

Vessel Name _____
Official Number _____

Alternate Compliance Safety Agreement Checklist

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A. – Compliance

1. To be accepted into the Alternate Compliance and Safety Agreement (ACSA) program

a. Select one of the following:

- Vessel is **classed** and **loadlined**.
 - This vessel does not need to enroll in the ACSA program, but does need to have a Certificate of Compliance as a fish processing vessel issued by a third party.

- Vessel is grandfathered, vessel has operated as a fish processing vessel since before July 27th 1990, vessel does not need to be classed or loadlined. Vessel does need a Certificate of Compliance as a fish processing vessel.

- Vessel is **not classed** but **does have a loadline** the vessel must:
 - Provide a stability book (must be in compliance with section B).
 - Provide a valid copy of the loadline certificate.
 - Have a valid Certificate of Compliance as a fish processing vessel.
 - Complete sections G-L.

- Vessel **is not classed** and **not loadlined**
 - Provide a stability book (must be in compliance with section B)
 - Have a valid Certificate of Compliance as a fish processing vessel.
 - Complete sections C-L.

b. Timeline for entrance

- July 15, 2006 – Submit enrollment application.
- July 15, 2006 to September 15, 2006 - Schedule a preliminary examination with Sector Anchorage or Seattle.
- May 1, 2007 - completed preliminary examination.
- By June 1, 2007 - Sector Anchorage/Seattle will issue a letter authorizing interim enrollment.
- All examinations must be complete by January 1, 2008. (Sectors may grant up to a six month extension on a case by case basis.)
- Sectors will report to district those that are in compliance for issuance of exemption letter authorizing continued operation as a fish processing vessel under the ACSA.
- Vessel not making any of the above deadlines will be disenrolled and will not be allowed to process fish products of any kind.

B. - Vessel Stability

	Interval	References
<ul style="list-style-type: none"> □ 1. Stability Instructions <ul style="list-style-type: none"> • a. Not greater than 5 years since last inclining or verification of stability by deadweight survey. • b. Examine draft mark located on side of vessel to ensure they match the locations as described in the stability instructions. 	Annual	46CFR28.530 Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section B.1.
<ul style="list-style-type: none"> <ul style="list-style-type: none"> • c. Examine instructional addendum to stability instruction to ensure it describes each of the following: <ul style="list-style-type: none"> ○ (1) Lists each watertight bulkhead <ul style="list-style-type: none"> • (a) Lists each watertight closure to include: <ul style="list-style-type: none"> • Size and type of closures. • (b) Lists each weather-tight closure to include the type, size, coaming and vent heights and location to identify any automatic closure devices and operating stations of each of the following located on the main deck or above. <ul style="list-style-type: none"> • Doors, • Hatches, • Scuttles, • Chutes, • Tank vents, • Ventilation devices. 		Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section B.2(a).
<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> ○ (2) Listing of all sea valves <ul style="list-style-type: none"> • (a) Includes location, size, type and remote operators (if any) for: <ul style="list-style-type: none"> • Hull freeboard, • Underwater body. 		Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section B.2(b).
<ul style="list-style-type: none"> <ul style="list-style-type: none"> <ul style="list-style-type: none"> ○ (3) Factory Sump Pumps <ul style="list-style-type: none"> • (a) Examine calculations to ensure sufficient capacity of twice the inflow into the factory as determined by a naval architect. • (b) If no sump pumps are used because freeing ports and / or scuppers are used, this must be listed in the stability addendum. <ul style="list-style-type: none"> • Addendum must then list <ul style="list-style-type: none"> ○ Size and number of free ports and drain lines. 		Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section B.2(c).

	Interval	References
C. - Drydock and Internal Structural Exam	2 / 5yrs 3 3yrs	46CFR61.20-5(a)
<input type="checkbox"/> 1. Propeller	2 / 5yrs 3 3yrs	46CFR61.20-5(a)
<input type="checkbox"/> 2. Stern bushing	2 / 5yrs 3 3yrs	46CFR61.20-5(a)
<input type="checkbox"/> 3. Sea connection	2 / 5yrs 3 3yrs	46CFR61.20-5(a)
<input type="checkbox"/> 4. Weldments <ul style="list-style-type: none"> <input type="radio"/> a. Visually examine condition of all welds for: <ul style="list-style-type: none"> <input type="checkbox"/> o (1) Washed out welds <input type="checkbox"/> o (2) Cracking <input type="checkbox"/> o (3) Excess pitting/corrosion 	2 / 5yrs 3 3yrs	46CFR61.20-5(a)
<input type="checkbox"/> 5. Shell plating <ul style="list-style-type: none"> <input type="radio"/> a. Visually exam condition of all shell plating 	2 / 5yrs 3 3yrs	
<input type="checkbox"/> 6. Sea chests <ul style="list-style-type: none"> <input type="radio"/> a. Open for inspection <input type="radio"/> b. Check all welds, plating and thru hull penetrations 	5 yrs	46CFR61.20-5(b)
<input type="checkbox"/> 7. Sea valves <ul style="list-style-type: none"> <input type="radio"/> a. All valves within 6 inches and below of the deepest load waterline must be opened for inspection and examined. <ul style="list-style-type: none"> <input type="checkbox"/> o (1) Seats <input type="checkbox"/> o (2) Guides <input type="checkbox"/> o (3) Body <input type="checkbox"/> o (4) Stem <input type="radio"/> b. Valves must be located as close as possible to the side shell plating. <input type="radio"/> c. Valves are to be steel, bronze or other approved material <ul style="list-style-type: none"> <input type="checkbox"/> o (1) Valves of ordinary cast iron are not acceptable <input type="radio"/> d. Valves employing resilient material to seal must be a "Category A" valve. <input type="radio"/> e. If butterfly valves are used, they must be of the lug type <ul style="list-style-type: none"> <input type="checkbox"/> o (1) Wafer-type valves are not acceptable 	5 yrs	46CFR61.20-5(b)
<input type="checkbox"/> 8. Sea Strainers <ul style="list-style-type: none"> <input type="radio"/> a. Open for inspection and clean 	5 yrs	46CFR61.20-5(b)
<input type="checkbox"/> 9. Valve for emergency bilge suction (if equipped). <ul style="list-style-type: none"> <input type="radio"/> a. Open for inspection and examine 	5 yrs	46CFR61.20-5(b)
10. Internal Examination of Integral Fuel Oil Tanks <ul style="list-style-type: none"> <input type="radio"/> a. Examine all for wastage / damage of: <ul style="list-style-type: none"> <input type="checkbox"/> o (1) All side shell, bulkhead and tank top plating <input type="checkbox"/> o (2) Frames <input type="checkbox"/> o (3) Welds 	2 / 5yrs 3 3yrs	46CFR91.43-1
11. Internal examination internal spaces/voids/cofferdams/ballast tanks <ul style="list-style-type: none"> <input type="radio"/> a. Examine all for wastage / damage of: <ul style="list-style-type: none"> <input type="checkbox"/> o (1) All side shell, bulkhead and tank top plating <input type="checkbox"/> o (2) Frames <input type="checkbox"/> o (3) Welds 	2 / 5yrs 3 3yrs	

- 15. Critical Piping
 - a. Must meet minimums in Subchapter F.

Interval	References
	46 CFR Part 56

D. - Tail Shaft and Rudder Examinations

	Interval	References
<input type="checkbox"/> 1. Each tailshaft must be drawn and visually inspected as follows.		46CFR61.20-18
<input type="radio"/> a. Multiple shafts	5 yrs	46CFR61.20-17(c)
<input type="radio"/> b. Tailshafts: <ul style="list-style-type: none"> <input type="checkbox"/> • (1) with inaccessible portions fabricated of materials resistant to corrosion by sea water, or <input type="checkbox"/> • (2) fitted with a continuous liner, or <input type="checkbox"/> • (3) a sealing gland which prevents sea water from contacting the shaft 	5 yrs	46CFR61.20-17(d)
<input type="radio"/> c. Tailshafts with oil lubricated bearings <ul style="list-style-type: none"> <input type="checkbox"/> • (1) As long as each of the following is done: <ul style="list-style-type: none"> <input type="radio"/> (a) tailshaft readings <input type="radio"/> (b) inboard seal assemblies examined <input type="radio"/> (c) analysis of tailshaft oil lubricant in accordance with manufacturer's recommendations to determine: <ul style="list-style-type: none"> • max bearing material content, • presence of other contaminants <input type="radio"/> (d) NDT tapered tailshaft and keyway in place (if fitted) <input type="radio"/> (e) NDT coupling bolts and flange for props fitted to shaft with coupling in place (if fitted) 	Need not be pulled* Taken at every DDX Taken at every DDX Min. every 6 months 5 yrs Whenever removed	46CFR61.20-17(e) 46CFR61.20-17(e) 46CFR61.20-17(e)(4)(i) 46CFR61.20-17(e)(4)(ii)
<input type="radio"/> d. Tailshafts – All others	2 / 5yrs 3yrs	46CFR61.20-17(b)
<input type="checkbox"/> 2. Examination requirements for all shafts as applicable		
<input type="radio"/> a. Tailshaft with fitted key <ul style="list-style-type: none"> <input type="checkbox"/> • (1) NDT of forward 1/3 of the shafts taper section <input type="checkbox"/> • (2) Visual inspection of entire shaft 		46CFR61.20-18(b)
<input type="radio"/> b. Tailshaft with a propeller fitted by means of coupling flange <ul style="list-style-type: none"> <input type="checkbox"/> • (1) NDT coupling flange, fillet at propeller end and coupling bolts <input type="checkbox"/> • (2) Visual inspection of entire shaft 		46CFR61.20-18(c)
<input type="checkbox"/> 3. Rudder Examination		
<input type="radio"/> a. Ensure rudder bearing clearances are within manufacturers specifications.		MSM Vol 2, Section B, Chapter 3, E

- 4. Examination requirements for tailshaft bearings.
 - a. Water lubricated bearings (**except rubber**) must be refurbished as follows.

- Propelling machinery located amidships

For shaft diameters		After stern tube bearing refurbished
Greater than	Less than or equal to	When clearance worn down to
	229 mm (9 in)	6.4 mm (.025 in)
229 mm (9 in)	305 mm (12 in)	7.95 mm (0.3125 in)
305 mm (12 in)		9.53 mm (0.375 in)

- Propelling machinery located aft

For shaft diameters		After stern tube bearing refurbished
Greater than	Less than or equal to	When clearance worn down to
	229 mm (9 in)	4.8 mm (.1875 in)
229 mm (9 in)	305 mm (12 in)	6.35 mm (0.25 in)
305 mm (12 in)		7.93 mm (0.3125 in)

- b. Rubber water lubricated bearings must be refurbished when any water groove is ½ the original depth.

Interval	References
	46CFR61.20-23(a)
	46CFR61.20-23(a)(1)
	46CFR61.20-23(a)(2)

F. - Watertight Integrity

	Interval	References
<p><input type="checkbox"/> 1. All watertight closures as listed in the stability instructional addendum</p> <ul style="list-style-type: none"> <input type="radio"/> a. Labeled “Opening authorized for transit only – keep closed at sea”. <input type="radio"/> b. All doors operable <input type="radio"/> c. Check for fit and watertight integrity <ul style="list-style-type: none"> <input type="radio"/> Chalk or light tested <input type="radio"/> d. Examine condition of seal <ul style="list-style-type: none"> <input type="radio"/> Not painted <input type="radio"/> Not badly cracked or deteriorated <input type="radio"/> e. Examine sealing edge of closure frame 	Annual	Alternate compliance and Safety Agreement (ACSA) for H&G Trawl and Longline Vessels section F.1.
<p><input type="checkbox"/> 2. All watertight/weathertight closures as listed in stability instructional addendum shall be have administrative controls for managing the status as listed below.</p> <ul style="list-style-type: none"> <input type="radio"/> a. Detailed preventative maintenance schedule for each of the closures listed. <input type="radio"/> b. Written instructions for at sea security watches <ul style="list-style-type: none"> <input type="radio"/> Each closure listed must include required closure status for at least the following vessel conditions <ul style="list-style-type: none"> ▪ When the vessel is in transit ▪ When the vessel is actively fishing/processing ▪ When idle on the fishing grounds <input type="radio"/> c. Written log with log entries on condition of closures <ul style="list-style-type: none"> <input type="radio"/> signed by the master daily 	Annual	Alternate compliance and Safety Agreement (ACSA) for H&G Trawl and Longline Vessels section F.2.
<p>3. External watertight doors as listed in stability book that can contribute to downflooding of the vessel.</p> <ul style="list-style-type: none"> <input type="radio"/> a. Each door must be fitted with engineering controls that can be monitored from the primary operating station. <ul style="list-style-type: none"> <input type="radio"/> (1) Audible and visual alarm or, <ul style="list-style-type: none"> ▪ (a) A time delay may be installed that does not exceed 30 seconds <input type="radio"/> (2) Video monitoring system or, <input type="radio"/> (3) Other approved means as approved by the OCMI <ul style="list-style-type: none"> ▪ (a) If administrative controls are used, minimum acceptable requirements include. <ul style="list-style-type: none"> • Detailed preventative maintenance schedule. • Written instructions for at sea security watches • Written log with log entries <ul style="list-style-type: none"> <input type="radio"/> Signed by the master daily 	Annual	
<p><input type="checkbox"/> 4. If a particular hazard regarding the status of watertight or weather tight closures is identified during a vessel survey, an appropriate engineering solution shall be developed by the owner, naval architect, to the satisfaction of the OCMI.</p>	Annual	Alternate compliance and Safety Agreement (ACSA) for H&G Trawl and Longline Vessels section F.4.

	Interval	References
<input type="checkbox"/> 5. Factory space high water alarms <ul style="list-style-type: none"> • a. Installed in each corner of the factory • b. Alarm at water level greater than 6 inches • c. Time delay (up to 5 seconds) may be allowed. • d. Visual alarm <ul style="list-style-type: none"> ○ (1) Installed in the factory. ○ (2) Installed at the machinery control flat. ○ (3) Installed in the pilot house at normal piloting station instrument panel. <ul style="list-style-type: none"> ▪ (a) Distinctive indicator • e. Audible alarm in pilot house 	Annual	Alternate compliance and Safety Agreement (ACSA) for H&G Trawl and Longline Vessels section F.5.
6. Vent Heights <ul style="list-style-type: none"> • a. Ensure vent hight is min 30 inches <ul style="list-style-type: none"> ○ (1) Examine condition of closures. ○ (2) Examine vent balls. 	Annual	46 CFR 42.15-50

G. - Machinery Inspection

	Interval	References
	Annual	
<input type="checkbox"/> 1. Fuel System <ul style="list-style-type: none"> <input type="radio"/> a. Fuel supply piping must be: <ul style="list-style-type: none"> <input type="checkbox"/> Vessels > 100 GT <ul style="list-style-type: none"> ▪ Seamless piping of steel, annealed copper or brass pipe or tubing or nickel copper meeting the requirements 56.60 for materials and 56.50-70(a)(2) for thickness. <input type="checkbox"/> Vessels ≤ 100 GT <ul style="list-style-type: none"> ▪ Copper, nickel copper or copper nickel <ul style="list-style-type: none"> • Minimum wall thickness .035 inches • Seamless steel pipe or tubing of equivalent level of safety may be used. <input type="radio"/> b. Non-metallic flexible hose allowed only where flexibility is required to prevent damage by vibration (less than 30 inches). <ul style="list-style-type: none"> <input type="checkbox"/> (1) Fuel hoses must meet J-1942 or SAE J-1942-1. <input type="checkbox"/> (2) Hose fittings <ul style="list-style-type: none"> ▪ (1) Fittings must comply with SAE J-1475 ▪ (2) Push-lock fittings are not acceptable <input type="checkbox"/> Exceptions to the 30 inch rule will be allowed on a case by case basis. <ul style="list-style-type: none"> ▪ (1) In addition to the requirements above, approved fire sleeve material as listed in the SAE qualified hose list must be installed over the approved hose. <input type="radio"/> c. Sight gauges on tanks <ul style="list-style-type: none"> <input type="checkbox"/> (1) Must be welded or brazed to the tank <input type="checkbox"/> (2) Sight gauge must be heat resistant material <input type="checkbox"/> (3) Protected from mechanical damage <input type="checkbox"/> (4) Both ends of sight gauge must be fitted with devices that will automatically close should gauge break 	Annual	46CFR56.50-75(a) 46CFR56.50-75(b) 46CFR56.50-75(b)(3) 46CFR56.50-70(b)(2) 46CFR56.60-25(b) 46CFR56.60-25(b)(5) 46CFR58.50-10(a)(6)
<input type="checkbox"/> 2. Exhaust piping within 15 feet of fuel, lube oil, or hydraulic oil sources <ul style="list-style-type: none"> <input type="radio"/> a. Must be insulated or guarded to prevent ignition. 	Annual	46CFR28.380(b)
<input type="checkbox"/> 3. Diesel propulsion machinery tests <ul style="list-style-type: none"> <input type="radio"/> a. Obtain copy of the written test procedures <input type="radio"/> b. Automatic shutdown on overspeed. <input type="radio"/> c. Low lube oil alarm <input type="radio"/> d. High water jacket temperature alarm 	Annual	46CFR58.05 & 46CFR58.10 46CFR Table 62.35-10 ABS Table 41.1 46CFR58.05-10 ABS Table 41.1
<input type="checkbox"/> 4. Diesel prime mover tests for generators and auxiliary equipment <ul style="list-style-type: none"> <input type="radio"/> a. Obtain copy of written test procedures <input type="radio"/> b. Automatic shutdown on overspeed <input type="radio"/> c. Alarm and shutdown of low lube oil sensor <input type="radio"/> d. Alarm on high water jacket temperature 	Annual	46CFR111.12-1(c) 46CFR112.50(g) & (h) 46CFR112.50(h)
<input type="checkbox"/>		

- 5. Examination of test and records
 - a. *At the request of the examiner the owner/operator will provide preventative maintenance records*
 - (1) Examine records
 - (2) Conduct tests and inspections as necessary to ensure safe operation of:
 - (a) Main propulsion
 - (b) Electrical generation machinery
 - (c) Auxiliary or associated equipment.
- 6. Fire safety hazard survey
 - a. Conduct survey of machinery spaces to identify any other fire safety hazards not covered in ACSA agreement.
- 7. Fuel tank vents
 - a. Inspect flame screen (minimum 30 X 30 mesh)
 - b. Ball check valve

Interval	References
Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section G.4.
Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section G.5. 46CFR111.60-1(a)
Annual	46CFR56.50-85(a)(7)

	Interval	References
<input type="checkbox"/> 7. Electrical wiring on main engines <ul style="list-style-type: none"> <input type="radio"/> a. Electrical cables connecting starting batteries to main propulsion starters and <input type="radio"/> b. Cables connecting main propulsion engines to generators <ul style="list-style-type: none"> <input type="radio"/> (1) must meet IEEE Std 45, IEC 92-3, MIL-C-24640A, or MIL-C-24643A <input type="radio"/> (2) (Electrical welding cables must not be used) 	Annual	

H. - Life Saving Equipment

	Interval	References
	Annual	
<input type="checkbox"/> 1. Life raft launching <ul style="list-style-type: none"> • a. Mounted so to as to be manually launched by one person. 		Alternate compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section H.1.
<input type="checkbox"/> 2. Embarkation ladders must be located at each life raft embarkation station <ul style="list-style-type: none"> • a. Only required if station is greater than 5 feet above the waterline as measured from the normal operating draft 		Alternate compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section H.2.
<input type="checkbox"/> 3. Personal Marker Lights (PML) <ul style="list-style-type: none"> • a. Each immersion suit is required to be fitted with a Coast Guard approved “strobe” type PML 		Alternate compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section H.3.

I. - Fixed Fire Fighting Inspection (all of 46CFR76-15 applies)

	Interval	References
<input type="checkbox"/> 1. Spaces requiring a fixed fire fighting system <ul style="list-style-type: none"> <input type="radio"/> a. Any space containing: <ul style="list-style-type: none"> <input type="radio"/> (1) Internal combustion engine greater than 50 horsepower <input type="radio"/> (2) An oil fire boiler <input type="radio"/> (3) An incinerator <input type="radio"/> (4) Gasoline storage tank(s) or other flammable materials (such as a paint locker) 	Annual	46CFR28.320(a) 46CFR25.30-15
<input type="checkbox"/> 2. Spaces protected by fixed CO2 systems not more than 300 pounds <ul style="list-style-type: none"> <input type="radio"/> a. CO2 cylinders <u>may</u> be located inside the space protected <ul style="list-style-type: none"> <input type="radio"/> (1) If cylinders are located inside the space protected <ul style="list-style-type: none"> <input type="radio"/> (a) Heat actuator is required that will automatically operate in addition to the remote pulls. <input type="radio"/> (2) If cylinders are stored in a CO2 room <ul style="list-style-type: none"> <input type="radio"/> (a) Room must be well ventilated <input type="radio"/> (b) Not located in an area where the ambient temp does not exceed 130° F <input type="radio"/> (3) Cylinders must be securely fastened and supported <input type="radio"/> b. Controls <u>must</u> be located outside the space protected <ul style="list-style-type: none"> <input type="radio"/> (1) Not located in an area that could be cut off or made inaccessible in the event of fire in the space protected <input type="radio"/> (2) Complete but simple instructions for the operation of the system must be located in a conspicuous place near pull boxes and at the control station located at the cylinder location. <input type="radio"/> c. Alarm and time delay is required unless space is small and there is suitable horizontal escape from the space. <ul style="list-style-type: none"> <input type="radio"/> (1) Perform functional test <input type="radio"/> (2) Cylinders weighed <input type="radio"/> (3) System must alarm for at least 20 seconds before CO2 is released into the space. <input type="radio"/> d. Ventilation <ul style="list-style-type: none"> <input type="radio"/> (1) Protected spaces with mechanical ventilation must automatically shutdown on activation of the CO2 system <input type="radio"/> (2) Means for closing all openings to the space protected must be provided and must be able to be accomplished from outside the space 	Annual	46CFR76.15-20(b) 46CFR76.15-10(a) 46CFR76.15-20(b) 46CFR76.15-20(a) 46CFR76.15-20(d) 46CFR76.15-10(a) 46CFR76.15-10(h) 46CFR76.15-10(f) 46CFR76.15-35(a) 46CFR76.15-35(c)

- 7. Smoke detectors in all accomodation spaces
 - a. Acceptable detectors include
 - (1) Independent modular smoke detector
 - (a) Must meet UL-217 as listed as “Single Station Smoke Detector – Also suitable for use in Recreational Vehicles.”
 - (b) Other fire / smoke/ heat detectors may be approved for use by the local OCMI.
 - (2) Smoke actuated fire detecting unit
 - (a) Must be installed IAW 46CFR76.33

Interval	References

J - Other Fire Fighting Equipment

	Interval	References
<input type="checkbox"/> 1. Portable fire/dewatering pump <ul style="list-style-type: none"> <input type="radio"/> a. Must be independently powered <ul style="list-style-type: none"> <input type="radio"/> (1) Independent of the ships auxiliary power system <input type="radio"/> b. Must be stowed outside the engine room <input type="radio"/> c. Fitted with sufficient suction hose to reach water from highest lift <input type="radio"/> d. Sufficient 1.5 inch fire hose to reach any part of the vessel <ul style="list-style-type: none"> <input type="radio"/> (1) Hose(s) fitted with nozzle of corrosion resistant material <ul style="list-style-type: none"> <input type="radio"/> (a) Nozzle must be dual purpose capable of providing solid stream and spray pattern <input type="radio"/> e. Pump must be capable of producing two effective 40 foot streams from standard 1.5 inch fire hose. 	Annual Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section J.1-3.
<input type="checkbox"/> 2. Fireman's Outfits <ul style="list-style-type: none"> <input type="radio"/> a. Vessels with less than 26 people on board shall have 2 outfits <input type="radio"/> b. Vessels with 26 or more people on board shall have 4 outfits <input type="radio"/> c. Fireman's outfit shall include <ul style="list-style-type: none"> <input type="radio"/> (1) One self contained breathing apparatus (SCBA) <ul style="list-style-type: none"> <input type="radio"/> (a) With attached lifeline <input type="radio"/> (2) Protective clothing with retro-reflective tape <input type="radio"/> (3) Rigid helmet <input type="radio"/> (4) Gloves <input type="radio"/> (5) Boots <input type="radio"/> (6) Fire axe <input type="radio"/> d. Each SCBA will be provided two spare air bottles 	Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section J.4. 46CFR96.35
<input type="checkbox"/> 3. Crew training <ul style="list-style-type: none"> <input type="radio"/> a. Fire team members (as identified on the Emergency Instructions as required by 46 CFR 28.265) and who will wear the fireman's outfits shall provide proof of Coast Guard approved fire training. 	Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section J.6.
<input type="checkbox"/> 4. Fire and Safety Plan <ul style="list-style-type: none"> <input type="radio"/> a. Up to date Fire and Safety Plans <ul style="list-style-type: none"> <input type="radio"/> (1) General arrangement plans showing <ul style="list-style-type: none"> <input type="checkbox"/> Each deck control station <input type="checkbox"/> Various fire resisting bulkheads <input type="checkbox"/> Location of alarms <input type="checkbox"/> Location of extinguishing systems <input type="checkbox"/> Location of fire extinguishers <input type="checkbox"/> Means of access to different compartments and decks <input type="checkbox"/> Ventilation system and location of ventilation shutdowns and dampers. <input type="checkbox"/> Details of alarms systems <input type="checkbox"/> Details of extinguishing systems 	Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section J.7. 46 CFR 91.55-5(d)

K – Emergency Drills

- 1. As part of the ACSA annual exam, drills must have been conducted in the presence of an attending marine inspector or the 3rd party examiner.
 - a. The examiner must be a Coast Guard approved drill conductor
 - b. The drills must be conducted with the vessels crew on board

- 2. Required number of qualified drill conductors in crew complement

# of Crew on Vessel	Minimum # of qualified Drill Conductors
< 16	2
16-25	3
26-35	4
>35	5

- 3. Logging of emergency drills and training
 - a. Logged by the master
 - b. Includes date of each drill
 - (1) Logged not less than 30 days for each drill
 - (2) Must be maintained of board for 1 year and in the main office for 3 years.

- 4. Communications among crew
 - a. If crew or process workers includes non-English speaking members
 - (1) Vessel has tapes/CDs that provide training on emergency procedures in the language spoken
 - (a) Training tapes/CDs similar to AMSEA or NPFVOA safety videos.
 - Currently only Vietnamese and Spanish versions are approved.

Interval	References
Annual	
Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section A.2.
Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section K.1-4.
Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section K.6.
	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section K.5.

L – Emergency Communications and Navigation

	Inspection Interval	References
	Annual	
<input type="checkbox"/> 1. Notification prior to discharging fixed CO2 systems into the engine room <ul style="list-style-type: none"> <input type="radio"/> a. If vessel policy requires notification of the master <ul style="list-style-type: none"> <input type="radio"/> (1) Must have installed communication system between CO2 activation control station and wheelhouse <ul style="list-style-type: none"> <input type="checkbox"/> (a) Emergency handheld radios may be used to meet this requirement <ul style="list-style-type: none"> <input type="checkbox"/> Must be located on bridge, and <input type="checkbox"/> At fixed fire extinguisher system control station 	Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section L.1.
<input type="checkbox"/> 2. Procedures for activating the main engine room fixed extinguishing system <ul style="list-style-type: none"> <input type="radio"/> a. Clear written procedures established <input type="radio"/> b. Signed by Master and Chief Engineer 	Annual	Alternate Compliance and Safety Agreement (ACSA) for H G Trawl and Longline Vessels section L.2.
<input type="checkbox"/> 4. Automatic Identification System (AIS) <ul style="list-style-type: none"> <input type="radio"/> a. Fish processing vessels greater than 65 feet must an approved AIS installed and operational 	Annual	33CFR164.46
<input type="checkbox"/> 5. Global Maritime Distress Signal System (GMDSS) <ul style="list-style-type: none"> <input type="radio"/> a. Fish Processing Vessel 300 GT and over. <ul style="list-style-type: none"> <input type="radio"/> (1) Search and Rescue Transponder (SART) <ul style="list-style-type: none"> <input type="checkbox"/> (a) < 500 GT 1 SART <input type="checkbox"/> (b) ≥ 500 GT 2 SARTs <ul style="list-style-type: none"> <input type="checkbox"/> One on each side of the vessel. <input type="radio"/> (2) 3 VHF handheld transceivers <ul style="list-style-type: none"> <input type="checkbox"/> (a) Must operate on channel 16 and one other channel <ul style="list-style-type: none"> <input type="checkbox"/> Channel 6 recommended <input type="checkbox"/> (b) NOTE: A transceiver permanently installed in an inflatable liferaft may be counted toward this requirement. <input type="radio"/> (3) 2 VHF radio installation <ul style="list-style-type: none"> <input type="checkbox"/> (a) Capable of operating on: <ul style="list-style-type: none"> <input type="checkbox"/> Channel 6 (156.3 MHz), <input type="checkbox"/> Channel 13 (156.65MHz) <input type="checkbox"/> Channel 16 (156.8MHz) <input type="radio"/> (4) 1 MF radio installation (Single Side Band) <ul style="list-style-type: none"> <input type="checkbox"/> (a) Capable of operating on: <ul style="list-style-type: none"> <input type="checkbox"/> 2182 kHz, <input type="checkbox"/> & 2 other frequencies between (1605-3500 kHz) <input type="radio"/> (5) 1 NAVTEX receiver 	Annual	NVIC 3-99 Table 5 47CFR80.1095(b) 47CFR80.1095(a) NVIC 3-99 Table 5 47CFR80.855 47CFR80.1085(a)(4)