



## **READY FOR SEA**

Seventeenth Coast Guard District

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[www.uscg.mil/d17/FVSWEB/d17fvs.html](http://www.uscg.mil/d17/FVSWEB/d17fvs.html)

- 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 surveyor, Coast Guard dockside examiner, classification society, etc. to ensure vessel is **READY FOR SEA!!!**
- Pre-sail **READY FOR SEA** exam conducted.
- Safety deficiencies corrected and vessel safe to sail.