

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

I. Fixed Fire Fighting Equipment & Arrangements

Analysis: These standards require a Coast Guard inspected and NPFA approved fixed fire fighting system for spaces with internal combustible engines and additional fire detection capability in the engine spaces and accommodation spaces. This standard meets existing inspected and classed vessel requirements.

1. Each vessel must be fitted with a fixed gas fire extinguishing system in the following enclosed spaces:

- a) A space containing an internal combustion engine of more than 50 horsepower (main space);
- b) A space containing an oil-fired boiler;
- c) An incinerator or;
- d) A space containing a gasoline storage tank or other flammable materials (such as a paint locker.).

2. System types and alternatives.

- a) All fixed gas fire extinguishing systems for main machinery spaces shall be installed in accordance with 46 CFR Part 76 and other appropriate NPFA standards.
- b) A pre-engineered fixed gas fire extinguishing system may be installed only in a normally unoccupied machinery space (excluding main engine spaces), paint locker, or space containing flammable liquid stores that has a gross volume of not more than 33.98 cubic meters (1200 cubic feet).

3. Pre-engineered fixed gas fire extinguishing systems must:

- a) Be approved by the Commandant for the intended application (e.g. incinerator space, bow thruster room, etc)
- b) Be capable of manual actuation from outside the space in addition to any automatic actuation devices; and
- c) Automatically shut down all power ventilation systems serving the protected space and all engines that draw intake air from within the protected space.
- d) A vessel on which a pre-engineered fixed gas fire extinguishing system is installed must have the following equipment at the operating station:
 - (i) A visual alarm to indicate the discharge of the extinguishing agent;

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- (ii) An audible alarm to sound upon discharge of the extinguishing agent; and
- (iii) A means to reset devices used to automatically shut down ventilation systems and engines as required by paragraph (d)(1)(iii) of this section.

4. Smoke / Heat Detectors

- a) Heat detectors alarms (rate of rise / maximum temperature) shall be installed in each space fitted with a fixed gas fire extinguishing system. Coast Guard approved fire detection systems and equipment complying with 46 CFR 161.002, as well as, non-Coast Guard approved fire detection systems meeting the criteria listed in 46 CFR 27.203 are acceptable.
- b) Each accommodation space must be equipped with an independent modular smoke detector or a smoke actuated fire detecting unit installed in accordance with 46 CFR Part 76.33.
- c) These independent modular smoke detector must meet UL 217 and be listed as a "Single Station Smoke Detector--Also suitable for use in Recreational Vehicles."
- d) Other fire / smoke / heat detectors for accommodation spaces may be approved for use by the local OCMI.

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J. Other Fire Fighting Equipment & Fire Fighting Plans

Analysis: These standards seek to increase a vessels fire fighting (and de-watering) capabilities by requiring portable fire fighting capability, fireman's outfits, and fire fighting plans. These standards meet or exceed classification requirements.

1. Each vessel must be equipped with an independently powered (independent of the ship's auxiliary power system) portable fire/dewatering pump. The portable pump and hoses must be stowed outside the engine room.
2. Each pump will be provided with suction hose and strainers adequate to reach water sources for either service and must be capable of picking up suction for the highest lift. Correspondingly, discharge hose must be readily available for each service.
3. The pump shall be capable of producing two effective 40 foot streams, each from a standard 1.5 inches diameter lined commercial fitted with a corrosion resistant dual purpose nozzle capable of providing a solid stream and a spray pattern.
4. Each vessel with 26 or more people on board will be equipped with a minimum of (4) traditional bunker style fireman's outfits as described in 46 CFR 96.35.
 - a) Each outfit will consist of: one self-contained breathing apparatus, attached lifeline, flashlight, rigid helmet, boots, gloves, protective clothing with reflective tape and one fire axe.
 - b) At least two spare air bottles will be provided for each self-contained breathing apparatus.
 - c) Each SCBA must be approved by MSHA and NIOSH have a minimum 30 minute air supply and a full face mask.
5. Each vessel with less than 26 people on board will be equipped with a minimum of (2) traditional bunker style fireman's outfits as described in paragraph (4) above.
6. Crew members who are identified in the vessel's Watch, Quarter and Station Bill as fire team members who will wear the above protective equipment shall undergo Coast Guard approved fire-fighting training.
7. Fire and Safety Plan-Each vessel will maintain an up-to-date Fire and Safety Plan.

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K. Emergency Drills & Training

Analysis: Increases on board trained drill instructor, fosters effort to improve multi-language training and requires a record of emergency drills and training. This is not a classification issue, but meets or exceeds current inspected vessel standards.

1. Each vessel that operates with less than 16 people on board shall have a minimum of two (2) certified Fishing Vessel Drill Conductors on board.
2. Each vessel that operates with 16 – 25 people on board shall have a minimum of three (3) certified Fishing Vessel Drill Conductors on board.
3. Each vessel that operates with 26 - 35 people on board shall have a minimum of four (4) certified Fishing Vessel Drill Conductors on board.
4. Each vessel that operates with more than 35 people on board shall have a minimum of five (5) certified Fishing Vessel Drill Conductors on board.
5. Every reasonable effort shall be made, including the use of North Pacific Fishing Vessel Owners Association and Alaska Marine Safety Education Association Spanish & Vietnamese language safety videos, to ensure that all non-English speaking crew members and fish processing personnel are familiar with their emergency responsibilities and duties.
6. All emergency drills and training shall be logged by the master of the vessel. Emergency drills and training records shall be maintained on board the vessel and at the vessel's home office for three years.
7. Sailing Short: At the outset of a voyage a vessel should "possess" the complement of certificated drill conductors as stipulated in this section. In certain unusual circumstances, when vacancies occur at or after the time the crew is required to be aboard, the vessel may sail short, provided the vacancy was without the consent, fault, or collusion of the master, owner, or any other person interested in the vessel, and the master has made a conscientious effort to find a qualified replacement. In addition, the master must be satisfied that the vessel is safe to make the intended voyage. Desertion, arrest, failure to join, hospitalization, etc., are considered to be unusual circumstances and may be grounds for sailing short if the master considers the remaining complement sufficient. However, at each port or place called at during the voyage (including the port of departure), the master has an obligation to obtain qualified replacements if they are available. The master need not obtain permission to sail short, but must report the situation in writing within 12 hours of arrival at the port of destination. The master's decision to sail short is subject to the OCMI's review and appropriate administrative action should be taken if warranted.

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L. Emergency Communications and Navigation

Analysis: These standards institute particular requirements to preserve positive administrative controls relative to discharge of fixed fire fighting systems. It also implements use of GMDSS and AIS equipment. This is not a classification issue, but meets or exceeds current inspected vessel standards.

1. For vessels where it is the policy to notify the master of the vessel prior to discharging the vessel's fixed fire fighting system into the engine room, vessel owners shall install an independently powered emergency communication system between the wheelhouse and the controls to the fixed fire fighting system, to allow immediate emergency notification communication to the wheelhouse.
2. Each vessel must have clear procedures, signed by the master and chief engineer explaining the conditions under which fixed extinguishing systems are to be used and responsibilities of all involved parties. These procedures should be included in monthly drills.
3. Emergency handheld radios may be used to meet this requirement, so long as the radios are stowed upon the bridge and at the controls to the fixed fire fighting system.
4. Global Maritime Distress Signal System (GMDSS): All vessels enrolled in the alternative compliance agreement shall be in compliance with Coast Guard Navigation and Vessel Inspection Circular 3-99.
5. Automatic Information System (AIS): In accordance with 33 CFR 164.46, all vessels shall be equipped with a properly installed and operational AIS system.