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Caution:

THIS GUIDEBOOK IS NOT MEANT TO BE A COMPLETE REFERENCE GUIDE. THE REQUIREMENTS THAT APPLY TO YOUR VESSEL MAY CHANGE FROM ONE DISTRICT TO ANOTHER. TO INSURE THAT YOUR VESSEL IS IN FULL COMPLIANCE, CALL YOUR LOCAL DOCKSIDE EXAMINER FOR INFORMATION ON THE REGULATIONS THAT PERTAIN TO YOUR VESSEL.

GENERAL INFORMATION

This guide addresses the requirements of 46 Code of Federal Regulations (CFR) Part 28, which apply to U.S. un-inspected commercial fishing vessels which are engaged in the catching, taking, or harvesting of fish, and then selling their catch. It also includes fish tender vessels and fish processing vessels. Furthermore, this guide has been tailored for specific use in the Eighth Coast Guard District waters only as defined in 33 CFR part 3.

Applicability

This section applies to all United States flag vessels not inspected under this chapter that are commercial fishing, fish processing, or fish tender vessels. This includes documented vessels and vessels numbered by a State or the Coast Guard.

These regulations do not apply to sport fishing vessels, recreational vessels, charter boats carrying passengers for hire (less than six), head boats, inspected passenger vessels, head boats engaged solely in sport fishing even though the fish which their passengers catch are sold, or tugs.

Casualty Reporting

The operator must submit a written report (CG-2692) to nearest CG Sector Office within five days whenever a vessel is involved in a marine casualty consisting in an unintended grounding or an unintended strike of (allison with) a bridge; An intended grounding, or an intended strike of a bridge; A loss of main propulsion; An occurrence materially and adversely affecting the vessel's seaworthiness or fitness of service; A loss of life; An injury that requires professional medical treatment (treatment beyond first aid) and renders the individual unfit to perform his/her duties; An occurrence causing property damage in excess of \$25,000.00, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry-docking, or demurrage (46 CFR 28.80).

If **not** required to be reported to the Coast Guard on form CG-2692. (46 CFR 4.05). Report casualties to your insurance company any; Loss of life; An injury that requires professional medical treatment (treatment beyond first aid) and that renders the individual unfit to perform his or her routine duties; Loss of vessel; Damage to or by a vessel, its cargo, apparel or gear, except for fishing gear while not on board a vessel, or that impairs the seaworthiness of the vessel or that is initially estimated at \$2,500.00 or more.

NOTE: In addition to reporting the incident to the insurance company a report **must** be filed with Marine Index Bureau Inc. 67 Scotch Road, Ewing, NJ, 08628-2504

The operator should also report damage to buoys, or Aids to Navigation that are not working properly to the nearest Coast Guard unit. (46 CFR 4.05)

Notice to Mariners

These Notices are free of charge and will assist you in maintaining your charts and navigational information up to date. Your request will place your name on the distribution list and you will receive these notices as they are printed. To receive your copy (single copy per address) of the local Notice to Mariners contact:

Commander (dpw)
Seventh Coast Guard District
909 S.E. 1st Avenue
Miami, FL. 33131-3050
(305) 415-6751

Commander (dpw)
Eighth Coast Guard District
Hale Boggs Federal Bldg.
501 Magazine St.
New Orleans, LA. 70130-3396
(504) 671-2118

DEFINITIONS:

Accommodations – Include messrooms, lounges, sitting areas, recreation rooms, quarters, toilet spaces, shower rooms, galleys, berthing facilities or clothing changing rooms.

Approved – Means Coast Guard approved

Berthing Space – A space that is intended for sleeping and provided with installed bunks and mattresses.

Boundary Line – The lines set forth in 46 CFR 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.

Coastal Waters – The territorial seas of the US (3 miles from the Coast); and those waters directly connected (bays, sounds, harbors, rivers, inlets, etc.) where any entrance exceeds 2 nautical miles. (Coastal waters only extend inland to the first point where the largest distance between shorelines narrows to two nautical miles.)

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

Cold Waters/Warm Waters – Cold waters means water where the monthly mean low water temperature is normally 59 F (15 C) or less. Warm waters mean water where the monthly mean low water temperature is above 59 F (15 C). Cold water areas change throughout the year with seasonal water temperature variations. 7th and 8th Districts are considered warm waters year round. See the chart on page vii.

Commercial Fishing Vessel Safety Dockside Examinations – Are strictly a voluntary examination conducted at the request of the fishing vessel owner/operator. The dockside examination carries no civil penalties for any equipment that is found deficient.

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

FCC Radio License - The FCC Radio License application (form #605, Schedule “B”) can be found at the following website: <http://www.fcc.gov>

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 duration.

Good and Serviceable – Being able to operate for its intended purpose.

Government Printing Office (GPO) – Some publications may be found at the GPO.

Superintendent of Documents

U.S. Government Printing Office

Washington, DC 20402

Phone Number (202) 512-1800

Gross Tonnage: – As defined by 46 CFR 69; means the vessel’s approximate volume. Under the Simplified Measurement Systems, means the product of the vessel’s length, depth, and breadth modified by a coefficient. (See formula page 1-1)

DEFINITIONS:

High Seas – Means all waters seaward of the territorial seas, as defined in 33 CFR 2.05.1.

Immediately Available – Being able to produce an item in less than five seconds.

Inland Waters – Are those waters inside the COLREGS Demarcation Lines as shown on nautical charts. The COLREGS Demarcation Line is not normally the same as the Boundary Line.

Master/Captain of a Fishing Vessel – A documented US vessel used for commercial fishing can only be under the direct control of a United States Citizen. Title 46 of the United States Code prohibits resident aliens or aliens employed under work permits to captain U.S. documented vessel.

Navigation Publications: – Most of the required publications can be found and may be downloaded from the following websites; (see [navigational information on page 2-4](#)).

Navigation Rules of the Road

[Navigation Rules Online](#)

CG Light List

<http://www.navcen.uscg.gov/pubs/LightLists/LightLists.htm>

Tide Tables,

[NOAA Tides and Currents - Home](#)

Tidal Current Tables

[NOAA Tides and Currents - Home](#)

US Coast Pilot

[Office of Coast Survey - United States Coast Pilot 5](#)

Navigation Rules

[Navigation Rules Online](#)

Navigation and Inspection Circulars' (NVIC) – Are internal Coast Guard publications which further define Coast Guard Regulation. NVIC's can be ordered from:

Director, US Coast Guard Maritime Center
4200 Wilson Boulevard, Suite 510
Arlington, VA 22203-1804
Attention: NVIC

Back issues of the NVIC's can be ordered at phone number (703) 2372-1105/1905 at a nominal fee.

Net Tonnage – As defined by 46 CFR 69; means a measure of a vessel's earning capacity. Under the Simplified Measurement Sys. it means the gross tonnage modified by a coefficient. (See formula page 1-1)

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

Readily Accessible – Item is easily retrievable within a reasonable amount of time.

Territorial Seas – Means the waters from 0-3 nautical miles from the coast of the United States.

Volatile Fuel – Fuels or solvents with a flash point of 110° F or less (*GASOLINE or SOLVENTS*).

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TELEPHONE NUMBERS FOR LOCAL EXAMINERS AND ADDRESSES FOR DISTRICT OFFICES

If you have any questions, about the information in this guidebook, want additional copies of this guidebook, or if you would like to have your vessel undergo a courtesy dockside examination, please call the examiners nearest you from those listed below.

Eighth Coast Guard District

[Corpus Christi, TX](#)

(361) 888-3165
1-877-872-4912, ext. 314

[Galveston, TX](#)

409-682-1263
1-800-378-2097

[Port Arthur, TX](#)

(409) 540-6641
1-800-422-3762

[New Orleans, LA](#)

(504) 565-5083
1-800-891-1197

[Morgan City, LA](#)

(985) 380-5366
1-800-884-8724

[Mobile, AL](#)

(251) 441-5120
1-800-880-3193

Seventh Coast Guard District

[Tampa, FL](#)

(813) 228-2196 ext. 136

[Miami, FL](#)

(305) 535-8734

[Jacksonville, FL](#)

(904) 232-3287 ext. 138

[Savannah, GA](#)

(912) 652-4371 ext. 215

[Charleston, SC](#)

(843) 724-7630

[San Juan, PR](#)

(787) 706-2421

District Coordinators

Commander (dpi)
Eighth Coast Guard District
Hale Boggs Federal Bldg.
500 Poydras St. RM 1341
New Orleans, LA 70130-3396
(504) 671-2154

Commander (dpi)
Seventh Coast Guard District
909 S.E. 1st Avenue
Miami, FL 33131-3050
(305) 415-6740

Applies To:

All Vessels over 5 net tons engaged in commercial fishery are required to be documented and the document must have fishery license endorsement.

Acceptability Requirements:

- No documented vessel used in commercial industry shall be commanded by other than a United States citizen.
- The original Certificate of Documentation must be kept aboard and produced when requested by a public official.
- The name of the vessel must be marked in clearly legible letters not less than four (4) inches in height on some clearly visible exterior part of the port and starboard bow and the stern of the vessel.
- The hailing port of such vessels must be marked in clearly legible letters not less than four (4) inches in height on some clearly visible exterior part of the stern of the vessel.
- The official number of the vessel must be permanently marked in blocked type Arabic Numerals not less than three (3) inches in height on some clearly visible interior structural part of the hull. Preceded by the abbreviation for number "NO".

NATIONAL VESSEL DOCUMENTATION CENTER

1-800-799-8362, option 3 for renewal
or option 6 to speak to a documentation officer.

Simplified Measurement:

The formula for simplified measurement for a ship-shape and cylindrical hulls is:

$$\frac{(0.67) (L) (B) (D)}{100} = \text{Gross Tons. The Net Tons is 0.8 of the Gross Tonage.}$$

Example: A vessel 35ft long, 7ft wide with a depth of 4ft.

$$\frac{(0.67) L (35) B (7) D (4)}{100} = 6.566 \text{ Gross Tons. Net Tons is 0.8 of the gross} = 5.2528.$$

NOTE:

As a general rule, vessels greater than 40ft in length are typically more than 5 net tons.

Applies To:

- All undocumented (**State registered**) fishing vessels that, are equipped with propulsion machinery.
-

Requirements:

- A valid certificate of number issued by the state in which vessel is principally used must be onboard the vessel when the vessel is underway.
-

Acceptability:

- Numbers to be permanently displayed on each side of the forward half of vessel.
 - In plain vertical block characters not less than three (3) inches in height.
 - Must be in contrast with the color of the background.
 - Spaces the width of a letter (except for the letter I or the number 1) must be placed in between the letters and numbers as shown in the following example.
-

Example:

TX 1234 AB

Type Required:

- Every gasoline engine with a carburetor installed in a motorboat or motor vessel except outboard motors, shall be equipped with an acceptable means of backfire flame control.
-

Acceptability Requirements:

- All items in good and serviceable condition.
 - Flame arrestors and attachments to the carburetor securely mounted.
 - Flame arrestors and air/fuel induction systems Coast Guard, SAE Marine, or UL Marine Approved.
-

NOTE:

The Coast Guard has discontinued approval of the backfire control device by incorporating the SAE J1928 and UL 111 standards into regulations and deleting the approval specifications found in 46 CFR 162.

Type Required:

- All motorboats or motor vessels, except open boats the construction or decking over of which commenced after April 25, 1940, and which use fuel having a flash point of 110° F, or less, shall have at least two ventilator ducts, fitted with cowls or their equivalent, for the efficient removal of explosive or flammable gases from the bilges of every engine and fuel tank compartment.
-

Acceptability Requirements:

- There shall be at least one exhaust duct that extends to the lower portion of the bilge.
 - There shall be at least one intake duct extending to a point at midway to the bilge or at least below the level of the carburetor air intake.
 - The minimum size of the duct must be 2 inches in diameter or have a cross section of at least 3 square inches.
-

EXCEPTIONS:

- Boats built after July 31, 1980 or which are in compliance with 33 CFR 183.
- Boats built after July 31, 1978 whose fuel tank compartments contain permanently installed fuel tanks if each electrical component is ignition protected in accordance with 33 CFR 183.410(a) and contain fuel tanks that vent to the outside of the boat.

Type Required:

<u>Vessel Size</u>	<u>Type Required</u>
Vessel less than 40 feet	Type I, Type II, Type III or Type V
Vessel 40 feet or more	Type I or Type V

Acceptability Requirements:

- Wearable PFD of proper size for individual.
- Must have 200 sq cm of retroreflective tape. On reversible type both front and back must have tape
- Each device must be stowed as to be readily accessible.
- Coast Guard approved.
- Must be in good condition and serviceable.
- A Coast Guard approved PFD light securely attached to shoulder area in all waters.



NOTE:

Readily Accessible:

The item is easily retrievable within a reasonable amount of time.
A PFD is readily accessible if stored in a plastic bag.

Immediately Available:

The operator can produce the PFD in less than five seconds.

Good and Serviceable Condition:

The item is able to operate for its intended purpose.

A PDF is readily accessible if stored in a plastic bag.

A whistle is recommended but is not a required item on the PFD.

(Continued next page)

Type Required:

- Coast Guard approved PFD light securely attached to shoulder area.
- Required on inland waters and offshore.



NOTE:

The PFD lights shown are not the only lights available, check for a CG approval number 161.012.

Type Required:

<u>Vessel Size</u>	<u>Type Required</u>
Vessel under 16 feet (4.9 Meters)	None required
Vessel 16 feet (4.9 Meters) to less than 26 feet (7.9 Meters).	1-buoyant cushion, or a 20 inch ring life buoy (Type IV PFD)
Vessel 26 feet (7.9 Meters) to less than 65 feet (18 Meters)	1-ring life buoy approval number starting with 160.009 or 160.050; orange in color; at least 24 inch in diameter (0.61 meter) in size
Vessel 65 feet (18 Meters) or more	3-ring buoys, with approval number 160.050; orange in color; at least 24 inch in diameter (0.61 meter) in size

Acceptability Requirements:

- Vessels 16 feet to less than 26 feet
 - One, 20 inch or larger ring life buoy with 60 feet of line
 - or**
 - Type IV throwable cushion

- Vessels 26 feet to less than 65 feet
 - One, 24 inch **orange** ring life buoy with 60 feet of line

- Vessels 65 feet or more
 - Three, 24 inch **orange** ring life buoys with at least one ring having 90 feet of line



NOTE:

All life rings must be marked with the vessel's name in BLOCK letters.

Marking the lifering with the Official Number is optional and not required.

TABLE 46 CFR 28.120(a) - SURVIVAL CRAFT FOR DOCUMENTED VESSELS**TABLE A**

OPERATING AREA	VESSEL TYPE	SURVIVAL CRAFT REQUIRED
Beyond 50 miles of Coastline	ALL	Inflatable life raft with SOLAS A pack
Between 20 and 50 miles of Coastline, WARM waters	ALL	Inflatable life raft with Coastal Service pack
Beyond the Boundary line, within 20 miles of Coastline, WARM waters	ALL	Life float
Beyond the Boundary line, within 12 miles of Coastline, WARM waters	36 feet or more in length with 3 or less people onboard	Buoyant apparatus (See note)
Within 12 NM of coast WARM waters	Less than 36 feet in length with 3 or less people onboard	None required
Inside the Boundary line, WARM waters	ALL	None required

NOTE:

46 USC 4506(b) exempts vessel less than 36 feet in length with flotation that meet the requirements of 33 CFR 183, and not operating on the high seas (beyond 12 nautical miles of the coast) from this requirement.

(Continued next page)

TABLE 46 CFR 28.120(b) – Survival craft for Un-documented (State Registered) vessel with 16 or less persons on board

TABLE B

OPERATING AREA	VESSEL TYPE	SURVIVAL CRAFT REQUIRED
Beyond 50 miles of Coastline	ALL	Inflatable buoyant apparatus
Beyond the Boundary line, within 20 miles of Coastline, WARM waters	ALL	Life float
Beyond the Boundary line, within 12 miles of Coastline, WARM waters	36 feet or more in length with 3 or less people onboard	Buoyant apparatus (See note)
Beyond the Boundary line, within 12 miles of Coastline, WARM waters	Less than 36 feet in length with 3 or less people onboard	None required
Inside the Boundary line, WARM waters	ALL	None required

The hierarchy of survival craft in descending order is:
<ol style="list-style-type: none"> 1. Lifeboat 2. Inflatable life raft with SOLAS A or Oceans pack 3. Inflatable life raft with SOLAS B or Limited pack 4. Inflatable life raft with Coastal service pack 5. Inflatable buoyant apparatus 6. Life float 7. Buoyant apparatus

NOTE:

46 USC 4506(b) exempts vessels less than 36 feet with flotation that meet the requirements of 33 CFR 183, and not operating on the high seas (that operate within 12 nautical miles of the coast) from this requirement.

(Continued next page)

Type Required:**NOTE:**

Each inflatable Liferaft is required to be serviced annually after the first **TWO** years from date of manufacturer, except, on a **NEW** liferaft the first inspection date of the liferaft **can be extended** by the servicing facility by up to six months beyond the date of manufacturer. The servicing facility will place a durable label on the container indicating: serial number, capacity, and next service date due on the liferaft. No other exemption applies.

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.

All safety and lifesaving equipment in excess of that required by 46 CFR Part 28, whether an approved type or not carried onboard any commercial fishing industry vessel must be:

1. Maintained and inspected as required by regulation and in compliance with the manufacturer's guidelines; **or** distinctly and permanently marked "**For Training Only**" it is to be used only for training if not meeting the maintenance and inspection standards, above; or
2. Removed from the vessel if not meeting the maintenance and inspection standards or marked for training as listed above.
 - a. Equipment retained onboard a vessel for training purposes shall be stowed in such a manner or location that it will not be mistakenly utilized during an actual emergency.

The equipment required by this section will not normally be seen except by the servicing facility. If inspection date is current then the equipment is considered in compliance.

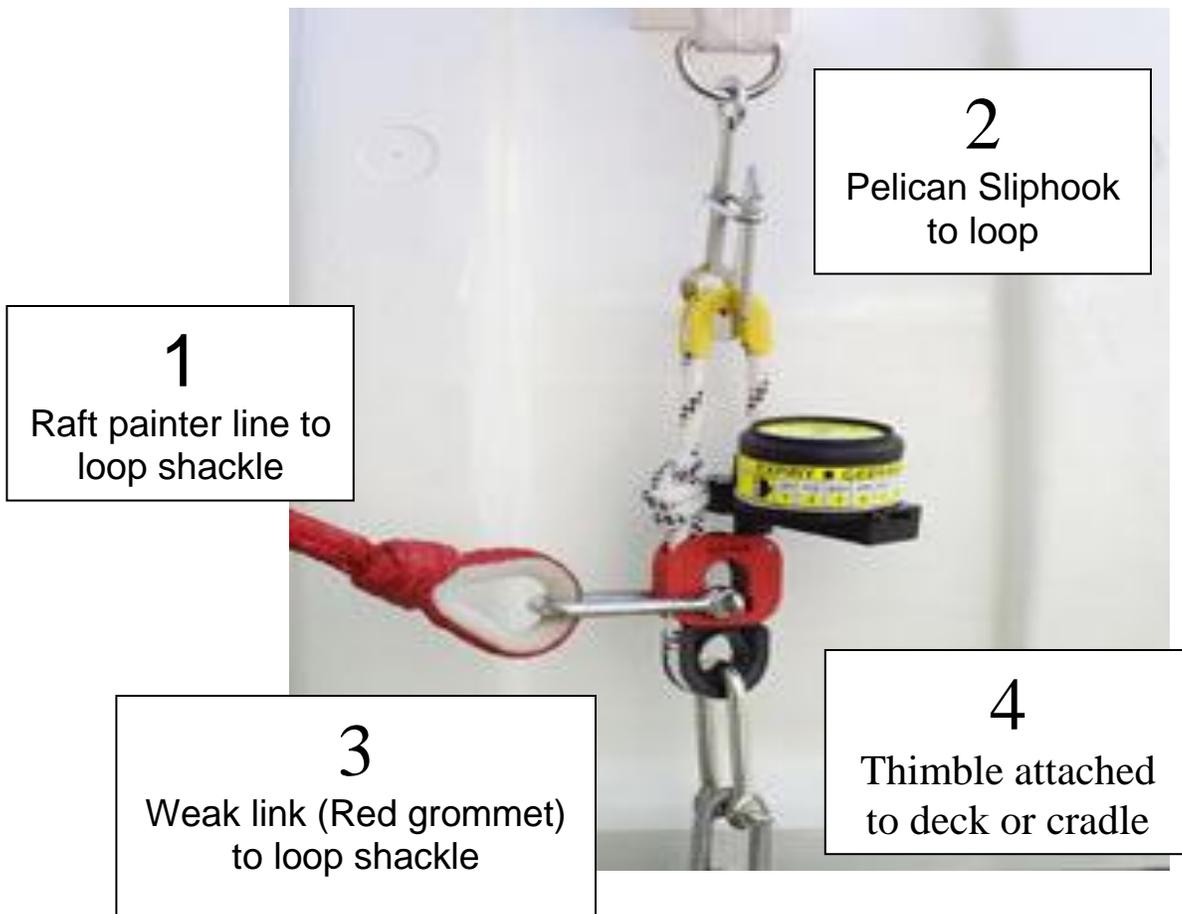
Liferafts for less than six people will remain "**Ocean Service**".

Type of Stowage Required:

- Each inflatable liferaft required to be equipped with a SOLAS A or 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.

Acceptability Requirements:

- 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.



NOTE:

Each disposable hydrostatic release is valid for two years from date placed in service.

Type Required:

Inflatable liferaft must have one of the following equipment packs:

Coastal Service

SOLAS B "Formerly Limited Service"

SOLAS A "Formerly Ocean Service"

Accessory equipment must:

- Be of good quality.
- Be secured to the survival craft.
- Life floats or buoyant apparatus must be fitted with lifeline, pendants, painter, and floating electric light (approved under 46 CFR 161.010).



NOTE:

This type of buoyant apparatus is not designed to keep personnel out of the water but to be held on to.

The Float light must be CG approved.

Type Required:

- **BLOCK CAPITAL** letters must be used to mark all lifesaving equipment.
 - Liferings must be marked with the vessel's name.
 - Personal Flotation Device's (PFD) must be marked with **one** of the following:
 1. Name of vessel.
 2. Name of owner of PFD.
 3. Name of person assigned to wear the PFD.
-

(Continued next page)

**Table of Lifesaving Equipment Markings
as required by 46 CFR 28.135**

Item	Markings Required	Retro-reflective Material
Wearable personal floatation device (Type I, II, III) or exposure suit	Yes	Type I or II (See note 1)
Ring life buoy	Yes	Type II (See note 2)
Inflatable Life raft	(See note 3)	Type I
Inflatable buoyant apparatus	(See note 4)	Type I
Life float	Yes	Type II
Buoyant apparatus	Yes	Type II
Auxiliary craft	Yes	Type II
EPIRB	Yes	Type II

NOTE:

- Each item required to have retro-reflective material must have at least 200 sq. cm. (31 sq. in) of material attached to its backside and if the item is reversible 200 sq. cm. of material on each of its reversible sides.
- Retro-reflective tape of sufficient width (approximately 5 cm.) 2 inches shall be fitted around or on both sides of the body of the buoy at four evenly spaced points.
- No markings other than that provided by the manufacturer and the servicing facility is required.
- Retro-reflective material must be approved under Title 46 of the Code of Federal Regulations, Subpart 164.018. There are two different types of retro-reflective material. They are defined in 46 CFR, Subpart 164.018 as follows.

Type I – intended for flexible surfaces not continually exposed to the elements.

Type II – intended for rigid surfaces continually exposed to the elements.

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46 CFR 28.140

Requirements:

- The master or individual in charge of a vessel must ensure that each item of lifesaving equipment is 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.
- Except for an inflatable liferaft or an inflatable buoyant apparatus less than two years of age, each item of lifesaving equipment, including not approved equipment, must be maintained and inspected in accordance with Table 46 CFR 28.140 (See table next page).
- An escape route from a space where an individual may be employed or an accommodation space must not be obstructed.
- Table for Scheduled Maintenance and Inspection of Lifesaving Equipment required by 46 CFR 28.140 is on next page.
- 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.

(Continued next page)

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46 CFR 28.140

**Table for Scheduled Maintenance and Inspection
(from previous page)**

Item	Monthly	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 float	✓	Inspect, clean and repair as necessary	46 CFR 28.140
Inflatable life raft	✓	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
Un-dated 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	✓		46 CFR 25.26-5

NOTE:

Water activated batteries must be replaced whenever they are used.

For Coastal waters

3 Parachute Flares

46 CFR 160.036
46 CFR 160.136

OR

3 Hand Flares

46 CFR 160.021
46 CFR 160.121

OR

3 Smoke Flares

46 CFR 160.022
46 CFR 160.122
46 CFR 160.037

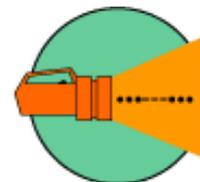
OR

For Day Time A Distress Flag which must be in accordance with 46 CFR 160.072
Flag must measure 3 X 3ft



AND

For Night Time An Electric Distress Light in accordance with 46 CFR 161.013
(flashes S.O.S only)



For Coastal waters

If the combination day/night flares are carried, the same 3 flares can be counted for daytime and nighttime.

Oceans

3-50 miles

3 Parachute Flares

46 CFR 160.036
46 CFR 160.136

AND

6 Hand Flares

46 CFR 160.021
46 CFR 160.121

AND

3 Smoke Flares

46 CFR 160.022
46 CFR 160.122
46 CFR 160.037

Oceans

More than 50 miles

3 Parachute Flares

46 CFR 160.136

AND

6 Hand Flares

46 CFR 160.121

AND

3 Smoke Flares

46 CFR 160.122

NOTE:

Flares illustrated here are only a sample of what is available, use the approval number listed above to ensure that you have purchased the correct flares for where you operate.
Flares must be replaced by their expiration date.



148 EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB)

46 CFR 28.150

46 CFR 25.26

Applies to:

- All fishing vessels 11 Meters (36 feet) or more operating more than three nautical miles from the coast requires a Category 1, 406 MHz EPIRB.
 - The owner of a fishing vessel, fish processing vessel, or a fish tender vessel less than 11 meters (36 feet) in length, or on a vessel 11 meters or more in length and has a builder's certification that the vessel is constructed with sufficient inherently buoyant material to keep the flooded vessel afloat, shall ensure that the vessel does not operate on the high seas or beyond three miles from the coastline of the Great Lakes, unless it is installed in a readily accessible location at or near the principal steering station. A manually activated Cat II, 406 MHz EPIRB, or; a float free automatically activated Cat I, 406 MHz EPIRB.
-

Type required:

CATEGORY I

May be deployed and activated automatically by built-in hydrostatic float free release or by manual release and activation.



Acceptability Requirements:

- All EPIRB's must be registered with NOAA. The NOAA decal will have the vessels name stenciled and meets the marking requirements.
 - Battery must not be expired.
 - All Category I EPIRB's must be mounted and in a float free configuration.
 - All EPIRB's must have retroreflective tape as required by the manufacturer.
 - The hydrostatic release must not be expired.
 - Will be listed on the FCC radio license.
 - Tested monthly
-

Exceptions: A Skiff or workboat that is stored aboard a mother ship when not working and the mother ship carries an EPIRB.

NOTE:

All EPIRB's must be registered with NOAA

If you change your address, phone number or change the name of your boat, you must re-register your EPIRB.

The registration decal must be attached to the EPIRB and not the protective cover.

See page E-5 for a copy of the registration application.

Type Required:



Vessel Size

- Less than 26 feet
- 26 feet and over but less than 40 feet
- 40 feet and over but less than 65 feet
- Vessels greater than 65 feet

Type and number required

- Require one B-1 fire extinguisher
- Require two B-I fire extinguishers or one B-11
- Require three B-I fire extinguishers **or** one B-II and one B-I fire extinguishers
- See Table Next Page

NOTE:

Vessels less than 26 feet with an outboard motor need not carry such portable fire extinguisher if construction will not permit entrapment of explosive or flammable gases or vapors.

A fire extinguisher identified with an **Underwriters Laboratory (U.L.)** label and a USCG Approval Number is considered approved as “Marine Type”.

On vessels less than 65ft, one B-II fire extinguisher may be substituted where two B-I are required but two B-I fire extinguishers cannot replace one B-II.

A Coast Guard approved *installed* system for the engine room replaces one B-I fire extinguisher.

(Continued next page)

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 maybe located in stairways.
Pilothouse	C-I	2 in vicinity of the exits
Galley, Service spaces	B-II	1 for each 2,500 square feet (269.1 sq. meters) or fraction thereof suitable for hazards involved
Paint Lockers	B-II	1 outside the space in the 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, outside or inside the spaces
Workshops and similar spaces	A-II	1 outside the space in the 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 units 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	B-II	1 outside the space in the vicinity of exit

NOTE:

Alternative compliance is not allowed for vessels over 65ft.

Type Required:

- Must be at least 5" X 7", and
 - Must be posted in a highly visible location, accessible to crew.
-

Placard To Read**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 TO THEIR 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.

Applies To:

- All vessels 40 feet or over on an **OCEAN VOYAGE**, the master or individual in charge of a vessel must ensure that a written waste management plan is aboard vessel.
- The plan explains how trash and waste is maintained onboard the vessel, what is done with the trash once the vessel ties up and who is responsible for ensuring the plan is carried out.

NOTE:

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

See example of waste management plan on page E-5

Applies to:

All vessels with an installed toilet facility must be equipped with an operable Marine Sanitation Device.

Acceptability Requirements:

Type I, Type II devices must have a certification label as required by 33 CFR 159.16.

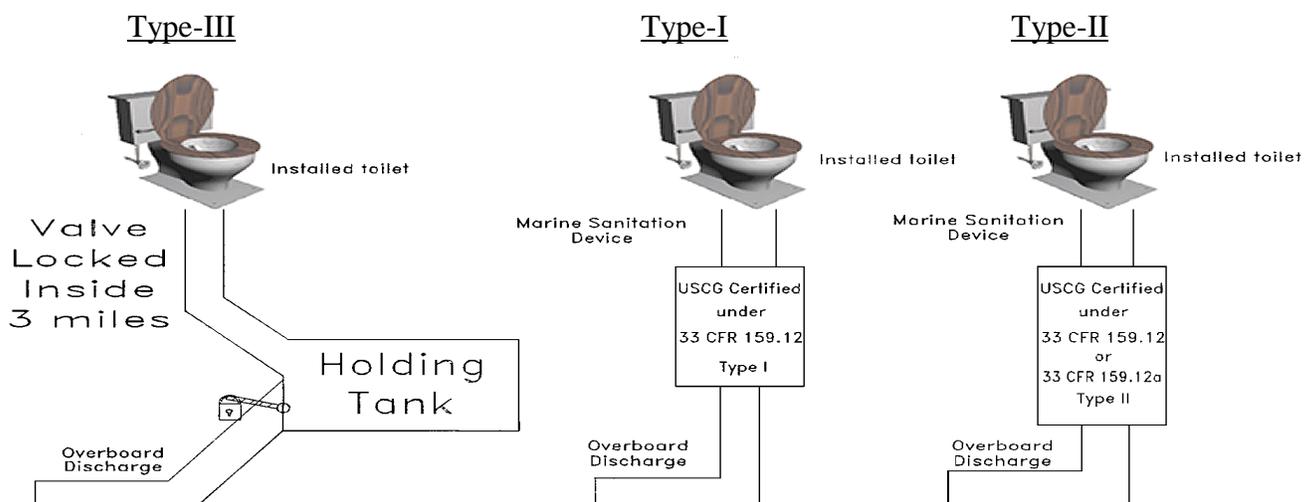
An operable Type I MSD's that has a label on it under 159.16 or that is certified under 33 CFR 159.12 if the vessel is 19.7 meters (65 feet) or less in length.

Type II and Type III MSD's are certified under 33 CFR 159.12 or 33 CFR 159.12a.

A Type III (holding tank) requires no labeling.

In US territorial waters (inside 3 nautical miles), if used, the "Y" valve to the overboard discharge for MSD's must be secured by:

1. Closing the overboard discharge valve and removing the handle.
2. Padlocking the seacock in the closed position.
3. Using a non-releasable wire-tie to hold the seacock in the closed position; or
4. Locking the door handle to the space enclosing the toilet with a padlock or door handle key lock applies to Type I and Type II only.

**NOTE:**

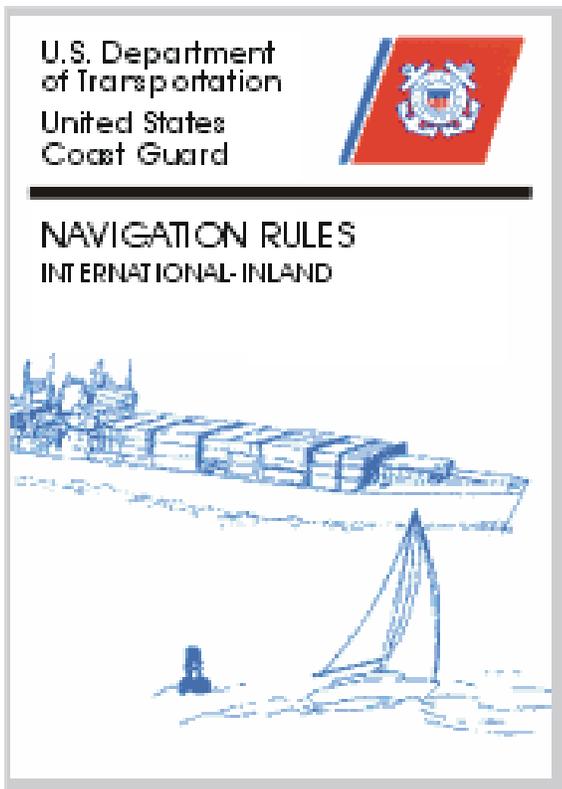
A portable toilet (port-a-potty) is not considered installed and are not subject to MSD regulations. Raw sewage must not be pumped into the water.

Applies to:

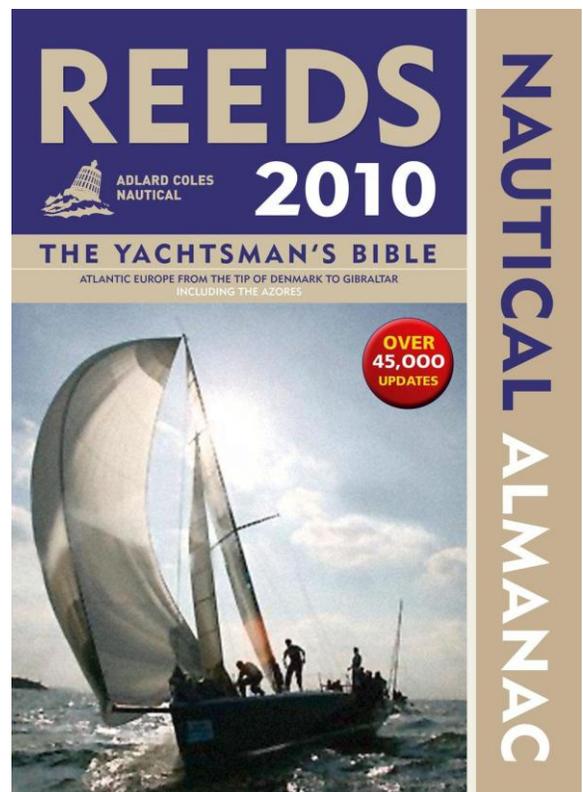
- All self propelled vessels greater than 12 Meters (39.3 feet) operating on the inland waters of the United States.

Acceptability Requirements:

- Have on board for ready reference a copy of the Inland Navigation Rules book or the Reeds Nautical Almanac.

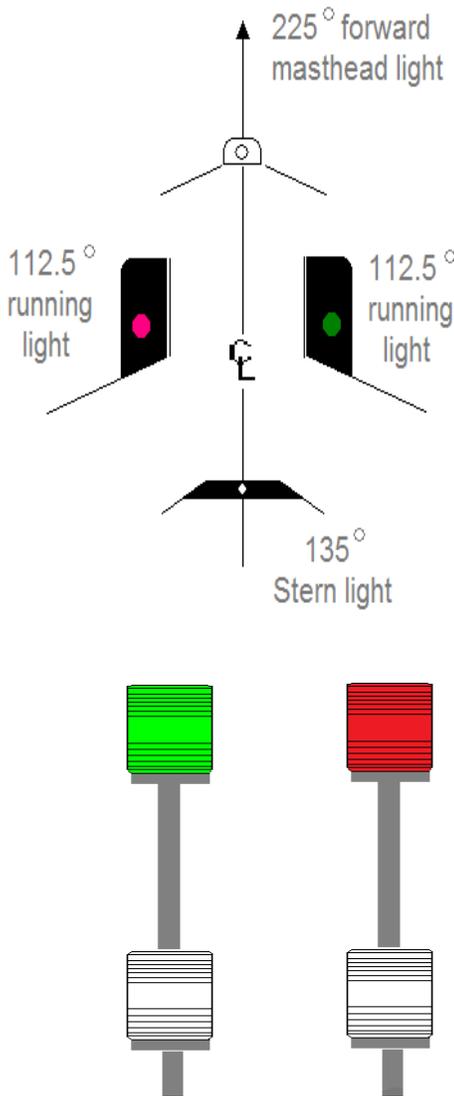


OR



NOTE:

Inland waters are those waters inside the COLREGS Demarcation Lines.



Masthead light: A **white** light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees abaft the beam on either side of the vessel (**See note**).

Side lights: A **green** light on the starboard side and a **red** light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side.

A vessel trawling: shall exhibit two all-round lights in a vertical line, the upper being **green** and the lower **white**, or a shape consisting of two cones with their apexes together in a vertical line one above the other.

A vessel fishing: other than trawling shall exhibit two all round lights in a vertical line the upper being **red** and the lower **white** or a shape consisting of two cones with their apexes together in a vertical line one above the other.

Stern light: Means a **white** light placed as nearly as practicable at the stern showing an unbroken light over an arc or the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.

NOTE:

When the Rules prescribe two or three lights be carried in a vertical line, they shall be spaced not less than 1 meter apart.

Lights will be used at all times during restricted visibility IE: rain, snow, fog, or darkness

Except that on a vessel of less than 12 meters in length the masthead light shall be placed as nearly as practicable to the fore and aft centerline of the vessel.

Fishing vessels underway but not actually conducting fishing operations must display the white masthead light, port and starboard running lights and a stern light to indicate that they are a motor vessel underway.

When the fishing vessel is actually conducting fishing operations then they must show the lights listed above in addition to the green over white lights for trawling or red over white for fishing.

Acceptability requirements:

- Proper Sound signals

Rule 33 Less than 12 Meters (39'4") a sound signal (Police whistle).



- Bell Size

33 CFR 86.23 Fishing vessels **39.4** feet but less than **65.6** feet (12 to 20 Meters) requires a 7.9 inch (200mm) bell.



Horn/Whistle and



7.9 inch bell measured at the mouth of the bell

33 CFR 86.23 Fishing vessels **65.6** feet (20 Meters) or over requires an 11.8 inch (300mm) bell.



Horn/Whistle and



11.8 inch bell measured at the mouth of the bell

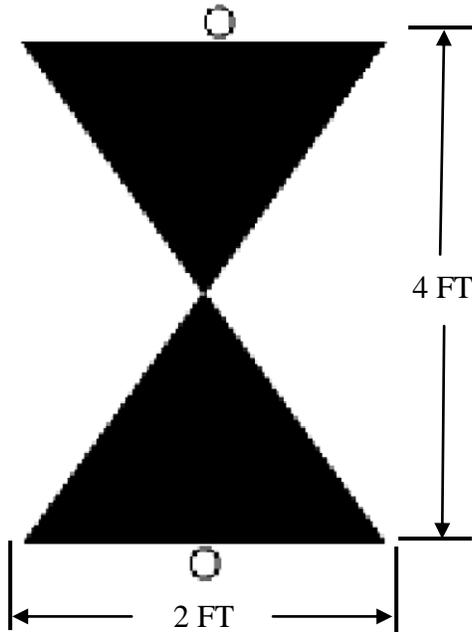
NOTE:

The bell does not need to be mounted.

- Proper Navigation Day Shapes

- Rule 20

For fishing/trawling vessels operating during daylight hours, a day shape consisting of two cones with their apexes together in a vertical line one above the other.



The base of the cone shall have a base diameter of not less than 0.6 meters (23.6 inches).

- Rule 30

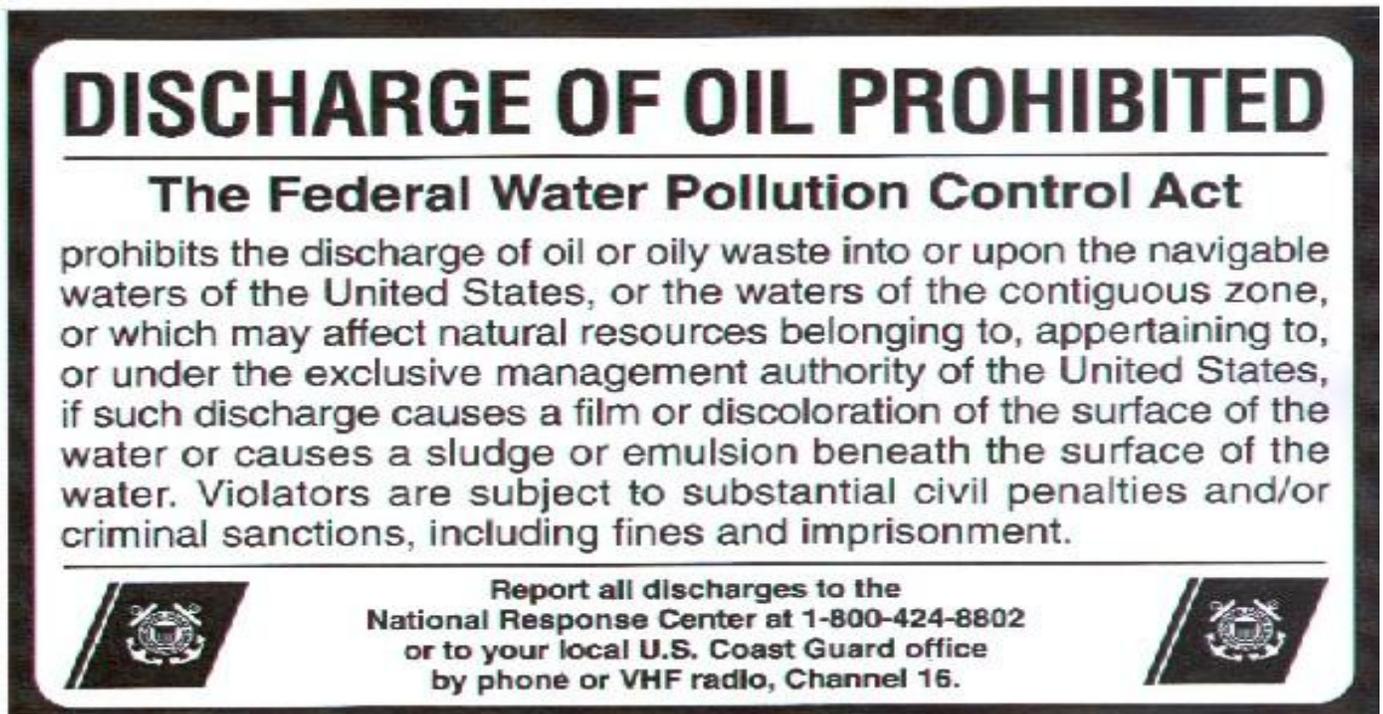
A vessel at anchor shall exhibit where it can best be seen in the fore part, an all round white light at night or one ball during daylight hours.



The ball shall have a diameter of not less than 0.6 meters (23.6 inches).

Type Required:

- For vessels 26 feet and over.
- 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 to Read**NOTE:**

The vessel's bilges may be used to store oily mixtures. Oil mixtures that do not contain volatile materials (gasoline, or solvents) are not normally expected to create an unsafe condition warranting termination.

No person may intentionally drain oil or hazardous materials into the bilge of a vessel (33 CFR 155.770).

Type Required:

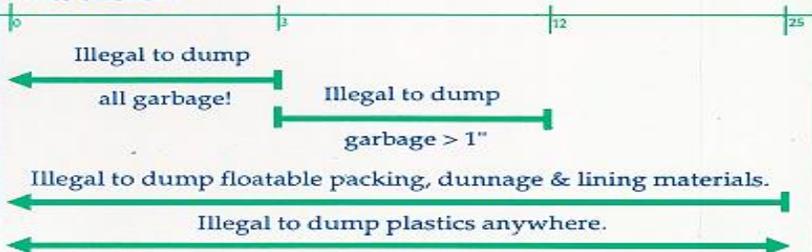
- For vessels 26 feet or more.
- Placard must be at least 4 X 9 inches.
- Lettering at least 1/8 inch.
- Located in Food Service Facilities, Garbage Handling Spaces and common spaces on deck.
- As many as needed as to be read by the crew and passengers.

Acceptability Requirements:

Wording on the placard is not mandatory, but the placard must notify the reader that:

- 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 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 ungrounded 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 \$25,000.00, a fine of up to \$50,000.00 and imprisonment for up to five years for each violation.

GARBAGE DUMPING RESTRICTIONS

	Navigable waters & within 3 nautical miles offshore	3-12 nautical miles offshore	12-25 nautical miles offshore
<p>Under Federal law, it is illegal to discharge plastic or garbage mixed with plastic into any waters. Regional, state or local regulations may also apply. All discharge of garbage is prohibited in the Great Lakes and their connecting or tributary waters.</p> <p>Violators are subject to substantial civil penalties and/or criminal sanctions, including fines and imprisonment.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">  United States Coast Guard </div> <div style="text-align: center;">  Center for Marine Conservation </div> </div>			

See a marine pollution violation? Record all details of vessel, location and garbage thrown overboard and call the National Response Center at 1-800-424-8802 or your local Coast Guard office by phone or VHF radio, channel 16.

NOTE:

Region, State and Local restrictions on garbage discharges also may apply.

Applies To:

- Each commercial fishing industry vessel which is 79 feet (24 meters) or more in length that is not required to be issued a load line under Subchapter E, and that:
 - a. Has its keel laid or is at a similar stage of construction or undergoes a major conversion started on or after September 15, 1991.
 - b. Undergoes alterations to the fishing or processing equipment for the purpose of catching, landing, or processing fish in a manner different than has previously been accomplished on the vessel-these vessels need only comply with 28.501; or
 - c. Has been substantially altered on or after September 15, 1991.
-

Stability Instructions:

- Each vessel must be provided with stability instructions, which provide loading constraints and operating restrictions.
 - Stability instructions must be developed by a qualified individual.
 - Stability instructions must be in a format easily understood by the master or individual in charge of the vessel.
-

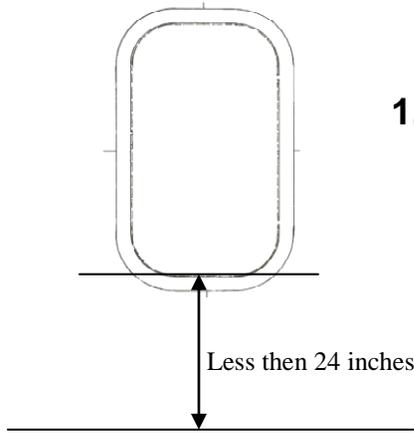
Watertight and Weathertight Integrity:

Each opening in a deck or bulkhead that is exposed to weather must be fitted with a weathertight or a watertight closure device.

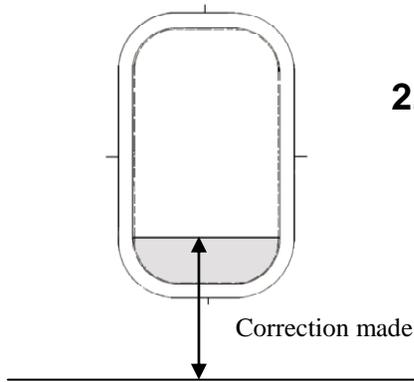
1. Each opening in a deck or a bulkhead that is exposed to weather must be fitted with a watertight coaming as follows:
 - For a vessel 79 feet or greater in length, the coaming must be at least 24 inches in height.
 - For a vessel less than 79 feet, the coaming must be at least 12 inches in height.
 - A coaming to a fish hold that is under constant attention when the closure is not in place need only be 6 inches in height.
 - The coaming of an opening fitted with a quick-acting watertight closure device need only be sufficient height to accommodate the device.
2. Each window and portlight located below the first deck above the lowest weather deck must be provided with an inside deadlight.
 - Each deadlight must be efficient, hinged, and arranged so that it can be effectively closed watertight.

On vessels over 79 feet:

Door Repair Options:

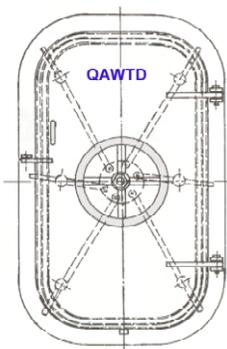


1. Raise door 24-inches up from the main deck.



2. Install watertight door sill to attain a 24-inch coaming height.

(QAWTD).



3. Install a quick acting watertight door

With a QAWTD there is no height restriction.

(Continued next page)

Portlight and Deadlight Options



1. Install deadlights that are efficient, hinged, and arranged so they effectively close watertight.



2. LAXAN covers and sealant is not acceptable.



3. Install permanent watertight covers

NOTE:

The restriction of Lexan use only applies to portlights on the main deck.

(Continued next page)

Hatches



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Commercial Fishing Vessel Safety

Section Two

Requirements For Documented Vessels That Operate Beyond the Boundary Line

OR

With 16 or More Persons
Onboard



Examination Guide Book

7th & 8th U.S.Coast Guard Districts

AUG 2010

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161 FIRST AID EQUIPMENT

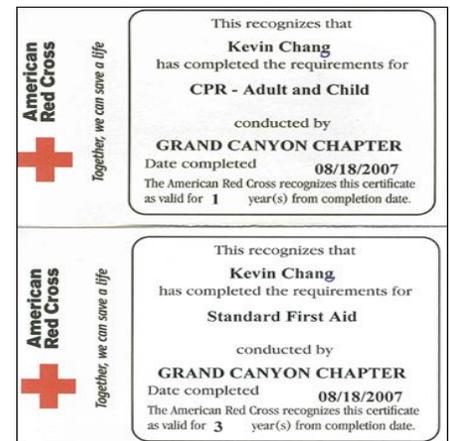
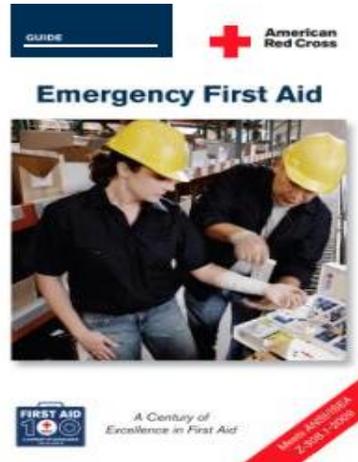
46 CFR 28.210

Requirements:

- Complete First Aid Manual.
- Medicine Chest.
- Approved First Aid and CPR Certification.

Acceptability Requirements:

- First Aid Manual and Medicine Chest of size suitable for number on board. Stored in a readily accessible location.



- Each vessel must have the following:

If Operating with

More than 2 persons

The Certification requirement is

1 in First Aid and 1 in CPR

A certificate indicating completion of:

- Acceptable First Aid courses provided by the American National Red Cross or other Coast Guard approved course.
- Acceptable CPR certificates provided by the American National Red Cross, American Heart Association or other Coast Guard approved course.

NOTE:

The Regulation requires initial certification only. While not required, annual recertification is strongly encouraged.

First Aid and CPR Certification per standards set in 46 CFR 28.210.

An individual certified in both First Aid and CPR will satisfy the requirements.

Requirements:

- Suitable hand covers, guards or railings must be installed on machinery which can cause injury to personnel

Examples:

Gearing

Chain or belt drives

Rotating shafts



Exhaust Pipe Insulation



Generator Belt Guards



Power Take-Off (PTO) Belt Guards



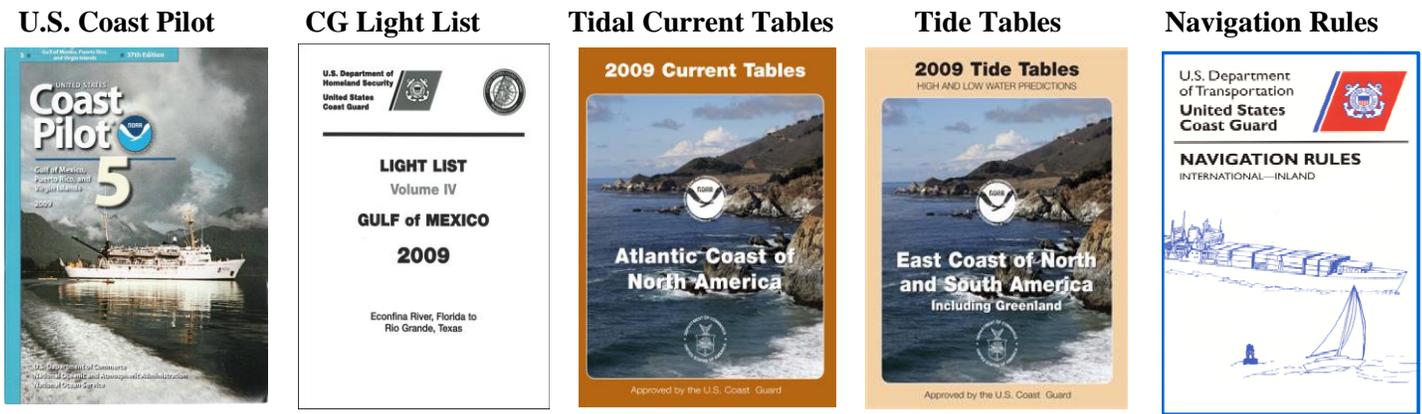
NOTE:

These guards are not meant to restrict access to fishing equipment such as, winches, drums and gurdies

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

Requirements:

- Each vessel must have:
 - Marine charts of the area to be transited.
- and**
- For the area where operating, a **copy** of or **extract** of the following:



NOTE:

CD's containing the navigational information required are acceptable only if the has a computer capable of displaying the information.

The Reed's Almanac will continue to be allowed as long as it is available.

The Reed's Almanac includes the Tide Tables and Navigation Rules of the Road.

All Navigation Publications are required to be the current edition of, or applicable current extract.

To receive copies of the Local Notice to Mariners please see General Information section of this guide.

(Continued next page)

Required Navigation Publications can be found online, downloaded and printed. Follow the instructions below.

Tide Tables, Tidal Current Tables: [NOAA Tides and Currents - Home](#)

1. At the homepage click on the “currents” they’re listed on the right hand side next click on “Tidal Current” click the year you want, the next page will list of States on the left hand side, click on the State you need and then download the tides and currents tables for the area you need.

CG Light List: <http://www.navcen.uscg.gov/pubs/LightLists/Lightlists.htm>

1. At the homepage click on Texas (District 8) section of the map. The entire book will then be downloaded.
2. Print pages 1-26, then print the sections that pertain to your area of operation or print out the entire book.

U.S. Coast Pilot: <http://nauticalcharts.noaa.gov/nsd/coastpilot5.htm>

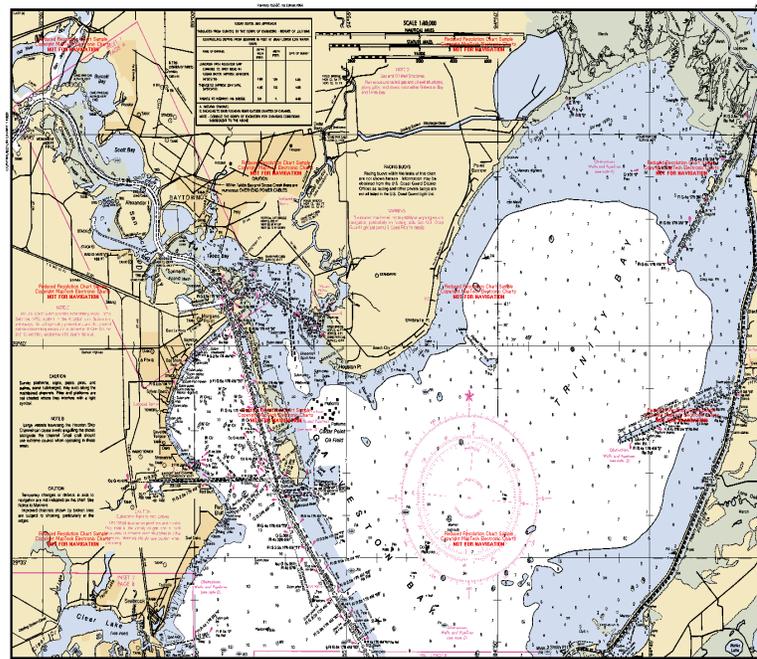
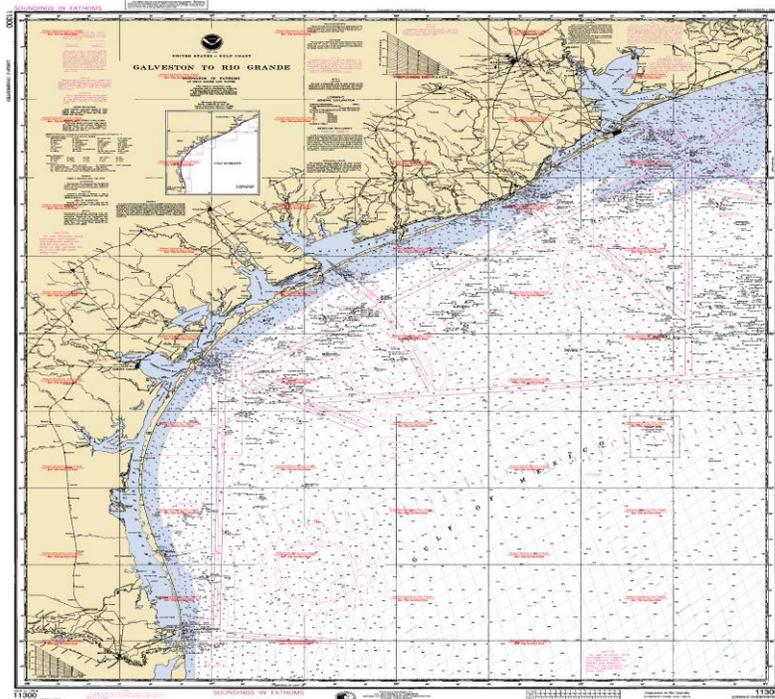
1. At the homepage link, click on the <http://www.nauticalcharts.noaa.gov/DocUpload/CP5-36ed-reduced.pdf>. The entire book will then be downloaded.
2. Print pages 1-517 and 597-664, this will leave out the Puerto Rico & Virgin Islands Section.

Navigation Rules of the Road: [Navigation Rules Online](#)

NOTE:

In order to save paper you may want to change your printer settings to print front and back.

Charts



Acceptable Requirements:

Charts should be of large enough scale to safely navigate the area and currently corrected.

Requirements:

- Magnetic steering compass.
- Compass deviation table.

Acceptability Requirements:

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

DEVIATION TABLE

<i>Ship's Heading Magnetic</i>	<i>Deviation</i>
000	
015	
030	
045	
060	
075	
090	
105	
120	
135	
150	
165	



<i>Ship's Heading Magnetic</i>	<i>Deviation</i>
180	
195	
210	
225	
240	
255	
270	
285	
300	
315	
330	
360	

Requirements:

- Anchor with chain, cable or rope.
- Appropriate size for the vessel and waters.
- For vessels with non-metallic hull - Radar Reflector.



NOTE:

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

Applies To:

- All documented fishing vessels operating beyond the Boundary Line or operating with more than 16 POB; and has an accommodation or workspace 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 **RED** lettering with each alarm bell and light stating:
-

**ATTENTION:
GENERAL ALARM - WHEN
ALARM SOUNDS GO TO
YOUR STATION**

Acceptability:

- The alarm system must be capable of notifying an individual in any accommodation or workspace where they may be normally employed.
 - The alarm must be tested prior to operation of the vessel and at least once each week thereafter.
-

NOTE:

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

Requirements:

VHF-FM & SSB Frequency Capability

	<u>156-162</u>	<u>2-4 MHz</u>	<u>2-27.5 MHz</u>
All vessels	X		
Vessels operating more than 20 Miles from coast	X	X	
Vessels operating more than 100 Miles from coast	X		X

Acceptability:

- 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 CG Station may substitute for the radios that operate in the 2-4 and 2-27.5 MHz.
- A 4-20 MHz radio installed before 15 September 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.
- All communications equipment must be provided with an emergency power source (33 CFR 28.375) batteries used to start the main engines that are located outside the main engine room meets the requirements for emergency back up power supply of this section.



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 high seas.

NOTE:

See enclosure E-3 for channel designators as per 47 CFR 80.871.

Applies To:

- All documented Commercial Fishing Vessels, which are 36 feet, or more in length, that operate beyond the boundary line.

OR

- All documented Commercial Fishing Vessels, which are 36 feet, or more in length, that operate with more than 16 individuals on board.

Requirements:

An **Indicator Light** and **Audible** alarm at the operating station to indicate high water levels in unmanned spaces.

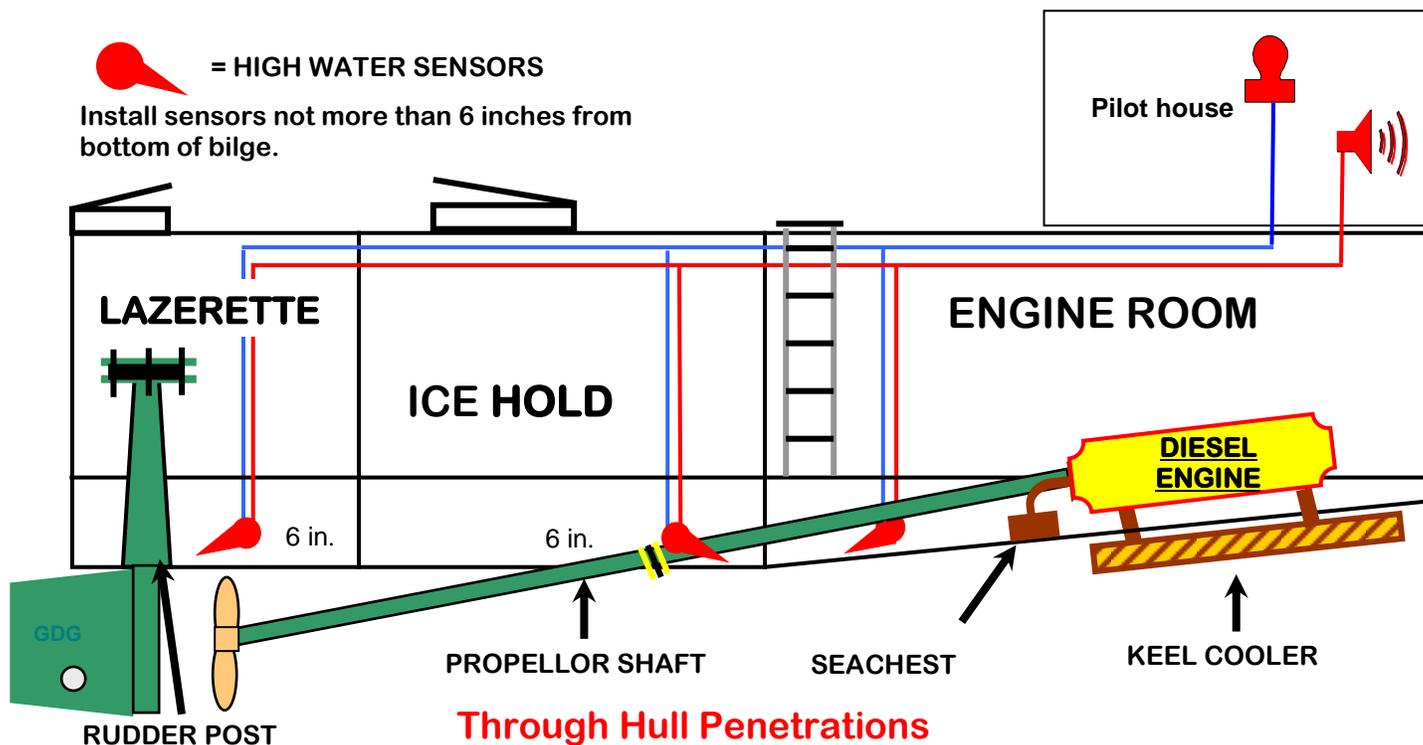


Acceptability:

The following spaces must be included:

- A space with a through-hull fitting below the deepest load waterline such as a lazarette.
- A space subject to flooding from seawater piping such as a machinery space bilge, bilge well, shaft alley bilge.
- A space with non-watertight closure such as a covered with non-watertight deck hatch.

HIGH WATER ALARM LOCATIONS



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 hose.
-

Acceptability:

- If the 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 de-watering 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 de-watering 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 151 and 155.

Applies To:

- Documented commercial fishing vessels 79 feet or more in length operating beyond the Boundary Line.

Or

- Documented commercial fishing vessels 79 feet or more in length that operate with more than **16** people onboard.
-

Requirements:

- Vessel must be equipped with an electronic position-fixing device.
-

Acceptability:

- The device must provide accurate fixes for the area in which the vessel operates.

Drills and Instructions Requirements:

The Master or individual in charge of each vessel must ensure that drills are conducted and instruction is given to each individual on board at lease once each month.

Emergency instructions must be provided to ensure that each individual is familiar with their duties and their responsibilities for at lease 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 a fireman’s outfit and self-contained breathing apparatus, if the vessel is so equ9ipped;
- Donning immersion suits and other wearable personal floatation devices (life jackets);
- Making a voice radio distress call and using visual distress signals.
- Activating the general Alarms; and reporting inoperative alarm systems and fire detection systems.

Acceptability:

Training: 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 of individual in charge of a vessel must ensure that a safety orientation is given to each individual on board that has not receive that instruction and has not participated in the drills required by paragraph (a) of this section before the vessel may be operated.

Viewing of Training Videos: Videotapes and DVD’s that contain the Emergency Instructions listed above, whether viewed on board the vessel or not and followed by a discussion led by an individual familiar with the Drills and Instructions, will satisfy the requirement for instruction but not the requirement to conduct shipboard Drills and Safety Orientation.



NOTE:

On vessel operating with less than 4 POB, the Emergency Instructions may be kept readily available instead of posting.

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TERMINATION OF UNSAFE OPERATIONS

- A. A Coast Guard Boarding Officer may direct the master or individual in charge of a vessel, with the concurrence of the Group Commander and/or the Captain of the Port, to immediately take reasonable means necessary for the safety of the individuals on board the vessel if the Boarding Officer observes the vessel being operated in an unsafe manner and determining that an especially hazardous condition exists. This may include directing the master or individual in charge of the vessel to return the vessel to mooring and remain there until the situation creating the especially hazardous condition is corrected, or other specific action is taken.
- B. Hazardous conditions include, but are not limited to, operation with:
1. An insufficient number of lifesaving equipment on board, to include serviceable Personal Flotation Devices (PFD), serviceable immersion suits, or adequate survival craft capacity.
 2. An inoperable Emergency Position Indicating Radio Beacon (EPIRB) or radio communication equipment when required by regulation. There should be at least one operable means of communicating distress. When both are required, then at least one must be in operable condition to avoid termination of voyage.
 3. Inadequate fire fighting equipment on board.
 4. Excessive volatile fuel (**GASOLINE OR SOLVENTS**) or volatile fuel vapors in bilges.
 5. Instability resulting from overloading, improper loading or lack of freeboard.
 6. Inoperable bilge system.
 7. Intoxication of the master or individual in charge of a commercial fishing vessel. An individual is intoxicated when he/she is operating a commercial fishing vessel and has an alcohol concentration of .04 percent, or the intoxicant's effect on the person's manner, disposition speech, muscular movement, general appearance or behavior is apparent by observation.
 8. A lack of adequate operable navigation lights during periods of reduced visibility.
 9. Watertight closures missing or inoperable.
 10. Flooding or uncontrolled leakage in any space.
 11. An expired endorsed Load Line Certificate of class, as required by 46 CFR 4503(1), for a fish-processing vessel.

A Coast Guard Boarding Officer may direct the individual in charge of a fish processing vessel that is missing a Load Line Certificate, or that does not comply with the provisions of the Load Line Certificate issued by the American Bureau of Shipping or a similarly qualified organization, to return the vessel to a mooring and to remain there until the vessel obtains such a certificate.

NOTE:

The above listing is not meant to be a complete list of Especially Hazardous Conditions. The material condition of the vessel, running gear, housekeeping and other safety concerns may also be considered for a Termination.

VOLATILE FUEL – Fuels or solvents with a flash point of 110° degrees or less (gasoline)

GOOD MARINE PRACTICES

1) Rudder Systems / Shaft Packing:

- In order to determine risk for flooding, rudder and shaft packing should be examined while vessel is working at sea.
- The gland packing should be visually examined for leaks. Caution these packings are designed to leak a small amount of water and is necessary.
 - a) A steady stream of incoming water indicates that the gland packing requires tightening or renewal. If by tightening the water flow is controlled then the packing is satisfactory.
 - b) If incoming water is not controlled even if packing is renewed, consider terminating the voyage.



2) Weather Deck:

- Definitions:
 - a) Watertight: Designed and constructed to withstand a static head of water without any leakage.
 - b) Weathertight: Water will not penetrate into the unit in any sea conditions.
- All flush hatch covers in the deck, exterior doors on the superstructure, and portlights should be weathertight. (If in doubt, conduct hose test.)
- All closures and dogs must be operational.
- Down-flooding points: Exposed vents to tanks or other spaces below deck should contain ball check valves, hinged closures, wooden plugs, canvas hoods, or other closures for heavy weather conditions.
- If access to the machinery space is flush with the main deck and no door or cover exists, then consider terminating voyage.



(Continued next page)

3) Damaged / Broken Hoses:

- Hoses in the engine room should be visually examined for leaks and repaired as needed.
- All hoses connected to sea inlets (through-hull fittings) should be secured by double, stainless steel hose clamps.

4) Stability Letter:

- A stability letter is only required if the commercial fishing vessel is 79 feet or more in length and was built or substantially altered on or after 15Sep91.
- If applicable, vessel should comply with the stability and loading criteria mandated in the stability letter.
- If vessel is required to hold a stability letter and it is not on board, consider terminating voyage.

5) Conditions of Vessel Overloading:

- Vessel is considered unstable if it is overloaded, improperly loaded, or has a lack of freeboard. Particular attention should be paid towards Red Snapper Fishing Boats that have inherently low freeboards.
- If freeboard is 1 foot or less, further investigation is necessary to determine the cause.
- If deck is wet/awash, consider terminating voyage.
- The following conditions should be considered in regards to vessel's instability:
 - a) How much cargo is carried at one time;
 - b) Whether vessel will carry it on a long or short voyage;
 - c) When will vessel be exposed to seaways;
 - d) When and where vessel expects to refuel, add more ice and replenish stores;
 - e) Whether vessel will change rigs.

6) Flooding / Uncontrolled Leakage:

- If water is above floorboards in the engine room, consider terminating voyage.
- If the uncontrolled flooding/leakage is greater than 10% of bilge pump capacity, consider terminating voyage.

Single Side Band Marine Radio:

Contacting the U.S. Coast Guard

2182 kHz is the international hailing and distress frequency in the medium frequency band. All Coast Guard stations and all commercial vessels monitor it when underway.

Emergency Medical Advice:

May be obtained by contacting the Coast Guard on 2182 kHz or via one of the high frequency channels listed below. No charge is made for such calls when the ship states it is an emergency involving the safety of life or property at sea.

2670 kHz is the Coast Guard working frequency in the medium frequency band. It is used for marine safety, Notice to Mariners and weather broadcasts. 4235 kHz, 6215 kHz, 8291 kHz and 16420 kHz are primary high frequency distress and safety calling frequencies. Distress traffic is given precedence over all other traffic. When such traffic is received the U.S. Coast Guard will be notified immediately.

Channel Designators for Radio Frequencies

Channel	Ship Frequency (MHz)		Channel Usage
	Transmit	Receive	
22A	157.100	157.100	Coast Guard Liaison (make contact on channel 16)
13	156.650	156.650	Navigational (ship-to-ship), also used at locks and bridges
16	156.800	156.00	Distress, safety and calling
12	156.600	156.600	Port operations (traffic advisories, including VTS in some ports)

NOTE:

Calling 911 from a cellular phone will be forwarded to the Coast Guard Command Center Eighth District, located at New Orleans, LA.

406 MHz EPIRB Registration Form

Mail or fax to

Fax # (301) 568-8649

NOAA/NESDIS

Direct Services Division, E/SP3
4700 Silver Hill Rd. Stop 9909
Washington, DC, 20233-9909

Check the appropriate box:

- New EPIRB Registration
- Change of EPIRB Ownership
- Change of EPIRB Information

--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--

1. Unique Identifier Number (15 Digits)

2. EPIRB Category: 3. Manufacturer: _____
- Category I (automatic activation)
 - Category II (manual activation only)
4. Model Number: _____

Owner Information

5. Owners Name _____
(Last, First, Middle Initial)
6. Owners Address _____

7. Country: _____
8. Telephone Number Home: _____ Work: _____

Vessel Data:

9. Type: Sail Sloop Yawl Schooner Other
Power Fishing Tug Cargo Tanker Cabin Cruiser Other
- Hull Color: _____ Trim Color: _____
10. Radio Equipment: VHF HF MF Other: _____
11. Radio Equipment INMARSAT _____ Cellular: _____
12. Vessel Name: _____ 13. Call Sign: _____
14. Documentation/Registration Number: _____
15. Length Overall (ft): _____ 16. Capacity (crew and passengers): _____
17. Homeport (Marina/Dock, City/State) _____
18. Additional Data: _____

Emergency Contacts

19. Name of Primary 24 Hour Emergency Contact: _____
20. Telephone Number: _____ Work _____
21. Alternate 24 Hour Emergency Contact: _____
22. Telephone Number: _____ Work _____
- Signature: _____ Date: _____

If you have any questions about this form or EPIRB registration in general please call toll-free 1-888-212-SAVE between the hours of 08:30 – 16:30 (EST) Mon – Fri.

NOAA/NESDIS
Direct Services Division, E/SP3
4700 Silver Hill Rd. Stop 9909
Washington, DC, 20233-9909

WASTE MANAGEMENT PLAN

Vessel Name: _____

Person in Charge: _____

SOLID WASTE MANAGEMENT PROCEDURES:

(If the vessel is outside of 12 miles from shore)

All the garbage with the exception of food material and paper will be placed in a garbage bag and stored onboard the vessel and will be hauled to the dockside trash receptacle at trip's end. Food material and paper generated in the galley is collected and disposed of over the side by a crewmember.

(If the vessel is within 12 miles of the shore or returning to shore)

ALL refuse material is put in a garbage bag and stored onboard the vessel and will be hauled to the dockside trash receptacle at trip's end by a deck hand.

CREW EDUCATION:

At the beginning of each season all crewmembers are reminded of the refuse discharge laws and shown the MARPOL V placard, posted in the galley. Crew is told that it is our policy to stow all garbage materials onboard except for food and paper when the vessel is outside of 12 miles. The captain orients all new crewmembers and passengers to the rules governing the vessel including refuse laws and handling.

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U.S. DEPARTMENT OF HOMELAND SECURITY U.S. COAST GUARD CG-2692 (Rev. 06-04)		<h2 style="margin: 0;">REPORT OF MARINE ACCIDENT, INJURY OR DEATH</h2>				RCS No. G-MOA MISLE NOTIFICATION NUMBER	
SECTION I. GENERAL INFORMATION							
1. Name of Vessel or Facility		2. Official No.	3. Nationality	4. Call Sign	5. USCG Certificate of Inspection issued at:		
6. Type (Towing, Freight, Fish, Drill, etc.)		7. Length	8. Gross Tons	9. Year Built	10. Propulsion (Steam, diesel, gas, turbine...)		
11. Hull Material (Steel, Wood...)	12. Draft (Ft. - in.) FWD AFT.		13. If Vessel Classed, By Whom: (ABS, LLOYDS, DNV, BV, etc.)	14. Date (of occurrence)	15. TIME (Local)		
16. Location (See Instruction No. 10A)				17. Estimated Loss of Damage TO: VESSEL _____ CARGO _____ OTHER _____			
18. Name, Address & Telephone No. of Operating Co.							
19. Name of Master or Person in Charge		USCG License <input type="checkbox"/> YES <input type="checkbox"/> NO	20. Name of Pilot		USCG License <input type="checkbox"/> YES <input type="checkbox"/> NO	State License <input type="checkbox"/> YES <input type="checkbox"/> NO	
19a. Street Address (City, State, Zip Code)		19b. Telephone Number	20a. Street Address (City, State, Zip Code)		20b. Telephone Number		
21. Casualty Elements (Check as many as needed and explain in Block 44.)							
<input type="checkbox"/> NO. OF PERSONS ON BOARD _____ <input type="checkbox"/> DEATH - HOW MANY? _____ <input type="checkbox"/> MISSING - HOW MANY? _____ <input type="checkbox"/> INJURED - HOW MANY? _____ <input type="checkbox"/> HAZARDOUS MATERIAL RELEASED OR INVOLVED (Identify Substance and amount in Block 44.) <input type="checkbox"/> OIL SPILL - ESTIMATE AMOUNT: _____ <input type="checkbox"/> CARGO CONTAINER LOST/DAMAGED <input type="checkbox"/> COLLISION (Identify other vessel or object in Block 44.) <input type="checkbox"/> GROUNDING <input type="checkbox"/> WAKE DAMAGE		<input type="checkbox"/> FLOODING; SWAMPING WITHOUT SINKING <input type="checkbox"/> CAPSIZING (with or without sinking) <input type="checkbox"/> FOUNDERING OR SINKING <input type="checkbox"/> HEAVY WEATHER DAMAGE <input type="checkbox"/> FIRE <input type="checkbox"/> EXPLOSION <input type="checkbox"/> COMMERCIAL DIVING CASUALTY <input type="checkbox"/> ICE DAMAGE <input type="checkbox"/> DAMAGE TO AIDS TO NAVIGATION <input type="checkbox"/> STEERING FAILURE <input type="checkbox"/> MACHINERY OR EQUIPMENT FAILURE <input type="checkbox"/> ELECTRICAL FAILURE <input type="checkbox"/> STRUCTURAL FAILURE		<input type="checkbox"/> FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.) <input type="checkbox"/> LIFESAVING EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.) <input type="checkbox"/> BLOW OUT (Petroleum exorption/production) <input type="checkbox"/> ALCOHOL INVOLVEMENT (Describe in Block 44.) <input type="checkbox"/> DRUG INVOLVEMENT (Describe in Block 44.) <input type="checkbox"/> OTHER (Specify) _____			
22. Conditions							
A. Sea or River Conditions (wave height, river stage, etc.) <input type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> OTHER (Specify) _____		B. WEATHER <input type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> OTHER (Specify) _____	C. TIME <input type="checkbox"/> DAYLIGHT <input type="checkbox"/> TWILIGHT <input type="checkbox"/> NIGHT	D. VISIBILITY <input type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR	E. DISTANCE (miles of visibility) _____	F. AIR TEMPERATURE (F) _____ G. WIND SPEED & DIRECTION _____ H. CURRENT SPEED & DIRECTION _____	
23. Navigation Information			SPEED AND COURSE _____		24. Last Port Where Bound _____	24a. Time and Date of Departure _____	
<input type="checkbox"/> MOORED, DOCKED OR FIXED <input type="checkbox"/> ANCHORED <input type="checkbox"/> UNDERWAY OR DRIFTING							
25. FOR TOWING ONLY	25a. NUMBER OF VESSELS TOWED		25b. TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S)		25d. (Describe in Block 44.)	
	Empty	Loaded	Total	Length	Width	<input type="checkbox"/> PUSHING AHEAD <input type="checkbox"/> TOWING ASTERN <input type="checkbox"/> TOWING ALONGSIDE <input type="checkbox"/> MORE THAN ONE TOW-BOAT ON TOW	
SECTION II. BARGE INFORMATION						26e. USCG Certificate of Inspection Issued at:	
26. Name		26a. Official Number	26b. Type	26c. Length	26d. Gross Tons		
26f. Year Built	26g. <input type="checkbox"/> SINGLE SKIN <input type="checkbox"/> DOUBLE	26h. Draft FWD	AFT	26i. Operating Company			
26j. Damage Amount			26k. Describe Damage to Barge				
BARGE _____	CARGO _____	OTHER _____					

PREVIOUS EDITION IS OBSOLETE

SECTION III. PERSONNEL ACCIDENT INFORMATION				
27. Person Involved <input type="checkbox"/> MALE or <input type="checkbox"/> FEMALE <input type="checkbox"/> DEAD <input type="checkbox"/> INJURED <input type="checkbox"/> MISSING		27a. Name (Last, First, Middle Name) <hr/> 27b. Address (City, State, Zip Code)		27c. Status <input type="checkbox"/> Crew <input type="checkbox"/> Passenger <input type="checkbox"/> Other
28. Birth Date	29. Telephone No.	30. Job Position	31. (Check here if off duty) <input type="checkbox"/>	
32. Employer - (if different from Block 18., fill in Name, Address, Telephone No.)				
33. Person's Time A. IN THIS INDUSTRY - B. WITH THIS COMPANY - C. IN PRESENT JOB OR POSITION - D. ON PRESENT VESSEL/FACILITY - E. HOURS ON DUTY WHEN ACCIDENT OCCURRED -		YEAR(S) _____ MONTH(S) _____ _____ _____ _____	34. Industry of Employer (Towing, Fishing, Shipping, Crew Supply, Drilling, etc.) <hr/> 35. Was the Injured Person Incapacitated 72 Hours or More? <hr/> 36. Date of Death	
37. Activity of Person at Time of Accident				
38. Specific Location of Accident on Vessel/Facility				
39. Type of Accident (Fall, Caught between, etc.)		40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.)		
41. Part of Body Injured		42. Equipment Involved in Accident		
43. Specific Object, Part of the Equipment in block 42., or Substance (Chemical, Solvent, etc.) that directly produced the Injury.				
SECTION IV. DESCRIPTION OF CASUALTY				
44. Describe how accident occurred, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. (See instructions and attach additional sheets if necessary).				
45. Witness (Name, Address, Telephone No.)				
46. Witness (Name, Address, Telephone No.)				
SECTION V. PERSON MAKING THIS REPORT			47c. Title	
47. Name (PRINT) (Last, First, Middle)		47b. Address (City, State, Zip Code)	47d. Telephone No.	
47a. Signature			47e. Date	
FOR COAST GUARD USE ONLY		REPORTING OFFICE:		
MISLE Incident Investigation Activity Data Entry:		MISLE Incident Investigation Activity Number (if applicable)		
<input type="checkbox"/> NONE <input type="checkbox"/> PRELIMINARY <input type="checkbox"/> DATA COLLECTION		<input type="checkbox"/> INFORMAL <input type="checkbox"/> FORMAL		
Serious Marine Incident <input type="checkbox"/> Yes <input type="checkbox"/> No Major Marine Casualty <input type="checkbox"/> Yes <input type="checkbox"/> No	INVESTIGATOR (Name)	DATE	APPROVED BY (Name)	
			DATE	

INSTRUCTIONS

FOR COMPLETION OF FORM CG-2692

REPORT OF MARINE ACCIDENT, INJURY OR DEATH

AND FORM CG-2692A, BARGE ADDENDUM

WHEN TO USE THIS FORM

1. This form satisfies the requirements for written reports of accidents found in the Code of Federal Regulations for vessels, Outer Continental Shelf (OCS) facilities, mobile offshore drilling units (MODUs), and diving. The kinds of accidents that must be reported are described in the following instructions.

VESSELS

2. A vessel accident must be reported if it occurs upon the navigable waters of the U.S., its territories or possessions; or whenever an accident involves a U.S. vessel; wherever the accident may occur. (Public vessels and recreational vessels are excepted from these reporting requirements.) The accident must also involve one of the following (ref. 46 CFR 4.05-1):

A. All accidental groundings and any intentional grounding which also meets any of the other reporting criteria or creates a hazard to navigation, the environment, or the safety of the vessel;

B. Loss of main propulsion or primary steering, or an associated component or control system, the loss of which causes a reduction of the maneuvering capabilities of the vessel. Loss means that systems, component parts, subsystems, or control systems do not perform the specified or required function;

C. An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route including but not limited to fire, flooding, failure or damage to fixed fire extinguishing systems, lifesaving equipment or bilge pumping systems;

D. Loss of life;

E. An injury that requires professional medical treatment (beyond first aid) and, if a crewmember on a commercial vessel, that renders the individual unfit to perform routine duties.

F. An occurrence not meeting any of the above criteria but resulting in damage to property in excess of \$25,000. Damage cost includes the cost of labor and material to restore the property to the condition which existed prior to the casualty, but it does not include the cost of salvage, cleaning, gas freeing, drydocking or demurrage.

MOBILE OFFSHORE DRILLING UNITS

3. MODUs are vessels and are required to report an accident that results in any of the events listed by Instruction 2-A through 2-F for vessels. (Ref. 46 CFR 4.05-1, 46 CFR 109.411)

OCS FACILITIES

4. All OCS facilities (except mobile offshore drilling units) engaged in mineral exploration, development or production activities on the Outer Continental Shelf of the U.S. are required by 33 CFR 146.30 to report accidents resulting in:

A. Death;

B. Injury to 5 or more persons in a single incident;

C. Injury causing any person to be incapacitated for more than 72 hours;

D. Damage affecting the usefulness of primary lifesaving or firefighting equipment;

E. Damage to the facility in excess of \$25,000 resulting from a collision by a vessel;

F. Damage to a floating OCS facility in excess of \$25,000.

5. Foreign vessels engaged in mineral exploration, development or production on the U. S. Outer Continental Shelf, other than vessels already required to report by Instructions 2 and 3 above, are required by 33 CFR 146.303 to report casualties that result in any of the following:

A. Death;

B. Injury to 5 or more persons in a single incident;

C. Injury causing any person to be incapacitated for more than 72 hours.

DIVING

6. Diving casualties include injury or death that occurs while using underwater breathing apparatus while diving from a vessel or OCS facility.

A. **COMMERCIAL DIVING.** A dive is considered commercial if it is for commercial purposes from a vessel required to have a Coast Guard certificate of inspection, from an OCS facility or in its related safety zone or in a related activity, at a deepwater port or in its safety zone. Casualties that occur during commercial dives are covered by 46 CFR 197.486 if they result in:

1. Loss of life;

2. Injury causing incapacitation over 72 hours;

3. Injury requiring hospitalization over 24 hours.

In addition to the information requested on this form, also provide the name of the diving supervisor and, if applicable, a detailed report on gas embolism or decompression sickness as required by 46 CFR 197.410(a)(9).

Exempt from the commercial category are dives for:

1. Marine science research by educational institutions;
2. Research in diving equipment and technology;
3. Search and Rescue controlled by a government agency.

B. ALL OTHER DIVING. Diving accidents not covered by Instruction (6-A) but involving vessels subject to Instruction (2), VESSELS, must be reported if they result in death or injury causing incapacitation over 72 hours. (Ref. 46 CFR 4.03-1(c)).

HAZARDOUS MATERIALS

7. When an accident involves hazardous materials, public and environmental health and safety require immediate action. As soon as any person in charge of a vessel or facility has knowledge of a release or discharge of oil or a hazardous substance, that person is required to immediately notify the U. S. Department of Homeland Security's National Response Center (telephone toll-free 800-424-8802 - in the Washington, D.C. area call 202-426-2675). Anyone else knowing of a pollution incident is encouraged to use the toll-free telephone number to report it. If etiologic (disease causing) agents are involved, call the U.S. Public Health Service's Center for Disease Control in Atlanta, GA. (telephone 404-633-5313). (Ref. 42 USC 9603; 33 CFR 153; 49 CFR 171.15)

COMPLETION OF THIS FORM

8. This form should be filled out as completely and accurately as possible. Please type or print clearly. Fill in all blanks that apply to the kind of accident that has occurred. If a question is not applicable, the abbreviation "NA" should be entered in that space. If an answer is unknown and cannot be obtained, the abbreviation "UNK" should be entered in that space. If "NONE" is the correct response, then enter it in that space.

9. Once completed, deliver or mail this form as soon as possible to the Coast Guard Marine Safety, Marine Inspection or Activities Office nearest the location of the casualty or, if at sea, nearest the arrival port.

NOTICE: The information collected on this form is routinely available for public inspection. It is needed by the Coast Guard to carry out its responsibility to investigate marine casualties, to identify hazardous conditions or situations and to conduct statistical analysis. The information is used to determine whether new or revised safety initiatives are necessary for the protection of life or property in the marine environment.

An agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless it displays a valid OMB control number.

The Coast Guard estimates that the average burden for this report is 1 hour. You may submit any comments concerning the accuracy of this burden estimate or any suggestions for reducing the burden to: Commandant (G-MOA), U.S. Coast Guard, Washington, DC 20593-0001 or Office of Management and Budget, Paperwork Reduction Project (1625-0001), Washington, DC 20503

10. Amplifying information for completing the form:

A. Block 16 - "LOCATION" - Latitude and longitude to the nearest tenth of a minute should always be entered except in those rivers and waterways where a mile marker system is commonly used. In these cases, the mile number to the nearest tenth of a mile should be entered. If the latitude and longitude, or mile number, are unknown, reference to a known landmark or object (buoy, light, etc.) with distance and bearing to the object is permissible. Always identify the body of water or waterway referred to.

B. Tug or towboat with tow - Tugs or towboats with tows under their control should complete all applicable portions of the CG-2692. SECTION II should be completed if a barge causes or sustains damage or meets any other reporting criteria. If additional barges require reporting, the "Barge Addendum," CG-2692A, may be used to provide the information for the additional barges.

C. Moored/Anchored Barge - If a barge suffers a casualty while moored or anchored, or breaks away from its moorage, and causes or sustains reportable damages or meets any other reporting criteria, enter the location of its moorage in Block (1) of the CG-2692 and complete the form except for Blocks (2) through (13). The details will be entered in SECTION II for one barge and on the "Barge Addendum" CG-2692A, for additional barges.

D. SECTION III - Personnel Accident Information - SECTION III must be completed for a death or injury. In addition, applicable portions of SECTIONS I, II and IV must be completed. If more than one death or injury occurs in a single incident, complete one CG-2692 for one of the persons injured or killed, and attach additional CG-2692's, filling out Blocks (1) and (2) and SECTION III for each additional person.

E. BLOCK 44 - Describe the sequence of events which led up to this casualty. Include your opinion of the primary cause and any contributing causes of the casualty. Briefly describe damage to your vessel, its cargo, and other vessels/property. Include any recommendations you may have for preventing similar casualties. **ALCOHOL AND DRUG INFORMATION.** Provide the following information with regard to each person determined to be directly involved in the casualty: name, position aboard the vessel, whether or not the person was under the influence of alcohol or drugs at the time of the casualty, and the method used to make this determination. If toxicological testing is conducted the results should be included; if results are not available in a timely manner, provide the results of the toxicological test as soon as practical and indicate that this is the case in block 44 of the casualty form.