lb.	Steel/Design	Steel/Design
10	5	320 lb.	5 lb.	3 lb.
15	6	500 lb.	8 lb.	5 lb.
20	8	720 lb.	11 lb.	7 lb.
25	9	980 lb.	14 lb.	8 lb.
30	11	1400 lb.	18 lb.	10 lb.
35	13	1800 lb.	35 lb.	13 lb.
40	14	2400 lb.	53 lb.	22 lb.
50	16	3200 lb.	82 lb.	28 lb.
60	18	4000 lb.	150 lb.	38 lb.
70	20	4800 lb.	-	41 lb.
80	22	5600 lb.	-	45 lb.
90	24	6400 lb.	-	53 lb.
100	26	7200 lb.	-	90 lb.

WORKING STRENGTH IN POUNDS OF ANCHORING GEAR

DIAMETER	ROPE			ROPE		CHAIN		SHACKLES
Nominal	3 Strand Twisted			Double Braided		Proof	High	Weldless
Inches	Nylon	Polyester	Polyprop.	Nylon	Polyester	Coil	Test	Steel
1/4	182	182	113	420	350	1250	2500	1000
5/16	281	281	171	680	560	1875	4000	1500
3/8	407	407	244	960	750	2625	5100	2000
1/2	704	704	420	1630	1400	4500	8200	4000
5/8	1144	1100	700	2800	2400	6800	11500	6500
3/4	1562	1375	1090	3600	3000	9500	16200	9500
7/8	2200	1980	1490	5300	4800	11375		12000
1	2750	2420	1800	6260	5600	13950		15000
1 1/4	4125	3652	2700					
1 1/2	5830	5148	3820					
2	10120	8800	6700					

INSTRUCTORS NOTES:

- -Include extracts from Knights modern seamanship on recommended scope and anchor types and weights.
- -Check overall condition of gear.
- -Trawl doors are not considered acceptable anchor devices.

REFERENCES: 46 CFR 28.235

RADAR REFLECTORS

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE WITH A NONMETALLIC HULL

REQUIREMENTS:

-Radar Reflector.

STANDARD:

INSTRUCTORS NOTES:

-A vessel rigged with gear that provides a radar signature at 6NM distance is not required to have a radar reflector.

-Nonmetallic hull generally means a hull constructed of fiberglass, wood, or ferrocement.

REFERENCES: 46 CFR 28.235

GENERAL ALARM SYSTEM

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE AND HAS AN ACCOMMODATION OR WORK SPACE 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 be installed in spaces where noise makes the alarm system difficult to hear.

-Half inch lettering with each alarm and light stating:

ATTENTION

GENERAL ALARM--WHEN ALARM SOUNDS GO TO YOUR STATION

STANDARD:

-The alarm system must be capable of notifying an individual in any accommodation or work space where they may be normally employed.

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

-A public address system may be used for the alarm system provided it is capable of performing all of the above stated functions.

INSTRUCTORS NOTES:

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

-There is no log entry requirement for tests of the system but stress that it is in the fisherman's best interest to keep a written record (ie to cover themselves if a lawsuit were to occur).

-Work station refers to any space were individuals are normally employed.

REFERENCES: 46 CFR 28.240

COMMUNICATION EQUIPMENT (SEE PAGE 25)

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE

REQUIREMENTS:

Requirements:	Frequency Capability		
	156-162MHz	2-4MHz	2-27.5 MHz
All vessels	X		
Vessels greater than 20 miles from coast	X	X	
Vessels greater than 100 miles from coast	X		X

STANDARD:

- A single radio capable of communicating on all required frequencies is acceptable.
- A satellite communication system is an acceptable substitute for 2-4 and 2-27.5 MHz radios.
- A cellular phone capable of communicating with a public coast station or CG station serving the area may substitute for the radios that operate in the 2-4 and 2-27.5 MHz range.
- A 4-20 MHz radio installed before Sep. 15, 1991 may be used in lieu of the radio that operates in the 2-27.5 MHz range.
- The principle operating position of the communication equipment must be at the operating station.
- Location of the equipment must be such as to:
  - Ensure safe operation
  - Facilitate repair
  - Protect against vibration, moisture, temperature, excessive current/voltage
  - Minimize water intrusion from window breakage by rough seas.
- All communications equipment must be provided with an emergency electrical power source, which is independent of the main power source and capable of supplying the load for at least 3 hours (under normal operating conditions).

  The source must be located outside the main machinery space, and if it is a generator have a fuel source independent of the main engine.

INSTRUCTORS NOTES:

- A battery powered hand held VHF may be considered in lieu of the 3 hour emergency electrical power source for communications equipment.
- See Radiotelephone Requirements (VHF) section on page 25.
- Privide a visual aid of local cellular service areas.

REFERENCES: 46 CFR 28.245/28.375, 33 CFR Part 26

HIGH WATER ALARMS

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE 36 FEET OR MORE IN LENGTH

REQUIREMENTS:

Visual and audible alarm at the operating station to indicate high water levels in normally unmanned spaces.

STANDARD:

The following spaces should be included as appropriate:

-A space with a thru-hull fitting below the deepest load waterline (such as a lazarette).

-A machinery space bilge.

-A bilge well.

-A shaft alley bilge.

-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 space covered with non-watertight deck hatch).

INSTRUCTORS NOTES:

REFERENCES: 46 CFR 28.250

BILGE PUMPS, PIPING, & DEWATERING

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE

REQUIREMENTS:

-Bilge pumps and bilge piping capable of draining any watertight compartment (except tanks and small buoyancy compartments.)

-Engine rooms and other large spaces must be fitted with more than one suction line. This means either two pumps or suction lines to manifold.

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

STANDARD:

(Pumps used as part of processing the fish do not count for meeting this requirement.) Processor sump does not count as a bilge pump.

(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.)

-If a bilge pump required by this section is portable, it must be provided with a suitable suction hose of adequate length to reach the bilges of each watertight compartment it must serve and with a discharge hose of adequate length to ensure overboard discharge. **A portable pump must be capable of dewatering each space it serves at a rate of at least 2 inches (51 millimeters) of water depth per minute.**

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

-Except where an individual pump is provided for a separate space or for a portable pump, each individual bilge suction line must be led to a manifold. Each bilge suction line must be provided with a stop valve at the manifold and a check valve at some accessible point in the bilge line 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 suction line. Strainers must have an open area of not less than three times the open area of the suction line.

-Each vessel must comply with the oil pollution prevention requirements of 33 CFR, Parts 130, 151 and 155. Also see pollution sections on pages 30-43.

INSTRUCTORS NOTES:

-Provide a visual aid showing flood rates for 1" hole at different depths.

REFERENCES: 46 CFR 28.255, 33 CFR Parts 130/151/155

ELECTRONIC POSITION FIXING DEVICE

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE 79 FEET OR MORE IN LENGTH

REQUIREMENTS:

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

SAT NAV
GPS
LORAN
OMEGA
RDF

STANDARD:

The device must provide navigation fixes within the capabilities of the device for the area in which the vessel operates.

INSTRUCTORS NOTES:

REFERENCES: 46 CFR 28.260

EMERGENCY INSTRUCTION

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE

REQUIREMENTS:

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

NOTE: On a vessel which operates with less than four individuals on board, the emergency instructions may be kept readily available instead of posting.

STANDARD:

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

-The survival craft embarkation stations aboard the vessel and the survival craft to which each individual is assigned;

-The fire and emergency signals and the abandon ship signal;

-If immersion suits are provided, the location of the suits and illustrations on the method for donning the suits;

-Procedures for making a distress call;

-Procedures for fighting fires;

-Essential action that may be taken in an emergency such as:

- -Making a distress call.
- -Closing of hatches, airports, watertight doors, vents, scrapers, and valves for intake and discharge lines which penetrate the hull stopping of fans and ventilation systems, and operation of safety equipment.
- -Preparing and launching of survival craft and rescue boats.
- -Fighting a fire.
- -Mustering of personnel including:
  - -Seeing that they are properly dressed and have put on their lifejackets or immersion suits; and
  - -Assembling personnel and directing them to their appointed stations.
- -Manning of fire parties assigned to deal with fires.
- -Duties required for operation of fire-fighting equipment.

-The procedures for rough weather at sea, crossing hazardous bars, flooding, and anchoring of the vessel.*

-The procedures for anchoring the vessel.*

-The procedures to be used if an individual falls overboard.*

*NOTE: The last three items are required but may be kept readily available as an alternative to posting.

INSTRUCTORS NOTES:

- **-Conspicuous location means any common area accessible to all crewmembers such as the galley.**
- **-Suggest methods of using and donning equipment (ie, baggies for feet donning immersion suits).**

REFERENCES: 46 CFR 28.265

INSTRUCTIONS, DRILLS, & SAFETY

APPLIES TO: ALL DOCUMENTED COMMERCIAL FISHING VESSELS OPERATING BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB ANYWHERE

REQUIREMENTS:

-The master or individual in charge of each vessel must ensure that **drills** are conducted as if a real emergency exists 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:

-Abandoning the vessel.
-Fighting a fire in different locations on board the vessel.
-Recovering an individual from the water.
-Minimizing the affects of unintentional flooding.
-Launching survival craft and recovering lifeboats.
-Donning immersion suits and other wearable PFDs.
-Donning a fireman's outfit and a self-contained breathing apparatus, if the vessel is so equipped.
-Making a voice radio distress call and using visual distress signals.
-Activating the general alarm; and
-Reporting inoperative alarm and fire detection systems.

STANDARD:

-Training. After September 1, 1994, no individual may conduct the drills or provide the instructions required by this section unless that individual has been trained in the proper procedures for conducting the activity.

-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 drills required before the vessel may be operated.

INSTRUCTORS NOTES:

-Stress the need for fishermen to be prepared. Drills are the only effective method to ensure that individuals will be prepared for accidents.
-There are no written standards for how one is to conduct drills but following guidelines for emergency instructions will help fisherman.
-There are no requirements that drills be logged in any way but, again, stress the importance of protecting oneself from lawsuits by keeping a written record of drills.
-Individuals with licenses for 100 GT are qualified to conduct the require drills.
-Approved, standardized training is currently being developed and will be available soon.

REFERENCES: 46 CFR 28.270

NOTE

FURTHER REGULATIONS EXIST UNDER 46 CFR PART 28, SUBPARTS D, E, & F FOR BOTH FISH PROCESSING VESSELS AND VESSELS THAT ARE NEWLY CONSTRUCTED OR CONVERTED AFTER SEPTEMBER 15, 1991, AND THAT OPERATE WITH MORE THAN 16 INDIVIDUALS ON BOARD. INFORMATION REGARDING THESE VESSELS IS BEYOND THE SCOPE OF THIS INSTRUCTOR'S GUIDE AND IS NOT INCLUDED. FURTHER INFORMATION ON THESE TYPES OF VESSELS CAN BE FOUND BY CONTACTING YOUR DISTRICT FISHING VESSEL SAFETY COORDINATOR.

COMMENTS AND SUGGESTIONS ON IMPROVING THIS INSTRUCTOR'S GUIDE SHOULD BE FORWARDED TO COAST GUARD HEADQUARTERS C/O THE FISHING VESSEL AND OFFSHORE SAFETY BRANCH, G-MVI-4.

★U.S. GOVERNMENT PRINTING OFFICE: 1993 - 715-000/ 86005