

Alternative Compliance and Safety Agreement  
for H & G Trawl & Longline Vessels

**F. Watertight and Weather-tight Closures**

1. All watertight doors through which the vessel crew may pass that are listed in the Stability Instruction Addendum shall be fitted with a sign on both sides reading “Opening authorized for transit only – keep closed at sea”. Similar signs shall be posted at all weather-tight doors to buoyant volume spaces (as identified by Naval Architect).
2. Administrative controls shall be prepared to manage the status of watertight and weather-tight closures listed in the Stability Instruction Addendum. As a minimum these controls shall include:
  - (a) Detailed preventative maintenance schedule for watertight and weather-tight closures.
  - (b) Written instructions for at-sea security watches for periodic surveillance of the status of all watertight and weather-tight closures listed in the Stability Instruction Addendum. Specific notation of required closure status shall be made for at least the following vessel dispositions: in transit, active fishing/processing, idle on fishing grounds.
  - (c) A written log signed daily by the master and a ships log entry shall record security checks required by paragraph F. 2. b.
3. The following special requirements apply to weather-tight personnel access doors, main deck to vessel interior, in the aft .33L of the vessel:
  - (a) Door coamings shall be 24 inches minimum.
  - (b) Doors shall be “quick acting” type.
  - (c) A “door ajar” alarm (audio/visual house conning station.) will be installed to sound at the pilot conning station. Up to a 60 second delay may be installed to avoid interference with vessel operations.
4. If a particular hazard regarding the status of watertight or weather-tight closures is identified during a vessel survey, an appropriate engineered solution shall be developed by the owner, naval architect, to the satisfaction of the OCMI.
5. Factory Space High Water Alarm: A factory space high water alarms will be installed near each corner of the factory space to sense water accumulation. The sensors will be positioned to alarm at levels greater than 6 inches deep. Time delays (up to 5 sec.) may be incorporated to prevent false alarm due to surge or splash conditions. A visual alarm shall be installed in the factory and at the machinery space control flat. Both visual and audio indicators shall be installed in the pilot house. The visual and audio alarm in the pilot house will include a distinctive indicator at the normal piloting station instrument panel.