



U. S. Coast Guard 5th District

Commercial Fishing Industry Vessel Safety Reference Guide



Contact your local Fishing Vessel Safety Coordinator

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Sector Baltimore (410) 576-2634

Sector Hampton Roads (757) 668-5533

Sector North Carolina (252) 247-4526

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(757) 398-6554/7766

Updated January 2014

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****BIG 8 ITEM**

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BOUNDARY LINES

Cold Water Months
(May & November)



Note: Map not to scale and should not be used for navigation

May – Above Chart

June – All CGD5 District is warm water

July – All CGD5 District is warm water

August – All CGD5 District is warm water

September – All CGD5 District is warm water

October – All CGD5 District is warm water

November – Above Chart

BOUNDARY LINES

Cold Water Months
(December – April)



Note: Map not to scale and should not be used for navigation

December – Above Chart
January – Above Chart
February – Above Chart
March – Above Chart
April – Above Chart

POLICY & PROCEDURES

What is the Commercial Fishing Industry Vessel Safety Act (CFIVSA) of 1988? A law passed by Congress, which required the USCG to issue new regulations for safety equipment & operating procedures regarding fishing, fish tender, and fish processor vessels.

What is the Coast Guard Authorization Act of 2010? Legislation passed by Congress on October 15, 2010 that established a number of new safety requirements for U. S. commercial fishing vessels.

What is the Coast Guard and Maritime Transportation Act of 2012? Legislation passed by Congress on December 20, 2012 that amended certain requirements passed by the Coast Guard Authorization Act of 2010 and established additional safety requirements for U. S. commercial fishing vessels.

Why are CFV regulations necessary? To implement the requirements of the CFIVSA, other legislation, and create a safer working environment for commercial fishing.

On which CFVs do these regulations apply? All U. S. uninspected commercial fishing, fish tender, and fish processing vessels, whether federally documented or state registered. Applicability of certain regulations is determined by several factors, including length, operating area and number of people onboard.

Will my fishing vessel be boarded at-sea by USCG a boarding team? YES. USCG boardings of fishing industry vessels occur on a random basis.

If deficiencies are found during an at-sea boarding, what will happen? The USCG Boarding Officer has the option of issuing a written warning, preparing a Report of Violation or possible vessel termination (see pg 68).

What is a Voluntary Dockside Examination? A thorough safety check of the vessel conducted by a Commercial Fishing Vessel Safety Examiner. It is free of charge and there is no penalty and/or fault to the owner/operator for safety discrepancies discovered during the dockside examination.

POLICY & PROCEDURES

GENERAL INFORMATION

This guide **summarizes** Federal Regulations applicable to U.S. uninspected commercial fishing vessels. This includes **Fishing Vessels** which are engaged in activities pursuant to the harvesting of fish for commercial purposes; **Fish Tender** vessels that transport, store, refrigerate, or provide supplies to the commercial fishing industry, and **Fish Processing** vessels which process the fish to a finished product beyond decapitating, gutting and freezing.

Next to the title of each applicable section of this guide, you may notice a number to the right of the title. This correlates with the CG-4100F Boarding Report form. Example: Page 1 has Sound Signals - #105.

The layout of this job aid was designed to follow the flow of the USCG Commercial Fishing Vessel Safety Examination form (CG-5587)

The image shows a USCG Commercial Fishing Vessel Safety Examination form (CG-5587). The form is titled "USCG COMMERCIAL FISHING VESSEL SAFETY EXAMINATION" and contains various fields for vessel information, equipment, and crew details. A large image of a fishing vessel is overlaid on the form. At the bottom, there are checkboxes for "Inspected", "Examined", "Boarding", and "Training Events", with "Inspected" and "Examined" marked with red checkmarks. The form also includes a signature line for the vessel representative and a date field.

POLICY & PROCEDURES

BOARDING POLICY

MLE Manual Chap. 3.D.5.b

Special consideration should be given to vessels that have received a CFVS Decal through a Dockside Fishing Vessel Safety Exam. Policy states vessels with a valid CFVS Decal are generally considered a lower priority boarding target.

WITH a current CFVS Decal:

Spot check of the “**Big 8**” safety items.

WITHOUT a current CFVS Decal:

Complete check of “**Big 8**” safety items and as many other applicable items listed on the CG-4100F form as boarding team personnel are trained to inspect, with due regard for boarding team safety. Boarding personnel should encourage vessel master to schedule a Vessel Dockside Exam.

To continue to provide an incentive for participation in the voluntary dockside exam program, boarding personnel shall acknowledge the importance of the CFVS Decal to vessel masters, specifically noting that boarding’s will be abbreviated for those vessels which have a CFVS Decal.

**Commercial Fishing Vessel Safety
EXAMINATIONS**

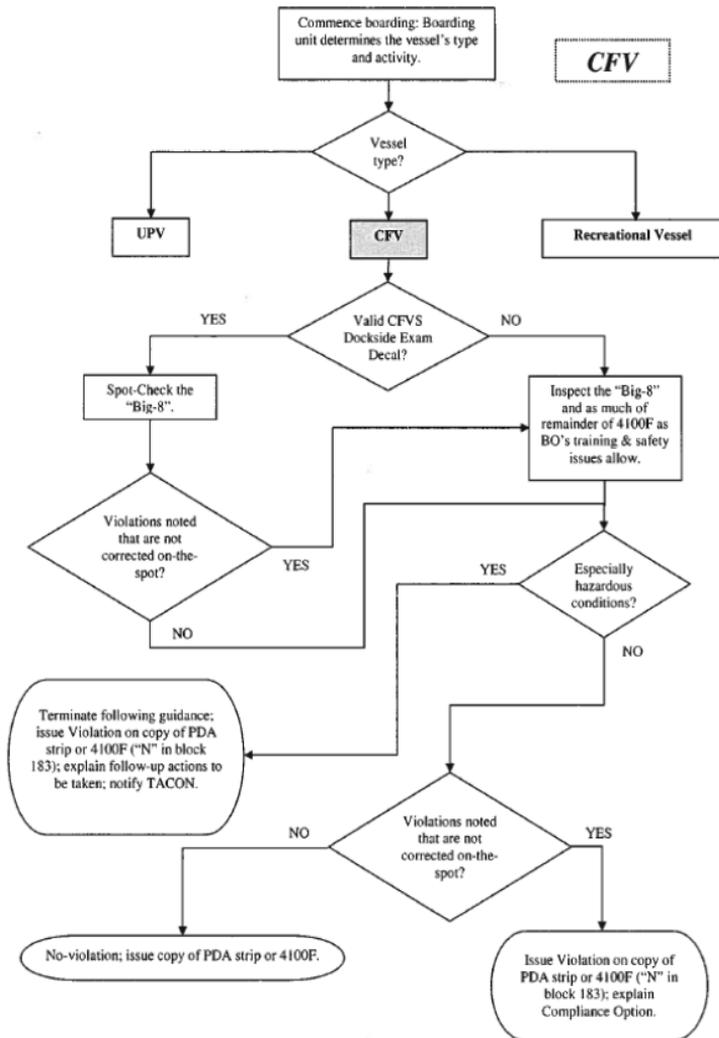
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<input type="checkbox"/> < 3 NM	THIS VESSEL MEETS ALL USCG COMMERCIAL FISHING INDUSTRY REGULATIONS FOR OPERATING AREAS AS MARKED	<table border="1" style="display: inline-table;"><tr><td>JAN</td><td>JUL</td></tr><tr><td>FEB</td><td>AUG</td></tr><tr><td>MAR</td><td>SEP</td></tr><tr><td>APR</td><td>OCT</td></tr><tr><td>MAY</td><td>NOV</td></tr><tr><td>JUN</td><td>DEC</td></tr></table>	JAN	JUL	FEB	AUG	MAR	SEP	APR	OCT	MAY	NOV	JUN	DEC	
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NO. 123456

CG-5587A
(Rev. 6/08)

U.S. Department of Homeland Security

POLICY & PROCEDURES



POLICY & PROCEDURES

Post Boarding Process & Compliance Program

District 5 has a procedure in place for commercial fishing vessels that have been issued a violation during an at-sea boarding. This Fix-It (compliance) Option Program recognizes the value of regulatory compliance over that of punitive civil penalties and offers the vessel owner and/or operator an opportunity to have violations reduced to a warning following completion and issuance of a dockside examination decal.

Steps:

1. The Boarding Team completes the CFV boarding and prepares a CG-4100F form, listing any deficiencies noted during the boarding. The Boarding Officer discusses the deficiencies with the vessel Operator and explains the enforcement process.
2. The Boarding Team Leader shall ensure that complete MISLE entries are entered in a timely manner, documenting the events of the boarding. Once completed, the MISLE activity is transferred to VCCC for further enforcement action.
3. The VCCC reviews the MISLE activity, along with vessel history to determine if the Fix-It (compliance) program is applicable to the case. Violators may be given the opportunity to use the Fix-It (compliance) program where they complete a CFV Voluntary Dockside Examination to have their violation cleared in lieu of a Notice of Violation or Civil Penalty.
4. In the event that the Fix-It (compliance) program is applicable, VCCC will notify the owner/operator of the CFV to contact the appropriate CFV Examiner to schedule a CFV Voluntary Dockside Examination and process to have the violation(s) cleared.
5. If the VCCC determines that the vessel has a history of safety violation, the case may be forwarded to the Hearing Officer with a civil penalty recommendation or will receive a Notice of Violation (NOV) ticket in the mail processed as a civil penalty.

All Vessels

Registration / Numbering

#159

33 CFR 173

Applies to: All **undocumented** commercial fishing industry vessels equipped with propulsion machinery

Requirements:

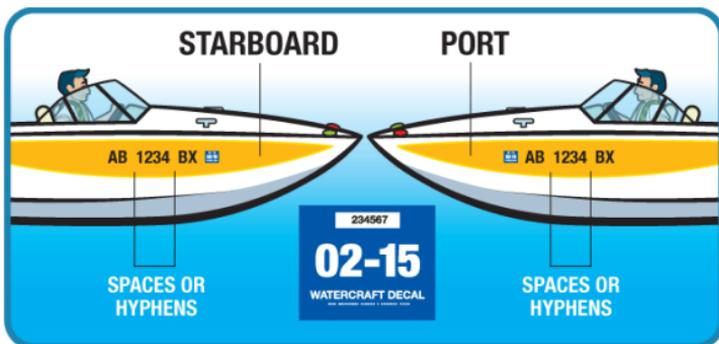
1. Valid State Certificate of Numbers on board whenever underway.
2. Block numbers on the forward half of the vessel.

Acceptability Requirements:

- A valid State certificate of numbers must be on board while the vessel is underway. A temporary or official duplicate is acceptable.

Display of Numbers:

- **3 inch BLOCK** - minimum height.
- Affixed to forward half of the vessel.
- One on each side of the vessel.
- Contrasting color to the background.
- Permanently affixed.
- Read from left to right.
- Have a hyphen or a space between prefix, number, and suffix.



All Vessels

Documentation

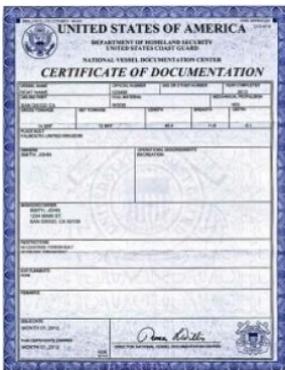
#173

46 CFR 67

Applies to: **all commercial vessels 5 net tons and greater**. National Documentation Center: 1-800-799-8362

Requirements:

- A. The **original Certificate of Documentation**
1. Must be maintained on board the vessel.
 2. Proper Fisheries endorsement. Not expired.
- B. **Name** of the vessel must be -
1. On port & starboard bow and the vessel stern
 2. Not less than 4 inches in height.
 3. Marked in clearly legible letters.
- C. **Hailing port** of the vessel must be -
1. On stern of the vessel.
 2. Not less than 4 inches in height.
 3. Marked in clearly legible letters.
- D. **Official number** of the vessel must be -
1. Permanently affixed to some clearly visible structural part of the hull, such as an internal deck beam.
 2. Not less than 3 inches in height.
 3. Affixed in clearly legible numbers.



All Vessels

FCC Ship/Station License

#157

47 CFR 80.405

Applies to: All vessels **required** to have communications equipment on board

Acceptability Requirements:

- Original license on board.
- Name and number of the vessel is correct.
- License is not expired.
- License lists all transmitting equipment and frequencies.
- License is stamped with the FCC seal.
- Licensee listed is the current owner or manager of the vessel.

Notes:

- If the vessel is not **required** to carry the radio equipment, then do not cite for lack of the FCC-SSL. (**See pg. 43 on carriage requirements**)
- FCC Ship Station Licenses are renewed every 10 years.
- To renew or apply for FCC check www.fcc.gov.

Radio Service		Official Ship Number	Ship Name
SB - Ship Compulsory Equipped		123456	F.V. Neversail

FCC Call Sign	File Number	Type of License	Number in Fleet
WDA1234	00000123456	Regular	

Radio Reg/Category	Immarsat No.	Ship Station Identity	Selective Calling No.
WDA1234		303189000	

Grant Date	Effective Date	Print Date	Expiration Date
12-31-2013	12-31-2013	12-31-2013	12-31-2023

Frequencies contained in 47 CFR, Part 80, Subpart D including, but not limited to any of the following: VHF Radiotelephone, SB, MF/HF Radiotelephone, Intra-, All-IPCOB, Radiotelegraph, VLF Radiotelegraph, Satellite, Facsimile, and Data Store.

Special Conditions:
NONE

THIS AUTHORIZATION IS NOT TRANSFERABLE FCC 498.5
November 2006

All Vessels

Injury Placard

#150

46 CFR 28.165

Applies to: All commercial vessels

Requirements:

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



Oil Pollution Placard

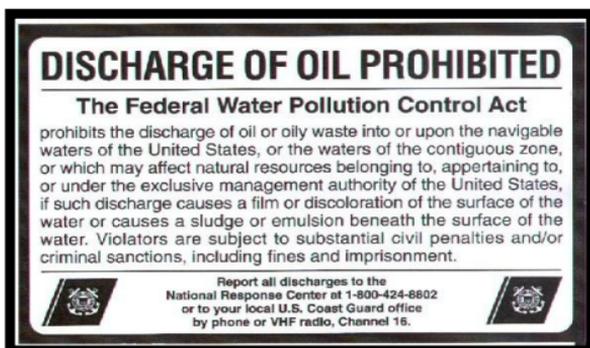
#155

33 CFR 155.450

Applies to: All U.S. vessels 26 ft or more in length having a machinery space

Acceptability Requirements:

- Placard must be at least 5" X 8".
- In a language understood by the crew.
- Permanently affixed in the machinery space or near the bilge pump operating switch.



All Vessels

Garbage Placard

#156

33 CFR 151.59

Applies to: All vessels 26 ft or more in length

Acceptability Requirements:

- Sufficient number posted so as to be read by crew and passengers.
- Displayed in prominent locations.
- At least 4" X 9" in size.
- Letters must be at least 1/8 inch high.
- Must be made of durable material.



Regional, state, and local restrictions on garbage discharges also may apply.



All Vessels

Waste Management Plan

#151

33 CFR 151.57

Applies to: All oceangoing (beyond 3nm from coastline) commercial fishing industry vessels that are 40 ft or more in length.

Acceptability Requirements:

The **WRITTEN** waste management plan must describe procedures for:

- **collection,**
- **processing,**
- **storage,** and
- **discharge** of garbage and waste
- plus **designate the person** who is responsible for carrying out the plan.

**Garbage Log is required on vessels >400 GTs.

WASTE MANAGEMENT PLAN

Vessel Name:

This plan describes policy and procedures for handling this vessel's garbage according to MARPOL Annex V and 33 CFR Subparts 151.51 through 151.77. As Captain, I am responsible for carrying out this plan. All crewmembers and embarked persons shall follow the instructions in this plan. **It is the general policy of this vessel that all food waste and garbage will be retained on board for proper disposal ashore.**

Waste for this vessel is collected _____ (where) and stored _____ (location). When moored, all waste will be carried from the vessel and disposed of _____ (location of dumpster, etc.). **Plastics and waste containing plastic materials will never be discharged into the water from this vessel regardless of location.**

3. When sailing on inland waters or at sea within 12 nautical miles of land, no food, garbage or waste of any type will be discharged. When on an extended voyage, beyond 12 nautical miles from land, certain non-plastic and non-floating waste may be discharged if storage space is not available. In this case, all plastics (including foamed plastic) are to be segregated from other wastes and stored on board for proper disposal ashore. Only those materials permitted for discharge according to the MARPOL Annex V placard may be discharged in the water. **In no case will waste of any kind be discharged into the water without my prior inspection and explicit permission.**

4. If you have any questions about this plan, waste handling procedures or materials that may be discharged, please consult me.

Captain

Date

All Vessels

Load Line Certificate

#158

46 CFR 28.895, 46 CFR 42

Applies to: Fish processing vessels and fish tender vessels **EXCEPT**

- A. **Fish Processing vessels of not more than 5000 GT:**
1. Constructed as a fish processing vessel before August 16, 1974, **or**
 2. Converted for use as a fish processing vessel before January 1, 1983; **and**
 3. Is not on a foreign voyage.
- B. **Fish Tender vessels of not more than 500 GT:**
1. Constructed, under construction, or under contract to be constructed as a fish tender vessel before January 1, 1980, **or**
 2. Was converted for use as a fish tender vessel before January 1, 1983; **and**
 3. Is not on a foreign voyage, **or**
 4. Engaged in the Aleutian Trade.
- C. **Vessels less than 24 meters (79 feet) overall in length.**
- D. **A vessel of not more than 150 GT**, the keel of which was laid or that was at a similar stage of construction, **before January 1, 1986**, that is on a domestic voyage.

Load Line Certificates:

- Are issued by either ABS or Det Norske Veritas, classification societies.
- Are good for **5 years**.
- **Must be endorsed annually** by the issuing class society otherwise the certificate is invalid (**TERMINATION**).

Load Line marks shall:

- Be permanently and conspicuously affixed to the hull.
- Not be submerged.

Note: CFVs greater than 79 feet built after 01 JUL 2013 will be required have a valid loadline certificate.

All Vessels

Citizenship / Licensing / Manning #180 / #181 46 USC 8103, 8304, 8701, 8702 and 46 CFR 15

Applies to: All vessels

Citizenship:

- Only a U.S. citizen may be in command of a documented vessel or serve as master, chief engineer, radio officer or officer in charge of a deck watch or engineering watch.
- Not more than **25%** of the unlicensed seamen may be nonresident aliens allowed to be employed under the Immigration and Naturalization Act.
- ***State registered vessel requires the master to be a resident alien or U.S. citizen.***

Licensing:

- On documented vessels 200 gross tons or greater which operate beyond the Boundary Line, the master, mate, and engineers must have appropriate Coast Guard licenses for the tonnage, horsepower, etc. of the vessel on which they are serving.

Manning:

- The master is responsible for establishing adequate watches and lookouts. (See **46 CFR 15.705** for fish processing vessel manning requirements.)
- Seamen on the following vessels must hold a Merchant Mariners Document (MMD).

Processors over 1600 GT but less than 5000 GT which entered into service prior to 1 Jan. 88.

Processors 100 GT and over which entered into service after 31 Dec. 87 with more than 16 persons on board primarily employed in the preparation of fish or fish products:

- Each seaman, excluding factory and support personnel, must have a MMD.
- 75% of the crew in each department, excluding factory and support personnel, must be able to understand any order spoken by officer.
- 50% of the deck crew, excluding licensed personnel, must have a MMD endorsed for a rating of at least able seaman.

All Vessels

Inland Navigation Rules

#153

33 CFR 88.05

Applies to: All self-propelled vessels greater than 12 meters (39.4 ft) operating on the inland waters of the U.S.

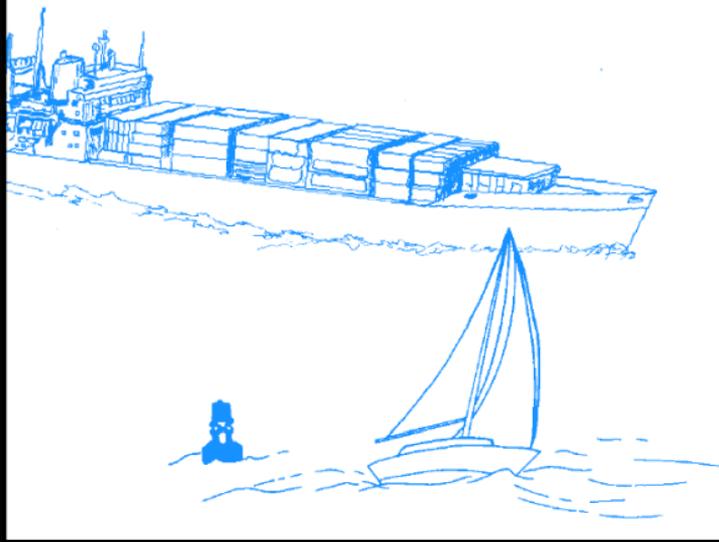
U.S. Department
of Transportation

**United States
Coast Guard**



NAVIGATION RULES

INTERNATIONAL—INLAND



All Vessels

Rules of the Road

#154

33 USC 1620, 33 CFR 81 (COLREGS)

Applies to: All vessels at anchor or underway between sunset and sunrise, or in or near areas of restricted visibility

Acceptability Requirements:

Navigation Lights: Rules 21, 22, 23 & Annex I

- Proper Range of Visibility.
- Proper Arc of Visibility.
- Proper Light Configuration, including spacing & arrangement.
- Deck Lights must not hinder recognition of the vessel's navigational lights.
- On vessels 65.6 ft (20m) or more in length, the sidelight screens must be matte black.

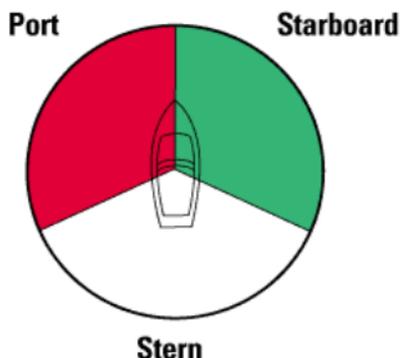
Fishing at Night: Rule 26 & Annex II

- All around red over all around white light properly displayed. (Trawling at night requires all around green over all around white.) Not required on trollers.

Day Shapes: Rule 26 & Annex II

- When engaged in fishing, 2 black cones apex to apex must be properly displayed. Not required on trollers.

Note: *The previously accepted basket day shape is no longer authorized.*

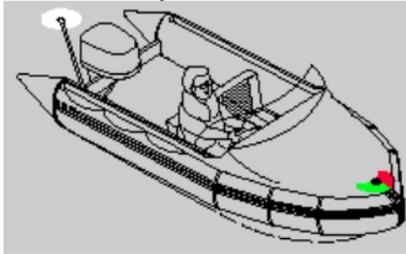


All Vessels

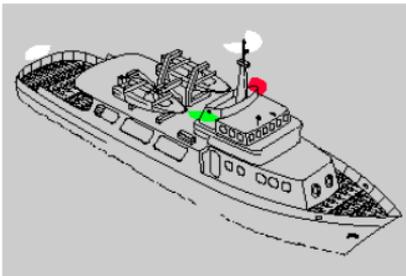
Navigation Lights

#154

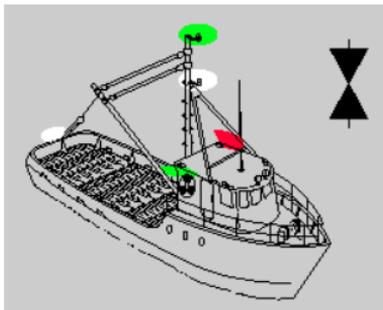
Light Placement Examples



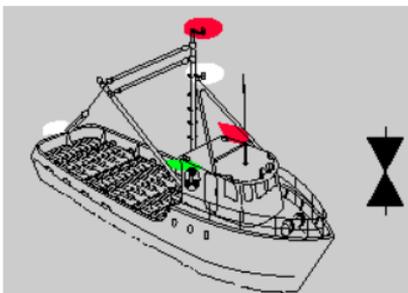
Power-driven vessel of less than 12m in length
All around white light, combination red/green light



Power-driven vessel—less than 50m in length
Masthead, stern & side lights



Vessel engaged in trawling—less than 50m in length
All around green over white, stern and side lights



Vessel engaged in fishing other than trawling
All around red over white, stern and side lights

All Vessels

Sound Signals

#105

33 USC 1602, Rule 33

Applies to: All vessels

Requirements:

Vessel Length Overall	Sound Devices Required
Less than 39.4 ft (12 m)	a means of making an efficient sound signal
Equal to 39.4 FT (12 M) but less than 65.5 ft (20 m)	a whistle or horn
Equal to 65.5 FT (20 M) but less than 328.1 ft (100 m)	A whistle and bell
328.1 ft (100 m) or more	a whistle, a bell and a gong

A hand portable compressed gas air horn type signal is accepted provided:

1. The signal meets the COLREGS 72 criteria for the vessel's length.
2. It is functional.
3. There is sufficient supply of compressed gas for the intended voyage.

Note: *The bell or gong may be replaced by other equipment having the same respective sound characteristics, provided that the signal can be sounded manually if necessary.*

Bell Size (minimum):

- 7.9 inches for vessels greater than 39.4 ft but less than 65.6 ft in length overall.
- 11.8 inches (300 mm) for vessels 65.6 ft (20 m) or more in length overall.



All Vessels

Big 8 Item

Distress Signals

#147

46 CFR 28.145

Requirements:

Area	Devices Required
Ocean, over 50 NM from territorial sea baseline	3 SOLAS grade parachute flares 6 SOLAS grade hand held flares 3 SOLAS grade floating smoke signals
Ocean, 3-50 NM from territorial sea baseline	3 parachute flares 6 hand held flares 3 grade floating smoke signals
Coastal waters (within 3 NM)	Night: one S.O.S. electric light; and Day: one flag or smoke signals; or 3 any type of approved flares for both day and night

**Note: None required unless carriage of three day/night signals is required to meet the survival craft exemption.*

*Note: Expired flares should be kept separately from serviceable supply and marked for "**TRAINING ONLY.**"*

Acceptability Requirements:

- A. All Flares and signaling **devices must be replaced by their expiration dates.**
- B. Any 3 Coast Guard approved flares are acceptable in **coastal waters.**
- C. Distress flag must be in accordance with **46 CFR 160.072.**
- D. Electric distress light must be in accordance with **46 CFR 161.013.**
- E. Flares required on vessels **operating 3-50 miles** from the coast must be approved under **46 CFR:**
 - a. **160.136** or **160.036** (parachute)
 - b. **160.121** or **160.021** (hand)
 - c. **160.122, 160.022, 160.037** (smoke)
- F. Flares required on vessels **operating beyond 50 miles** from the coast must be approved under SOLAS or **46 CFR:**
 - a. **160.136** (parachute)
 - b. **160.121** (hand)
 - c. **160.122** (smoke)

All Vessels

Big 8 Item

Immersion Suits / PFD's

#140

46 CFR 28.110, 46 CFR 25.25, NVIC 01-08

Documented Vessel Requirements:

Criteria	Type Required
Operating Seaward of the Boundary Line and north of 32° North Latitude	One Immersion suit for each person on board.
Operating on all other waters on vessels ≥40 feet in length	One PFD Type I, V, or immersion suit for each person on board.
Operating on all waters on vessels < 40 feet in length	One PFD Type I, II, III, V or immersion suit for each person on board.

State Numbered Vessel Requirements:

Criteria	Type Required
Operating Seaward of the Boundary Line during Cold Water months (pg. vi)	One Immersion suit for each person on board.
Operating on all other waters on vessels ≥40 feet in length	One PFD Type I, V*, or immersion suit for each person on board.
Operating on all waters on vessels < 40 feet in length	One PFD Type I, II, III, V* or immersion suit for each person on board.

**Note: Only Type V Commercial Hybrid is approved and currently there are NO Type V Commercial Hybrids on the market.*

Acceptability Requirements:

- Immersion suit approval no. **46 CFR 160.171**
- Exposure suit approval found in **46 CFR 160.071**.

Note: Older non-approved suits are allowed as long as they are in good and serviceable condition.

All Vessels

Big 8 Item

Personal Flotation Device (PFD) lights, CG approval **46 CFR 161.012**, must be on PFD's or immersion suits on vessels in coastal waters* or beyond (coastwise & ocean voyages). Lights having an expiration date must be unexpired and still serviceable. Off the shelf alkaline batteries must be replaced annually.

* See Definitions for "Coastal Waters"

CHECKLIST:

- At least one device of the proper size per individual.
- Each device stowed to be **readily accessible**.
- Operate zippers, clips, etc.
- PFD Light attached & operational (when required) & battery not expired (**#146**).
- Marked with vessel name or name of owner or person to whom assigned (**#145**).
- Retro reflective material; 31sq. inches (**#145**).
- Excess PFD's should be either maintained or in serviceable condition, marked for "**Training Only**" or removed from vessel.

WARNING!

An immersion suit may be substituted for any other type of PFD, but if required, an immersion suit cannot be substituted with another type of PFD and must be carried onboard. Failure to have the required number of immersion suits or PFDs may result in termination (p.70-72) of vessel operations.



All Vessels

Big 8 Item

BAYLEY – Gently tug on inflatable horse collar, around orange gloves, and entire zipper assembly to check for glue delamination.

IMPERIAL - Ensure the chest high rider bag is attached and zippers are in good condition.

MUSTANG OCEAN COMMANDER - Ensure the liner is inserted properly into shell's legs and arms.



type
PFD I



type
PFD II



type
PFD III



type
PFD V

***Note:** Only Type V Commercial Hybrid is approved and currently there are NO Type V Commercial Hybrids on the market.

All Vessels

Lifesaving Equipment Markings

#145

46 CFR 28.135

Applies to: All commercial fishing vessels.

Requirements:

1. Immersion suits and PFD's must be marked with one of the following:
 - a. Name of the vessel.
 - b. Name of owner of the immersion suit or PFD.
 - c. Name of person assigned to wear the immersion suit or PFD.
2. Except for inflatable buoyant apparatus and inflatable liferafts, survival craft must be marked with the name of vessel or state number.
3. EPIRB must be marked with the name of the vessel or state number.
4. Block **CAPITAL** letters must be used to mark all lifesaving equipment.
5. Required retro-reflective markings must be with material approved under **46 CFR 164.018** and applied in accordance with **IMO Resolution A.658(16)**.



All Vessels

Lifesaving Equipment Marking Requirements:

Table 46 CFR 28.135

Item	Markings Required	Retro reflective Material
Wearable personal flotation device (Type I, II, III, or wearable Type V; Immersion Suit, or exposure suit.	Yes, vessel name or name of owner or person to whom assigned.	Type I or Type II (31 sq. inches on front and on back)
Ring Life Buoy	Name of Vessel	Type II on both sides of the device.
Inflatable liferaft	See note	See note
Inflatable buoyant apparatus	See note	See note
Life float	Name of Vessel	Type II
Buoyant apparatus	Name of Vessel	Type II
Auxiliary craft	Name of Vessel	Type II
EPIRB	Name of Vessel	Type II

Note: No marking other than that provided by the manufacturer and the servicing facility is required.

All Vessels

Big 8 Item

**Lifesaving Equipment Readiness,
Maintenance & Inspection of**
46 CFR 28.140

#146

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 unapproved equipment, must be maintained and inspected in accordance with **Table 46 CFR 28.140**.

Note: An **escape route** from a space where an individual may be employed or an accommodation space must not be obstructed.



(Table continued on next page)

All Vessels

Table 46 CFR 28.140

#146

Maintenance & Inspection of Lifesaving Equipment

Item	Interval	Regulation
Inflatable wearable PFD (type V commercial hybrid).	Annual: Servicing	46 CFR 28.140
Immersion suits and PFD's	Annual: Inspect, clean, and repair as necessary	46 CFR 28.140
Buoyant apparatus and life floats	Annual: Inspect, clean, and repair as necessary	46 CFR 28.140
Inflatable liferaft	Annual: Servicing (See Note)	46 CFR 28.140
Inflatable buoyant apparatus	Annual: Servicing (See Note)	46 CFR 28.140
Disposable hydrostatic release (Hammar)	Replace by expiration date (2 yrs from installation)	46 CFR 28.140
Alkaline (Duracell) batteries	Annual: Replace	46 CFR 28.140
Dated batteries* (lithium) and other items	Replace on or before expiration date	46 CFR 28.140, 46 CFR 25.26-5
EPIRB	Monthly: Test	46 CFR 25.26-5

* Water activated batteries must be replaced after use.

Maintenance and inspection:

- Be conducted in accordance with the manufacturer's guidelines.
- Inflatable liferafts or inflatable buoyant apparatus must be serviced at a facility approved by the CG and by the manufacturer of the survival craft.

Note: Except new inflatable liferafts or new inflatable buoyant apparatus within two years of the manufacture date.

All Vessels

Big 8 Item

Ring Life Buoys

#141

46 CFR 28.115, 46 CFR 25.25

VESSEL LENGTH	TYPE REQUIRED
<16 feet	None
16 feet to <26 feet	1 Type IV buoyant cushion or ring life buoy, 20 inch in diameter or larger with ≥ 60 ft of line attached
26 feet to <65 feet	1 orange ring life buoy, 24 inch in diameter with ≥ 60 ft of line attached
65 feet or more	3 orange ring life buoys, 24 inch in diameter with ≥ 90 ft of line attached to at least one RLB

Commercial Life Sling: May be substituted for one ring life buoy if:

1. It has USCG approval **46 CFR 160.050**.
2. Vessel has a 10 ft high (above the deck) lifting point, and
3. 150 ft of line attached.

Acceptability Requirements:

- Cushions used on vessels 16 to 26 ft must be CG approved Type IV PFD.
- Ring life buoys must be CG approved and at least 24 inches on vessels over 26 ft.
- An approved 20 inch or larger ring life buoy installed prior to 15 Sep 91 and in good and serviceable condition, may be used on vessels less than 65 ft in length.

CHECKLIST:

- Check for proper type and quantity.
- Each device stowed to be **immediately available**.
- CG approved, and in good and serviceable condition.
- Ring Life Buoys marked with vessel's name, retro reflective tape, and line attached.
- Excess RLBs should be either maintained and/or in serviceable condition, marked for "**Training Only**" or removed from vessel.

All Vessels

Big 8 Item

Survival Craft

#142

46 CFR 28.120

Applies to: Unless exempt, all commercial fishing vessels.

Exemptions:

- No survival craft is required for vessels <36 ft in length operating within 12 NM of the coastline, with no more than 3 persons on board.
- No survival craft is required for vessels <36 ft in length operating within 12 NM of the coastline, equipped with builder-certified positive flotation.
- If the following conditions are met, no survival craft is required for vessels >36 but less than <65 feet in length operating exclusively inside the Boundary Line of CGD Five.
 - Equipped with one USCG approved immersion suit for each person on board during cold water months.
 - Equipped with an operable VHF radio-telephone that complies with **46 CFR 28.245**, capable of transmitting and receiving within the 156 MHz band at the main operating station (helm).
 - Carries onboard a minimum of 3 day/night visual distress signals approved under **46 CFR 160.021**, **160.024**, or **160.036**.
 - Have a **VALID CFVS DECAL**.



All Vessels

Big 8 Item

Requirements:

Documented Vessels Requirements

(COLD WATER)

46 CFR 28.120(a)

Area	Vessel Size	Survival Craft Required
Beyond 50 miles of coastline	All	Inflatable Liferaft with SOLAS A pack
Beyond Boundary Line, within 20 - 50 miles of coastline	All	Inflatable Liferaft with SOLAS B pack
Beyond Boundary Line, within 12 miles of coastline	All	Inflatable Liferaft
Beyond Boundary Line, within 12 miles of coastline	≥36 ft in length	Inflatable Buoyant Apparatus*
Beyond Boundary Line, within 12 miles of coastline	<36 ft in length	Buoyant Apparatus*
Inside Boundary Line or lakes, bays, sounds or rivers	≥36 ft in length	Inflatable Buoyant Apparatus*
Inside Boundary Line or lakes, bays, sounds or rivers	<36 ft in length	Buoyant Apparatus*

* If a vessel carries ≤ 3 individuals within 12 miles of the coastline, see **46 CFR 28.120 (b) & (c)** for carriage substitutions.

Documented Vessels Requirements

(WARM WATER)

46 CFR 28.120(a)

Area	Vessel Size	Survival Craft Required
Beyond 50 miles of Coastline	All	Inflatable Liferaft with SOLAS A pack
Beyond Boundary Line, within 20 - 50 miles of coastline	All	Inflatable Liferaft
Beyond Boundary Line, within 20 miles of coastline	All	Life Float*
Inside Boundary Line or lakes, bays, sounds or rivers	All	None

* If a vessel carries ≤ 3 individuals within 12 miles of the coastline, see **46 CFR 28.120 (b) & (c)** for carriage substitutions.

All Vessels

Big 8 Item

Undocumented Vessels with <16 Persons on Board Requirements (COLD WATER)

46 CFR 28.120(b)

Area	Vessel Size	Survival Craft Required
Beyond 50 miles of coastline	All	Inflatable Buoyant Apparatus
Beyond Boundary Line, between 12-20 miles of coastline	All	Inflatable Buoyant Apparatus
Beyond Boundary Line, within 12 miles of coastline	≥36 ft in length	Buoyant Apparatus
Beyond Boundary Line, within 12 miles of coastline	<36 ft in length	Buoyant Apparatus*
Inside Boundary Line or lakes, bays, sounds or rivers	≥36 ft in length	Buoyant Apparatus
Inside Boundary Line or lakes, bays, sounds or rivers	<36 ft in length	Buoyant Apparatus*

* If a vessel carries ≤ 3 individuals within 12 miles of the coastline, see **46 CFR 28.120 (b) & (c)** for carriage substitutions.

Undocumented Vessels with <16 Persons on Board Requirements (WARM WATER)

46 CFR 28.120(b)

Area	Vessel Size	Survival Craft Required
Beyond 50 miles of coastline	All	Inflatable Buoyant Apparatus
Beyond Boundary Line, within 20 miles of coastline	All	Life Float*
Inside Boundary Line or lakes, bays, sounds or rivers	All	None

* If a vessel carries ≤ 3 individuals within 12 miles of the coastline, see **46 CFR 28.120 (b) & (c)** for carriage substitutions.

All Vessels

Big 8 Item

Undocumented Vessels with >16 Persons on Board Requirements (COLD WATER)

46 CFR 28.120(c)

Area	Vessel Size	Survival Craft Required
Beyond 50 miles of coastline	All	Inflatable Liferaft with SOLAS A pack
Between 20 - 50 miles of coastline	All	Inflatable Liferaft with SOLAS B pack
Beyond Boundary Line, between 12 – 20 miles of coastline	All	Inflatable Liferaft
Beyond Boundary Line, within 12 miles of coastline	≥36 ft in length	Inflatable Buoyant Apparatus
Beyond Boundary Line, within 12 miles of coastline	<36 ft in length	Buoyant Apparatus
Inside Boundary Line or lakes, bays, sounds or rivers	≥36 ft in length	Inflatable Buoyant Apparatus
Inside Boundary Line or lakes, bays, sounds or rivers	<36 ft in length	Buoyant Apparatus

Undocumented Vessels with >16 Persons on Board Requirements (WARM WATER)

46 CFR 28.120(c)

Area	Vessel Size	Survival Craft Required
Beyond 50 miles of Coastline	All	Inflatable Liferaft with SOLAS A pack
Beyond Boundary Line, within 20 - 50 miles of coastline	All	Inflatable Liferaft
Beyond Boundary Line, within 20 miles of coastline	All	Life Float
Inside Boundary Line or lakes, bays, sounds or rivers	All	None

All Vessels

Big 8 Item

The hierarchy of survival craft in descending order:

- Lifeboat
- Inflatable liferaft with SOLAS A pack
- Inflatable liferaft with SOLAS B pack
- Inflatable liferaft with COASTAL SERVICE pack
- Inflatable buoyant apparatus
- Lifefloat
- Buoyant apparatus

A survival craft higher in the hierarchy may be substituted for any survival craft required in Tables **46 CFR 28.120 (a), (b), or (c)**.

Acceptability:

- The required survival craft is on board.
- The craft is good and serviceable, including having been serviced per the table on **page 19-20** of this Job Aid.
- The craft is stowed properly. (**See page 28**)
- If an inflatable life raft, has the appropriate pack. (**See page 29**)
- The total capacity of all survival crafts must be able to accommodate the number of individuals on board.
- An auxiliary craft carried on the vessel which is necessary and integral for normal fishing operations may be substituted for survival craft, except an inflatable liferaft, provided it is readily accessible and is capable of carrying all individuals on board (typically seiners with a skiff).

Survival craft installed prior to 15 Sep 91 may continue to be used provided:

- Of the same type required in tables **46 CFR 28.120 (a)-(c)**, as appropriate for the vessel type. (See the following pages)
- Maintained in good and serviceable condition.
- Equipped with the proper equipment pack required in tables **46 CFR 28.120 (a)-(c)**, as appropriate for the vessel type.

CHECKLIST:

- ➔ Check applicability for survival craft.
- ➔ Check proper type, capacity, and equipment pack.

All Vessels

Big 8 Item

- Inflatable liferafts and inflatable buoyant apparatus (IBA) must be serviced no later than the month and year on its servicing sticker. For a new liferaft or IBA, the first annual servicing may be deferred up to 2 years from the date of first packing if noted on the servicing sticker. If expired, see Termination guidance, **page 67-69**.
- Check hydrostatic release for proper installation and expiration date. If expired, see Termination guidance, **page 67-69**.
- Excess survival craft must be either maintained and in serviceable condition, or removed from the vessel.



Inflatable Liferaft with SOLAS pack



Inflatable Buoyant Apparatus



Life Float & Buoyant Apparatus

All Vessels

Big 8 Item

Stowage of Survival Craft

#143

46 CFR 28.125

Requirement:

1. Survival craft equipment pack requirements:
 - a. SOLAS A – Over 50 NM
 - b. SOLAS B – 20-50 NM
 - c. COASTAL – 0-20 NM
2. Each inflatable liferaft required to be equipped with a **SOLAS A or a SOLAS B, (Oceans or Limited)**, equipment pack must be stowed so as to **float free** and **automatically inflate** in the event the vessel sinks.
3. Each **inflatable liferaft with a coastal service pack, 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: A hydrostatic release unit is not required for a proper float free installation. See **NVIC 4-86**. See placard on raft canister exterior for proper installation.

All Vessels

Big 8 Item

Survival Craft Equipment

#144

46 CFR 28.130

Requirements:

1. Each item of survival equipment must be of good quality and secured to the survival craft.
2. Inflatable liferaft must be marked with the type of equipment pack inside:
 - a. Coastal Service.
 - b. SOLAS B or Limited Service.
 - c. SOLAS A or Ocean Service.
3. Life floats or buoyant apparatus must be fitted with:
 - a. Lifeline, pendants, painter & weak-link.
 - b. Floating electric light approved under **46 CFR 161.010**.

Note: Excess survival craft must meet COMDT (G-MOC) Policy Letter No. 01-96 dated 7 Feb 96.



SOLAS A Pack



SOLAS B Pack



COASTAL Service Pack

All Vessels

Big 8 Item

EPIRB

#148

46 CFR 28.150, 46 CFR 25.26

Applies to: All commercial fishing industry vessels operating on the high seas (beyond 3nm of the territorial sea baseline)

Type Required:

- A. Fishing vessels **36 feet or more in length:**
 - a. A float-free, automatically activated **Category 1 406 MHz EPIRB**; or
 - b. Builder's certification stating the vessel was built with **sufficient buoyant material** to keep the flooded vessel afloat and a manually activated **Category 2 406 MHz EPIRB** installed at or near the primary steering station.
- B. Fishing vessels **less than 36 feet in length:**
 - a. Builder's certification stating the vessel was built with **sufficient buoyant material** to keep the flooded vessel afloat and a manually activated **Category 2 406 MHz EPIRB** installed at or near the primary steering station
 - b. A float-free, automatically activated **Category 1 406 MHz EPIRB**.

Exemptions:

1. A skiff or workboat does not require an EPIRB if it is stored, when not working, aboard a mother ship equipped with an EPIRB.
2. The District Commander may grant other exemptions. **See page 71** for information.

CHECKLIST:

- Category 1 EPIRBs mounted in a float-free location and armed.
- EPIRB marked with vessel name.
- EPIRB battery not expired.
- Hydrostatic release not expired.
- NOAA registration decal not expired.
- EPIRB is tested monthly.

→ **NOAA registration: 1-888-212-7283**

See page 19-20 for inspection and testing requirements.

All Vessels

Big 8 Item

Fire Extinguishers

#149

46 CFR 28.155, 46 CFR 28.160, 46 CFR 25.30

Type Required	Without Fixed System in Machinery Space	With Fixed System in Machinery Space
<26 ft in length	1 B-I	0
26 ft to <40 ft	2 B-I	1 B-I
40 ft to <65 ft	3 B-I	2 B-I
≥65 ft	See page 32	

Note:

1. One B-II replaces two B-I fire extinguishers.
2. Outboard boats less than 26 feet in length are not required to carry fire extinguishers if their construction will not permit the entrapment of explosive or flammable gases or vapors.

Pre-Engineered fire system has a cylinder (Halon, CO₂, or other 'clean' agent) and a thermocouple. A pre-engineered fire system is not considered to be a fixed system for the above table.

Fixed System has a cylinder (Halon/CO₂), fixed piping for distributing the agent and remote actuator. These systems are specifically engineered for each individual vessel.

Excess fire detection and protection equipment is permitted if:

- It does not endanger the crew or vessel,
- It is listed and labeled by an independent, national testing laboratory such as UL, FM, etc.
- It is in accordance with appropriate industry standards for design, installation, testing and maintenance.

CHECKLIST:

- ➔ Sufficient number and type on board.
- ➔ Properly mounted in marine bracket.
- ➔ UL, USCG, FM approved.
- ➔ Pressure gauge in the "Green".
- ➔ Must be weighed and tagged annually if the extinguisher does not have a gauge (owner may tag extinguishers himself).
- ➔ Excess fire equipment should be maintained and in serviceable condition, marked for "Training Only" or removed from vessel.

All Vessels

Big 8 Item

Portable Fire Extinguishers for Vessels 65 feet (19.8 meters) or more in Length:

Space	Class	Quantity/Location
Pilothouse	C-I	2 in vicinity of exit.
Safety areas, communicating corridors	A-II	1 in each main corridor not more than 150 ft apart. (May be located in stairways)
Accessible baggage & storerooms	A-II	1 for each 2500 sq ft or fraction thereof located in the vicinity of exits, either inside or outside the spaces.
Service spaces, galleys	B-II or C-II	1 for each 2500 sq ft or fraction thereof suitable for hazards involved.
Machinery spaces, internal combustion propelling machinery	B-II	1 for each 1000 brake horsepower or fraction thereof but not less than 2 nor more than 6.
Internal combustion machinery	B-II	1 outside the space in the vicinity of exit.
Electric emergency motors or generators	C-II	1 outside the space in the vicinity of exit.
Electric propulsion motors or generator unit of open type	C-II	1 for each propulsion motor or generator unit.
Paint lockers	B-II	1 outside space in vicinity of exit.
Workshops & similar spaces	A-II	1 outside the space in vicinity of exit.
Auxiliary spaces	B-II	1 outside the space in the vicinity of exit.

Note: See Table 46 CFR 25.30-20(b)(1)

All Vessels

Backfire Flame Control

#138

46 CFR 25.35-1

Applies to: All vessels with installed gasoline engines (*except outboard motors*)

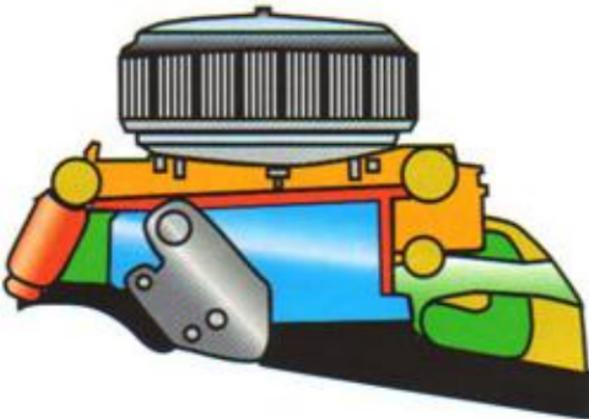
Requirements: Installed gasoline engines must be equipped with backfire flame control of:

1. Backfire Flame Arrestor:
 - a. CG Approval **46 CFR 162.015** or **46 CFR 162.042**, or
 - b. Marine Type SAE J-1928 or UL 1111.
2. Engine air and fuel induction systems
 - a. CG Approval **46 CFR 162.015** or **46 CFR 162.041**,
 - b. Meets **46 CFR 58.10**.

Acceptability Requirements:

- Devices must be mark with the CG approval number **OR** marine type complying with SAE J-1928 or UL 1111.

Devices must be installed on the engine, clean, and in good and serviceable condition.



All Vessels

Ventilation

#139

46 CFR 25.40

Applies to: All motor vessels with closed compartments which use gasoline for electric generation, mechanical power, or propulsion.

Requirement: Bilges of every engine and fuel tank compartment must be fitted with at least two ventilator ducts, cowls, or their equivalent for efficient removal of explosive or flammable gasses.

Vessels manufactured between April 25, 1940 and July 31, 1980 must have at least adequate natural ventilation in each fuel and engine compartment having an ignition source. Vessels manufactured after July 31, 1980 must have a power ventilation system (exhaust blower).

Note: A fuel level sensing unit is **not** an ignition source.

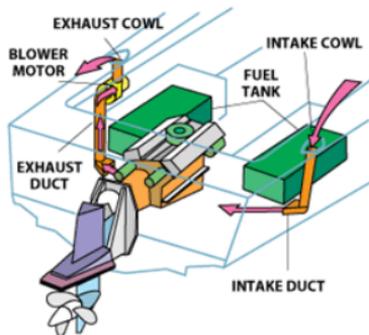
Acceptability Requirements:

A. Natural ventilation:

- Intake duct below level of carburetor.
- Exhaust duct extended to lower portion of the bilge, below starter level.
- Cowls trimmed so as not to re-circulate fumes.

B. Power Ventilation, if equipped:

- Motor must be operational.
- Ducting must be intact.
- System must discharge adequate volumes of air.



All Vessels

Marine Sanitation Device

#152

33 CFR 159.7

Applies to: All vessels that have an installed toilet facility and operate within U.S. Territorial Seas (inside 3 nm)

Requirements:

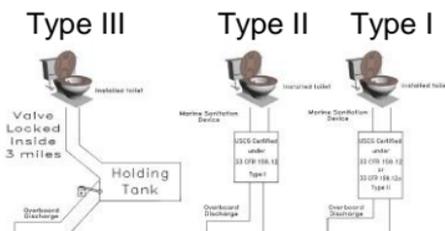
- The marine sanitation device must be Coast Guard Certified.
- Vessels 65 ft and less must have a Type I, Type II, or Type III MSD.
- Vessels over 65 ft must have a Type II or Type III MSD.

Acceptability Requirements:

- Type I and Type II MSDs must have a **label** as per **33 CFR 159.16** (CG approval number and manufacturer's information) and be **certified**. Type III MSDs (holding tanks) do not need a label.
- **Type I and Type II** devices are certified under **33 CFR 159.12**.
- **Type III devices are certified by design.** They must be a holding tank solely for sewage and flush water at ambient air temperature and pressure, and designed to prevent overboard discharge of sewage.
- The MSD **must be operational**.
- If the installed toilet has a "Y" valve, the valve must be **secured** while in U.S. Territorial waters so as to prohibit accidental discharge overboard.

Note: Portable toilets or "porta-potties" are not considered installed toilets and are not subject to the MSD regulations.

Secured means locked, tagged, wire-tied, zip-tied, or chained in the closed position.



All Vessels

Drug & Alcohol Testing Programs

#120

46 CFR 4.06

Applies to: A vessel engaged in commercial service that is involved in a Serious Marine Incident must conduct alcohol and chemical testing of all individuals directly involved. Alcohol testing must be conducted within 2 hrs and chemical testing within 32 hrs of casualty.

Although there is no requirement to have test kits on board; however, vessels that operate more than 2 hrs from an alcohol testing facility ***should*** have alcohol test kits on board. Most alcohol test kits do not require the collector to be trained. Vessels that operate more than 32 hrs from a chemical testing facility ***should*** have chemical test kits on board. Most chemical test kits **DO** require special training.

Serious Marine Incident:

- One or more deaths;
- An injury to a crewmember, passenger, or other person which requires professional medical treatment beyond first aid, and, in the case of a person employed on board a vessel in commercial service, which renders the individual unfit to perform routine vessel duties;
- Damage to property in excess of \$100,000;
- Actual or constructive total loss of any vessel subject to inspection;
- Actual or constructive total loss of any self-propelled vessel, not subject to inspection, of 100 gross tons or more;
- A discharge of oil of 10,000 gallons or more into the navigable waters of the United States; or
- A discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States.

***** Contact the local Sector ASAP.**

All Vessels

Big 8 Item

Stability/Stability Instructions

#177

46 CFR 28.65(b)(5), 46 CFR 28.500

Stability for All Vessels:

Vessel may have instability resulting from overloading, improper loading or lack of freeboard. Vessel's voyage may be terminated. A vessel with less than 6" freeboard at amidships may be operating in an especially hazardous condition: Contact nearest Sector.

Stability Instructions—Applies to: Each commercial fishing industry vessel which is 79 feet or more in length that is NOT required to be issued a Load Line AND:

1. Has its keel laid or is at a similar stage of construction or undergoes a major conversion started on or after September 15, 1991;
2. 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; or
3. Has substantial alterations (**see definitions**) conducted on or after September 15, 1991.

Requirement:

Vessel must have a Stability Book or Stability Information developed by a naval architect or other qualified individual outlining different loading conditions and capacities pertaining to the vessel. Stability instructions must be in a format that is easily understood by the master and must reflect the vessel's current construction and operation.

Note the date and name of the naval architect or qualified individual who developed the stability information in the MISLE Boarding Activity.

If the boarding officer observes any vessel which may be unstable or operating contrary to the Stability Information, then contact the cognizant Sector and District 5 **IMMEDIATELY**.

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDY LINE OR WITH MORE THAN 16 POB**

First Aid Training & Equipment

#161

46 CFR 28.210

Applies to: Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board.

Requirements:

A. Equipment

1. First Aid Manual.
2. Medicine Chest.

B. Training

No. of POB	Persons Certified*	
	First Aid	CPR
More than 2	1	1
More than 16	2	2
More than 49	4	4

***Note:** An individual certified in both first aid and CPR may be counted for both requirements.*

*** A certificate indicating completion of:**

Acceptable First Aid Courses:

- American National Red Cross.
- Coast Guard approved course.

Acceptable CPR Certificates:

- American National Red Cross.
- American Heart Association.
- Coast Guard approved course.

Acceptability Requirements:

First Aid manual and medicine chest must be –

- Of a size suitable for the number of persons on board.
- Readily accessible.

First Aid / CPR Training

- Proof of having had the training. The training is not required to be current, i.e., annual CPR re-certification is not required.

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Navigational Information

#163

46 CFR 28.225

COMDT (CG-543) Policy Letter 10-05

Applies to: Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board.

Requirements:

Each vessel must have, for the area to be transited and operated in, current editions of:

1. **Marine Charts** properly scaled and with current corrections
2. A copy or extract of:
 - a. U.S. Coast Pilot
 - b. Coast Guard Light List.
 - c. Tide Tables.
 - d. Current Tables.

Acceptability Requirements:

- “Current” is considered corrected through the latest Notice to Mariners, OR: **Chart** - the latest published version.
- Charts must be of large enough scale to safely navigate the area and currently corrected.
- Vessels may maintain the navigation publications listed above in an electronic form that is readily accessible on the vessel by the vessel’s crew. “Publications” does not include nautical charts. A back-up copy shall be provided in the event the primary electronic format becomes inaccessible. The back-up may be a second computer, CD, portable mass storage device, paper copies, etc. If the back-up copy is digital format there must be a means of displaying it onboard the vessel.

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Crew Contract

46 USC 10601

Applies to: All commercial fishing industry vessels of at least 20 gross tons on a voyage from a port in the U.S.

Requirements:

The contract agreement between the master or individual in charge of the vessel and each crewmember shall:

1. Be in writing and signed also by the vessel owner,
2. State the period of effectiveness of the agreement,
3. Include the terms of any wage, share, or other compensation arrangement peculiar to the fishery in which the vessel will be engaged during the period of agreement, and
4. Include other agreed terms.

Note: *The contract is not required to be maintained on board the vessel.*

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Compasses & Deviation Tables

#164

46 CFR 28.230

Applies to: Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board.

Requirements:

1. Magnetic steering compass.
2. Compass deviation table.

Acceptability Requirements:

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

Note: It is recommended that at least 8 points of the compass be checked and recorded on the deviation table. There is no requirement for recency.



U. S. COURT ORDER (13)
14 15-
6074

DEVIATION TABLE

Master David PRUITT

Coast Guard Cutter FRIGAT

10 April, 1942

STANDARD COMPASS

On after deck house
Determined by method Demarcation with gyro
off Water Green Island, Casco Bay, Me.
Latitude 43°39'N Longitude east 171° W
Length 70'2" # Date of observation 4-10-42

Ship's Compass	Deviation	True	Magnetic
0°	1400'E	140°	3500'E
15°	3000'E	165°	1500'E
30°	4100'E	180°	1400'E
45°	3400'E	195°	1500'E
60°	3400'E	210°	1400'E
75°	4000'E	225°	2300'E
90°	4000'E	240°	2300'E
105°	4000'E	255°	4000'E
120°	4000'E	270°	4000'E
135°	4000'E	285°	4000'E
150°	3200'E	300°	2300'E
165°	3000'E	315°	2200'

TYPE OF MATERIAL, KIND OF CONSTRUCTION, ETC.
Niche compass housing, bearing magnet
in place, 5/16 and 3/16 and aluminum brass
and continental silver cores. The
standard compass should be tested for
changes in deviations with distribution
of scale.

Certified to be correct:

L. J. Searle Ch. Boatman
Approved: L. J. Searle Inspecting Officer

John Brown Mate
John Brown
John Brown

DEVIATION TABLE

Master David PRUITT

Coast Guard Cutter FRIGAT

10 April, 1942

STEERING COMPASS

On after deck house
Determined by method Demarcation with gyro
off Water Green Island, Casco Bay, Me.
Latitude 43°39'N Longitude east 171° W
Length 70'2" # Date of observation 4-10-42

Ship's Compass	Deviation	True	Magnetic
0°	5700'E	180°	8000'E
15°	4000'E	195°	8200'E
30°	2500'E	210°	6500'E
45°	2000'E	225°	6000'
60°	3000'E	240°	5700'E
75°	4200'E	255°	8000'E
90°	4000'E	270°	8000'E
105°	2500'E	285°	12000'E
120°	5700'E	300°	13500'E
135°	8000'E	315°	10000'E
150°	3000'E	330°	9000'E
165°	14500'E	345°	7000'E

TYPE OF MATERIAL, KIND OF CONSTRUCTION, ETC.
Old dry bimetallic center part under
compass bowl for magnets. Silver face and
A7V magnets not now steersight magnet,
quadrantal correction on compass. The
steering compass should be tested for
changes in deviations with distribution of
scale. Magnetizing instrument used. No
great deviations should be placed on
this table.

Certified to be correct:

L. J. Searle Ch. Boatman
Approved: L. J. Searle Inspecting Officer

John Brown Mate
John Brown
John Brown

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Anchor

#165

46 CFR 28.235

Applies to: Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board

Requirements:

- Anchor with chain, cable, or rope.
- Appropriate for the vessel and waters.

Radar Reflectors

#165

46 CFR 28.235

Applies to: Documented fishing industry vessels with nonmetallic hulls operating beyond the Boundary Line or with more than 16 persons on board

Requirement:

- Radar Reflector.

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



Anchor and Line



Radar Reflector

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Communication Equipment

#167

46 CFR 28.245

Applies to: Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board

Requirements:

Operating Area	VHF Frequency Capability		
	156 - 162 MHz	2 - 4 MHz	2 - 27.5 MHz
All	X		
More than 20nm from coast	X	X	
More than 100nm from coast	X		X

Emergency Source of Power Must Be:

1. **provided** for all communications equipment.
2. capable of supplying all connected loads continuously for at least **three hours**.
3. be located outside the main machinery space.

Other Acceptability Items:

- A. **Location** of the equipment must be such as to
 1. Ensure safe operation.
 2. Facilitate repair.
 3. Protect against vibration, moisture, temperature, excessive current/voltage.
 4. Minimize water intrusion from windows broken by heavy seas.
- B. A single radio capable of communicating on the 2 - 4 and 2 - 27.5MHz frequencies is acceptable.
- C. A satellite communication or a satellite-based vessel monitoring system is an acceptable substitute for 2 - 4 and 2 - 27.5MHz radios if equipped to exchange two-way text messages with a continuously manned shore side station.
- D. A cellular phone capable of communicating with a Coast Guard station may substitute for the radios that operate in the 2 - 4 and 2 - 27.5MHz range; however it must have sufficient power to function properly in operating area.
- E. A 4 - 20MHz radio installed before Sept. 15, 1991, may be used in lieu of a 2 - 27.5MHz radio.
- F. The principal operating position of the communication equipment must be at the operating station.

DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB

Radiotelephone Requirements (VHF)

#167

33 CFR 26.03

Applies to: All power driven vessels 20 meters (65.6 ft) or more in length overall operating on the navigable waters of the U.S.

Requirements:

1. Monitor VHF Channel 16 (158.800 MHz).
2. Monitor VHF Channel 13 (156.650 MHz).
3. Have equipment capable of transmitting and receiving on VHF Channel 22A (157.100 MHz).
4. The individual maintaining the listening watch must be able to speak English.

Note: *The FCC has determined that the “Watch” or “Scan” features of VHF radios do not meet requirements for monitoring the designated channels. Therefore, **two VHF radios are required.***



**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Electronic Position Fixing Devices

#170

46 CFR 28.260

Applies to: Documented fishing industry vessels **79 feet or more in length** operating beyond the Boundary Line or with more than 16 persons on board

Requirement:

Vessel must be equipped with an electronic position fixing device such as:

- GPS/DGPS.

Acceptability Requirements:

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



**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

General Alarm System

#166

46 CFR 28.240

Applies to: Documented fishing industry vessels

1. Operating beyond the Boundary Line or with more than 16 persons on board, and
2. Having 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 also be installed in spaces where noise makes the alarm system difficult to hear.

Markings:

- Each general alarm bell and flashing red light must be identified with ½ inch **RED** lettering as follows:

ATTENTION
GENERAL ALARM
When Alarm Sounds
Go To Your Station

Acceptability Requirements:

1. The alarm system must be **capable of notifying** an individual in any accommodation or work space where they may normally be employed.
2. The alarm **must be tested:**
 - a. prior to operation of the vessel and
 - b. at least once each week thereafter.

Note: A public address system may be used for the alarm system provided it is capable of the above stated requirements.

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Big 8 Item

High Water Alarms

#168

46 CFR 28.250

Applies to:

Documented fishing industry vessels:

1. operating beyond the Boundary Line or with more than 16 persons on board, and
2. are **36 feet or more** in length

Requirement:

1. **Visual** and **Audible** alarm at the operating station to indicate high water levels in unmanned spaces.

Acceptability Requirements:

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 sea water piping**, such as a machinery space bilge, bilge well, shaft alley bilge.
- A space with a **non-watertight closure**, such as a fish hold covered with a non-watertight deck hatch.

For vessels without watertight subdivision (one common bilge throughout the vessel) requires one high water alarm located in the lower bilge area (normally in the engine room).

For vessels with watertight subdivision (separate compartments with separate bilges) requires a high water alarm in each bilge space. One audible alarm bell or buzzer connected to all alarms will meet the audible requirement. The visual indicator installed next to the operating station must be labeled to identify each space with an alarm.

Examination Procedure:

- After verifying the location of High Water Alarms, return to the operating station and have the operator trigger the alarm from the appropriate space. Check the operation of the visual and audible alarm at the operating station.

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Emergency Instructions

#172

46 CFR 28.265

Applies to: Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board

Requirement:

Emergency instructions must be posted in conspicuous locations accessible to the crew.

***Note:** On vessels with less than 4 POB, the emergency instructions may be kept readily available in lieu of posting.*

Acceptability Requirements:

The emergency instructions **must identify at least** the following information, as appropriate for the vessel:

1. Survival craft embarkation stations and the survival craft to which each person is assigned.
2. The fire and emergency signals and the abandon ship signal.
3. If immersion suits are provided, the location of the suits and illustrated instructions on the method for donning the suits.
4. Procedures for making a distress call.
5. Essential action to be taken in an emergency by each individual (station bill).
6. Procedures for rough weather at sea, crossing hazardous bars, and flooding.
7. Procedures for anchoring the vessel.
8. Procedures to be used in the event an individual falls overboard.
9. Procedures for fighting a fire.

***Note:** Items 6 - 9 may be kept readily available as an alternative to posting.*

DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB

Big 8 Item

Drills & Safety Orientation

#171

46 CFR 28.270

Applies to: Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board.

Requirements:

1. **Drills:** The master or individual in charge of each vessel must ensure that drills are conducted and instructions given to each individual on board at least **once each month** so as to ensure that each individual is familiar with their duties and responses to at least the following contingencies:
 - a. Abandoning the vessel.
 - b. Fighting a fire in different locations on board the vessel.
 - c. Recovering an individual from the water.
 - d. Minimizing the effects of unintentional flooding.
 - e. Launching survival craft and recovering lifeboats.
 - f. Donning immersion suits and other wearable PFDs.
 - g. Donning a fireman's outfit and a self-contained breathing apparatus, if vessel is so equipped.
 - h. Making a voice radio distress call and using visual distress signals.
 - i. Activating the general alarm.
 - j. Reporting inoperative alarm and fire detection systems.

Drills must be conducted on board the vessel as if there were an actual emergency and must include participation by all persons on board.

2. **Safety Orientation:** The master or individual in charge of a vessel must ensure that a safety orientation is given to each individual on board that has not participated in the required drills before the vessel may be operated.

DOCUMENTED VESSELS OPERATING BEYOND BOUNDARY LINE OR WITH MORE THAN 16 POB

Big 8 Item

- 3. Training** - No individual may conduct drills or provide instructions unless that individual has been trained in the proper procedures for conducting the activity.

****Note: Currently there is no requirement that drills, safety orientations, and training be logged; however the boarding officer should highlight the advantages of this practice. Boarding officers should ask sufficiently detailed questions of the master and crew to ascertain compliance. Violation documentation should include specific shortcomings, statements made by the master or crew, and any other evidence to substantiate failure to conduct drills.**

***Note:** The individual conducting the drills and instruction need not be the master, individual in charge of the vessel, or a member of the crew.*

EMERGENCY STATION BILL

Name/Position	FIRE Station/Bring	FLOODING Station/Bring	ABANDON SHIP Station/Bring	MAN OVERBOARD Station/Bring

Each member must know his/her role in an emergency. If you do not know your role or what is required notify the Master immediately. Your safety and the safety of the other crewmembers depend on it.

REMINDER: Conduct drills at least **MONTHLY**.

HAVE YOU CONDUCTED EMERGENCY DRILLS THIS MONTH?

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

**Shipboard Oil Pollution Emergency Plan
(SOPEP)**

33 CFR 151.26, MARPOL 73/78 Annex I Reg. 26

Applies to: All ships of 400 GT and above, other than oil tankers

Requirements:

1. Subject vessels shall carry on board a shipboard oil pollution emergency plan approved by the Coast Guard, which is good for 5 years.
2. The vessel owner or operator shall review the plan annually and submit a letter to Commandant (CG-5431) certifying the review was completed.
3. Changes to the plan must be approved by the Coast Guard, (CG-5431).
4. The entire plan must be resubmitted to Commandant 6 months prior to expiration.

Acceptability Requirements:

- SOPEP is on board the vessel.
- The SOPEP has a cover letter stamped approved by the Coast Guard.
- The annual review has been completed and a letter submitted to Commandant certifying it was completed.

If you have questions regarding this topic, contact your local Sector.

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Random Drug Testing:

Applies to: Licensed & documented individuals on vessels of 200 gross tons or greater.

Requirements:

1. Fishing industry vessels of 200 gross tons or greater must comply with the chemical testing regulations found in **46 CFR 4.06**.

Note: *Vessels of less than 200 gross tons are not required to have a chemical testing program. However, they are still subject to the regulations found in **33 CFR 95**, operating a vessel while intoxicated and the casualty testing requirements listed above.*

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDRY LINE OR WITH MORE THAN 16 POB**

Fireman's Outfit & SCBA

#160

46 CFR 28.205

BREATHING APPARATUS:

Documented commercial fishing vessels that use **Ammonia Refrigerant** must have:

- A. Two **self-contained breathing apparatus** that:
 - 1. Have as a minimum, a 30 minute air supply.
 - 2. Have a full facepiece.
 - 3. Have at least one spare bottle per each SCBA.
 - 4. Is approved by MSHA and NIOSH.
 - 5. Proof of maintenance being conducted IAW manufacturer's recommendations.

Fireman's Outfit:

Documented fishing vessels **operating with more than 49 persons on board** must have:

- A. Two **firemen's outfits** in widely separated locations that include:
 - 1. Self-contained breathing apparatus with lifeline attached (lifeline must be all wire rope or 3 strand with wire strands in the line).
 - 2. One flashlight.
 - 3. A rigid helmet.
 - 4. Boots.
 - 5. Gloves.
 - 6. Protective clothing.
 - 7. One fire axe.



**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Guards for Exposed Hazards

#162

46 CFR 28.215

Applies to: Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board

Requirements:

- Suitable hand covers, guards, or railings must be installed in the way of machinery which can cause injury to personnel.
- Exhaust pipes from an engine in reach of personnel must be insulated or guarded to prevent burns.

Examples of items to be guarded:

- ⇒ gearing
- ⇒ chain or belt drives
- ⇒ rotating shafting
- ⇒ electrical hazards

Note: *This is not meant to restrict access to fishing equipment such as:*

- ◇ winches
- ◇ drums
- ◇ gurdies



**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

Bilge Pumps, Piping & Dewatering

#169

46 CFR 28.255

Applies to: Documented fishing industry vessels operating beyond the Boundary Line or with more than 16 persons on board.

Requirements:

1. **Bilge pumps** and **bilge piping** capable of draining any watertight compartment, except tanks and small buoyancy compartments.
2. **Large spaces**, such as an engine room, must be fitted with more than one suction line.
3. Vessels **79 ft and over** must be equipped with a **fixed, self-priming, power bilge pump** connected to a **bilge manifold** unless an individual pump is provided for each space.
4. Spaces used in the sorting or processing of fish:
 - a. Must be fitted with a **dewatering system** capable of dewatering the space at the same rate as water is introduced.
 - b. The dewatering pump must be **interlocked** with the pump supplying the water so that if the dewatering pump fails, the water supply pump will be deactivated.

Acceptability Requirements:

- If a bilge pump is portable, it must have a suitable suction hose of adequate length to reach the bilge of each watertight compartment it must serve and a discharge hose of adequate length to ensure overboard discharge. The portable pump must be capable of dewatering each space it serves at a rate of at least 2 inches of water per minute.
- Except for a required fire pump, a bilge pump may be used for other purposes.

**DOCUMENTED VESSELS OPERATING BEYOND
BOUNDARY LINE OR WITH MORE THAN 16 POB**

- 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**, have 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 dewatering system must be fitted with a **suitable strainer** to prevent clogging of the line. Strainers must have an open area of not less than 3 times the open area of the suction line.



FISH PROCESSING VESSELS

Certificate of Compliance

46 CFR 28.700

Applies to: Fish processing vessels of 5000 gross tons or less not having a Certificate of Inspection issued by the U.S. Coast Guard

Requirements:

1. Once in every two years, each fish processing vessel must be examined for compliance with the regulations by:
 - a. American Bureau of Shipping (ABS),
 - b. A similarly qualified organization, or
 - c. A surveyor of an accepted organization.
2. A Certificate of Compliance (COC) must be issued by the examiner to the vessel operator.
3. Each certificate of compliance must:
 - a. Be signed by the issuing examiner,
 - b. Include the name of the organization the examiner represents,
 - c. State that the vessel has been found in compliance with applicable regulations,
 - d. Be retained on board the vessel.

Note: *A Fishing Safety Decal **does not** take the place of the Certificate of Compliance.*

Contact your local Sector fishing vessel safety coordinator for an up-to-date list of similarly qualified and accepted organizations.

FISH PROCESSING VESSELS

Certificate of Class

46 CFR 28.720

Applies to: Fish processing vessels without a Certificate of Inspection issued by the Coast Guard, and built after or has undergone a major conversion after 27 July 1990

Requirements:

1. Each vessel must be classed by either:
 - a. American Bureau of Shipping (ABS), or
 - b. A similarly qualified organization.
2. Classed Vessels must:
 - a. Have on board a certificate of class issued by the organization that classed the vessel, and
 - b. Meet all survey and classification requirements prescribed by the organization that classed the vessel.

A missing or expired class certificate may be reason for vessel termination. **See page 67-69.**

Contact your local Sector fishing vessel safety coordinator for an up-to-date list of similarly qualified and accepted organizations.

ADDITIONAL INFORMATION

Global Maritime Distress and Signaling System (GMDSS)

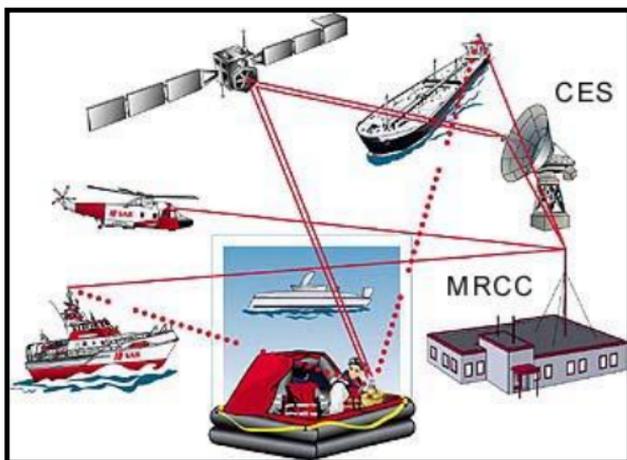
47 CFR Subchapter W; NVIC 3-99

Applies to: Cargo ships (defined as all commercial ships other than passenger ships) of 300 gross tons and over, that sail internationally or in open ocean (defined as seaward of the low-water mark or seaward of inland waters).

Requirements:

1. Basic equipment is required for all vessels with additional required equipment based on the vessel's area of operation.
2. Also, a new class of radio operator's license called the GMDSS Radio Operator's License, has been established.
3. Some of the required equipment includes digital select calling (DSC) equipped VHF, MF, and HF radios; Search and Rescue Transponders (SART); NAVTEX receivers; and 406 MHz EPIRB.
4. NAVTEX receivers, 406MHz EPIRBS, SART, and two-way VHF radios for survival crafts must currently be carried on vessels required to meet GMDSS.
5. Presently there is a grace period for certain fishing vessels.

If you have questions regarding this topic, contact your local Sector.



ADDITIONAL INFORMATION

Intoxicated Operations

#120

46 USC 2302(c), 33 CFR Part 95

Applies to: All vessels operated on waters subject to the jurisdiction of the United States, and to all vessels owned in the United States when on the high seas. This means any vessel documented or numbered under the laws of the United States (as well as a vessel owned by a U.S. citizen that is documented or numbered by any nation). An individual is considered to be operating a vessel when they are a *crewmember* (including a licensed individual), pilot, or a watchstander not a member of the regular crew, of a vessel other than a recreational vessel.

Requirements: An individual is under the influence of alcohol or a dangerous drug when:

1. The individual is operating a vessel other than a recreational vessel and has a blood alcohol concentration of 0.04 percent or more by weight.
2. The individual is operating any vessel and the effects of the intoxicant(s) consumed by the individual on the person's manner, disposition, speech, muscular movements, general appearance or behavior is apparent by observation.

Note: See **COMDTINST M16247.6** (series), *BOJACK, Section G* for enforcement guidance.

ADDITIONAL INFORMATION

Coaming Height

#178

46 CFR 28.560(b)

Applies to: Fishing vessels 79-feet or more in length, not required to be issued a loadline and that;

- Has its keel laid or underwent a major conversion on or after September 15, 1991; or
- Has been substantially altered on or after September 15, 1991.

Requirements:

Except as noted below, each opening in a deck or a bulkhead that is exposed to weather must be fitted with a watertight coaming at least 24 inches in height.

Note: *A coaming to a fish hold 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 of a sufficient height to accommodate the device. Except on an exposed forecastle deck, a coming is not required on a deck above the lowest weather deck.*

ADDITIONAL INFORMATION

Deadlight Covers

#179

46 CFR 28.560 (f)

Applies to: Fishing vessels 79-feet or more in length, not required to be issued a loadline and that:

- A. Has its keel laid or underwent a major conversion on or after September 15, 1991; or
- B. Has been substantially altered on or after September 15, 1991.

Requirements:

1. Each window and portlight located below the first deck above the lowest weather deck must be provided with an inside deadlight that is efficient, hinged, and can be effectively closed watertight.

ADDITIONAL INFORMATION

Oil Transfer Procedures

33 CFR 155.720, 155.750

Applies to: All vessels with an oil capacity of 250 barrels or more (10,500 gallons or more)

Requirements:

1. Any person that transfers oil to, from, or within a vessel with a capacity of 250 or more barrels of oil must have oil transfer procedures.
2. The transfer procedures must comply with **33 CFR 155.750**.
3. The Person in Charge of the transfer operation must meet the qualification requirements of **33 CFR 155.710**.

Per **33 CFR 155.820** the following **written records must be maintained by the vessel operator** for inspection by the Coast Guard:

- Person in Charge designation.
- Results of hose and other required tests (**33 CFR 156.170**).
- Transfer hose information (“oil service”, MAWP (Maximum Allowable Working Pressure), test date, date of manufacture).
- Declarations of Inspection for the past month (**33 CFR 156.150**).

ADDITIONAL INFORMATION

Fuel Oil Discharge Containment

33 CFR 155.320

Applies to: All vessels of 100 gross tons or more

Requirements:

Under or around each fuel oil or bulk lubricating oil tank vent, overflow, and fill pipe requires either:

For vessels constructed before July 1, 1974:

100 gross tons or more: Fixed container or enclosed deck area of one-half barrel (21 gallons) capacity, or portable container of 5 gallons capacity.

For vessels constructed after June 30, 1974:

100 - 300 gross tons: Fixed container or enclosed deck area of one-half barrel (21 gallons) or portable container of 5 gallons capacity.

300 - 1600 gross tons: Fixed container or enclosed deck area of one-half barrel (21 gallons) capacity.

Over 1600 gross tons: Fixed container or enclosed deck area of one barrel.

***Note:** If the vessel has a fill fitting for which containment is impractical, an automatic back pressure shut-off nozzle must be used.*

ADDITIONAL INFORMATION

Oil Pollution - Other

33 CFR 151, 33 CFR 155, 33 CFR 130

Applies to: All Vessels

Requirements:

- **COFR Certificate** - Vessels 300 GT and above.
- **IOPP Certificate** - Vessels 400 GT and above on foreign voyage.
- **Oil Record Book, Part I** - Vessels 400 GT and above.
- **Oily Water Separator, Sludge Tank, & Oily Waste Discharge Piping** - Oceangoing vessels 400 GT and above.
- **Capacity to retain oily mixtures on board & the ability to discharge to a reception facility** - Oceangoing vessels less than 400 GT and non-oceangoing vessels.
- **Fixed system to discharge slops, pump stop & stop valve at each discharge station** - Oceangoing vessels 100 GT and greater but less than 400 GT.
- **Standard discharge connection** - Oceangoing vessels 100 GT and greater. MOC policy letter 2-97 permits a 1.5 inch quick connect fitting for vessels in U.S. domestic service less than 400 GT.
- **Prohibited oil spaces**
 - No oil in forepeak on vessels 400 GT and greater built after January 1, 1982; or
 - No oil forward of collision bulkhead on vessels 300 GT and greater. (See 33 CFR 155 .470 for exceptions.)

No person may intentionally drain oil or hazardous material from any source into the bilge of a vessel.

MISCELLANEOUS INFORMATION

Termination of Unsafe Operations

#175

46 CFR 28.65

Requirements:

Especially Hazardous Conditions which warrants vessel termination include, but are not limited to, operation with any of the items described below.

Any singular violation of items (1-13) could result in termination. Sound judgment should be exercised in determining whether these items pose a significant threat to the safety of the crew and the vessel:

1. An insufficient number of lifesaving equipment on board, to include unseviceable PFDs, unseviceable immersion suits or inadequate survival craft capacity.
2. Inoperable EPIRB or radio communication equipment when required by regulation.
When both are required, at least one must be in operable condition to avoid termination.
3. Instability resulting from overloading, improper loading or lack of freeboard.
4. Inoperable bilge system.
5. Intoxication of the master or person in charge, i.e., person has an alcohol concentration of 0.04 percent or more, or the intoxicant's effect on the person's manner, disposition, speech, muscular movement, general appearance or behavior is apparent by observation.
6. Flooding or uncontrolled leakage in any space.
7. A missing or expired certificate of class, as required by **46 U.S.C. 4503(1)**, for a fish processing vessel.
8. A missing or expired Loadline Certificate, as required by **46 CFR Part 42**, for a fish processing vessel, or operating in a manner that does not comply with the provisions of the Loadline Certificate.
9. Inadequate firefighting equipment on board.
10. Excessive volatile fuel (gasoline or solvents) or volatile fuel vapors in bilges.
11. A lack of adequate operable navigation lights during periods of restricted visibility.
12. Watertight closures missing or inoperable.
13. Additional EHC's:
 - a. Liferaft servicing past due by 5 months or more.

MISCELLANEOUS INFORMATION

- b. Hydrostatic release units expired 5 months or more.
- c. Inoperable high water alarms or lack of high water alarms in required spaces.

Termination Philosophy:

A commercial fishing vessel can have its operation terminated if the vessel is operating in an unsafe manner and it is determined that one (or more)

Especially Hazardous Condition(s) (EHC) exists.

- Voyage termination of a commercial operation can have serious economic impact on the owner/operator.
- The basis for termination will be the potential for loss of life or injury resulting when an EHC is allowed to continue. Consideration should be given to existing/future weather and/or sea conditions.
- Remember it is the master's obligation to ensure that the vessel is properly operated in compliance with the regulations.
- It is impossible to list all of the variables that should be considered in order to determine if an EHC exists. This list attempts to illustrate the general gravity of conditions which might warrant termination.

MISCELLANEOUS INFORMATION

Post SAR and Additional Termination Policy

MSG DTG R100013Z AUG 06

Actions following termination or SAR activity involving commercial vessels:

- Once the vessel is safely moored at the dock, the responding CG unit will conduct a post-SAR or post-termination boarding.
- A description of deficiencies and especially hazardous conditions (EHC) will be relayed to the cognizant OCMI/COTP.
- The COTP Order "Notice of Termination" will be issued and a CFV Safety Examiner provided to evaluate all CFV issues.
- If a COTP Order is issued, the vessel will be permitted to get underway only when the deficiencies have been cleared by the cognizant OCMI/COTP.

District Commander's Intent:

- 100% of commercial vessels involved in SAR, receive a post-SAR boarding.
- 100% of terminated commercial vessels receive a post-termination boarding. This consists of examining the vessel for full compliance with all applicable uninspected commercial vessel safety regulations.
- The OCMI/COTP take appropriate actions to ensure uninspected commercial vessels meet applicable laws and regulations following SAR or termination activity.

MISCELLANEOUS INFORMATION

Excess Safety and Lifesaving Equipment

Applies to: All commercial fishing industry vessels

1. All safety and lifesaving equipment in excess of that required by **46 CFR Part 28**, whether an approved type or not, carried on board any commercial fishing industry vessel must be either:
 - a. **Maintained and inspected** as required by regulation and in compliance with the manufacturer's guidelines; or
 - b. **Distinctly and permanently marked** that it is to be used **ONLY for training** if not meeting the maintenance and inspection standards above (except for survival craft which must be maintained and inspected as above); or
 - c. **Removed from the vessel** if not meeting the maintenance and inspection standards or marked for training as listed above.
2. All excess safety or lifesaving 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.
3. Expired distress signals may be used for training. The skipper is required to send a SECURITE broadcast and encouraged to contact the nearest Coast Guard unit. Expired flares, however, should only be used as a last resort during an emergency.

MISCELLANEOUS INFORMATION

Exemptions from Carriage Requirements

46 CFR 28.60

The District Commander may exempt both specific individual fishing vessels and classes of fishing vessels. Requests for exemptions must be in writing, have specific reasons for the request, and be sent to the applicable District office. The District Commander will review the request to determine that:

1. Good cause exists for granting an exemption; and
2. The safety of the vessel and those onboard will not be adversely affected.

Exemptions will be granted in writing. Specific terms under which the exemption is granted will be listed. Exemptions letters (or copies) must be maintained at all times onboard every vessel to which the exemption applies.

When a vessel operator claims to be exempt from a particular requirement, the Boarding Officer should verify compliance with all listed terms and conditions. If the vessel does not comply with the listed terms and conditions, then the Boarding Officer shall consider the exemption invalid, and will enforce the applicable regulations as though the exemption letter didn't exist. Note that exemption letters, typically for survival craft in D5, require valid dockside examination decals, and may also contain expiration dates. If in doubt, contact the Sector or District CFVS Coordinator.

MISCELLANEOUS INFORMATION

DEFINITIONS

Accepted organizations means organizations designated in writing by the Commandant for the purpose of examining commercial fishing industry vessels under the provisions of **46 CFR 28.073**. Navigation and Inspection Circular (**NVIC**) **13-91** describes the types of organizations that can qualify as accepted organizations and outlines the steps they need to take to receive this designation. District CFV Coordinators maintain a list of these organizations.

Accommodations means spaces that include mess rooms, lounges, sitting areas, recreation rooms, quarters, toilet spaces, shower rooms, galleys, berthing facilities or clothing changing rooms.

Automated Identification System (AIS) means a system used to track, identify, and locate vessels by electronically exchanging data with other nearby ships and VTS stations. Class A devices meet IMO standards, whereas Class B devices are smaller and have limited capabilities.

Auxiliary Craft means a vessel that is carried onboard a commercial fishing vessel and is normally used to support fishing operations.

Berthing Spaces mean spaces that are intended to be used for sleeping and are provided with installed bunks and mattresses.

BIG 8 Item refers to critical gear or systems on a commercial fishing vessel to include PFDs / Immersion Suits, Survival Craft, EPIRB, Distress Signals, Fire Extinguishers, Stability, High Water Alarms and Drills & Training.

Boundary Lines means the dividing points between internal and offshore waters for several legal purposes, including load line regulations. Specific descriptions of boundary lines are 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.***)

MISCELLANEOUS INFORMATION

Coastal Service Pack means equipment provided in liferafts approved by the Commandant for coastal service.

Coastal Waters means the territorial seas of the U.S. (3 miles) and those waters directly connected (i.e., bays, sounds, harbors, rivers, inlets, etc.) where any entrance exceeds 2 nm to the first point where the largest distance between shorelines narrows to 2nm. **(33 CFR 175.105)**

Coastline means the Territorial Sea baseline as defined in **33 CFR 2.20**.

Coastwise Voyage means a vessel navigating the waters of any ocean or the Gulf of Mexico within 20nm or less offshore.

Coast Guard Boarding Officer means a commissioned, warrant, or petty officer of the USCG who is authorized to board any vessel under the authority granted under the Act of 4 August 1949; 63 Stat.502, as amended by 14 U.S.C. 89.

Coast Guard Representative means a person employed at the cognizant USCG Sector Office, or an accepted organization, or a similarly qualified organization approved by the USCG to examine commercial fishing vessel industry vessels.

Cold Waters means water where the monthly mean low water temperature is **59F °** (or **15C °**) or less. See **NVIC 7-91**.

Commercial Fishing Industry Vessel means a fishing vessel, fish tender vessel, or a fish processing vessels.

Custom Engineered (Fixed fire extinguishing systems) means a system that is designated for a specific space requiring individual calculations for the extinguishing agent volume, flow rate, and piping, among other factors, for the space.

Documented Vessel means a vessel for which a Certificate of Documentation has been issued under the provisions of **46 CFR 67**.

MISCELLANEOUS INFORMATION

Especially Hazardous Condition (EHC) means a condition which may be life threatening or lead to serious injury if continued.

Fish means finfish, mollusks, crustaceans, and all other forms of marine animal and plant life, except marine mammals and birds.

Fish Processing Vessel is a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling.

Fish Tender Vessel is a vessel that commercially supplies, stores, refrigerates, or transports fish, fish products, or materials directly related to fishing or the preparation of fish to or from a fish, fish processing, or fish tender vessel / fish processing facility.

Fish Vessel Drill Conductor means an individual who meets the training requirements of **46 CFR 28.270(c)** for conducting drills and providing instruction once a month to each individual on board.

Fish Vessel Safety Instructor means an individual or organization that has been accepted by the local OCMI to train Fishing Vessel Drill Conductors to conduct drills and provide instructions.

Fixed Fire Extinguishing System means an approved CO2 type system installed IAW **46 CFR 76.15** (i.e. sufficient CO2 to flood a space, controls, and valves inside and outside of protected spaces, alarms, shut down of ventilation system/openings, etc.)

Fishing Vessel is a vessel that commercially engages in the catching, taking, or harvesting of fish, or an activity that can reasonably be expected to result in the catching, taking or harvesting of fish.

Galley is a space that provides for extended storage and preparation of food. This does not include small alcohol or propane stoves with limited cooking capability, or ice chests or similar devices that are intended for keeping small quantities of food for short duration.

MISCELLANEOUS INFORMATION

High Seas mean all waters, which are either territorial seas or internal waters of the U. S. (**33 CFR 2.22**).

Immediately Available means that a device can be easily grabbed and cast loose, not secured to the vessel in any way.

Inland Waters are waters shoreward of the COLREGS Demarcation Line.

ITC Tonnage means the International Tonnage Convention method to measure a vessel's tonnage.

Length means the length listed on the vessel's Certificate of Documentation or Certificate of Registry. Length over all (LOA) may be considerably longer than the documented length. LOA is used in reference to the navigation rules.

Motorboat means any vessel 65 feet in length or less which is equipped with propulsion machinery.

Motor Vessel means any vessel more than 65 feet in length, which is propelled by machinery other than steam.

Oceangoing as outlined in **33 CFR 151.05**, vessels which operate any time seaward of the outermost boundary of the territorial sea (3 nm) of the U.S.

Ocean Service Pack is the equipment pack for inflatable life raft operating to and beyond 50nm from shore.

Ocean Voyage includes waters of any ocean, or the Gulf of Mexico, more than 20nm offshore.

Officer in Charge, Marine Inspection (OCMI) means an officer of the USCG who commands a Marine Inspection Zone described in **33 CFR Part 3** or an authorized representative of that officer.

Operating Station means the principal steering station on the vessel from which the vessel is normally navigated.

Pre-Engineered (Fixed fire extinguishing) means a system that is designed and tested to be suitable for

MISCELLANEOUS INFORMATION

installation as a complete unit in a space of a set volume, without modification, regardless of the vessel on which installed.

Readily Accessible items stowed so that it is easily obtained near a person's berthing area and work station so to prevent searching throughout the vessel.

Secured as it relates to the overboard discharge valve for a marine sanitation device: locked, tagged, wire-tied, zip-tied or chained in the closed position. Locking the head door does not satisfy as being secured.

Substantial Alteration (**46 CFR 28.501**) means a conversion to a CFV that adversely affect vessel stability such as:

- 1) An increase in the vertical center of gravity at lightweight by more than 2 inches;
- 2) An increase or decrease of lightweight displacement by more than 3% of original weight;
- 3) A shift of the longitudinal center of gravity of more than 1% of the vessel's length.

Tonnage a measurement used for documenting vessels.

Territorial Seas the waters within the belt 3nm measured off the coast of the U.S. and the territorial sea baseline as defined in **33 CFR 2.20**.

Training means specific instruction to impart knowledge and develop practical skills in the application of knowledge.

Warm Water means water where the monthly mean low water temperature is normally more than **59F °** (or **15C °**).

Watertight means designed and constructed to withstand a static head of water without any leakage. (See **46 CFR 28.50** for detailed description regarding electrical installations.)

Weathertight means that water will not penetrate into the unit in any sea condition.

Use operate, navigate, or employ.

MISCELLANEOUS INFORMATION

Proper Identification of UPV's, CFV's, and Recreational Vessels for Enforcement Actions

Recent boardings have revealed the need to provide Boarding Officers with additional information to assist with determining vessel types and activities. An accurate assessment of a vessel's type and activity is critical to determine the scope of the boarding, and to ensure the appropriate regulations are enforced. In certain circumstances, vessel owners and operators may declare an incorrect activity, either from ignorance or to obtain financial gain. The primary goal of enforcement is the safeguarding of crews and passengers, and correct identification is essential to an effective boarding.

Only one vessel activity type can exist for application of federal regulations during any boarding. For example, a vessel cannot be treated as both a commercial fishing vessel (CFV) and an uninspected passenger vessel (UPV) during a boarding, even if the owner or operator intends to operate as both at the same time. In this case, the UPV regulations have the higher precedence, and shall be applied by the Boarding Officer. Where multiple uses are observed, the following hierarchy of precedence will apply:

- (1) First, UPVs;
- (2) Second, CFVs; and
- (3) Lastly, Recreational Vessels (RBS).

1. Uninspected Passenger Vessels (UPVs): UPVs are commonly referred to as "charter boats", or "6-packs", and are typically engaged in carrying passengers for hire for site seeing, whale watching, and guided fishing and hunting trips. CFV and recreational vessel owners and operators may attempt to use their vessels as UPVs without regard to the appropriate regulatory compliance standards or licensing requirements. These illegal operations are of particular concern and all efforts shall be made to identify and eliminate them.

MISCELLANEOUS INFORMATION

2. **Commercial Fishing Vessels (CFVs):** A CFV is defined by its operation, which is a vessel commercially engaged in the catching, taking, or harvesting of fish, or an activity that can reasonably be expected to result in the catching, taking, or harvesting of fish. This also included vessels assisting in handling fishing gear, and vessels acting as tenders or processors, including but not limited to: processing or preparation of fish or fish products; and transportation, refrigeration or storage of fish, fish products or fishery supplies. A scientific research vessel conducting research is otherwise regulated and is not a CFV (except if engaged in trade or commerce). The District will generally interpret the definitions of fishing, fish processing, and fish tender vessels (as defined in **46 USC 2101**) in a liberal and inclusive manner. Note that any voyage or transit to or from any fishing grounds meets the definition of a CFV. Boarding Officers are typically able to clearly identify a vessel engaged in commercial fishing, however CFVs are frequently engaged as recreational vessels when transporting family or friends on subsistence hunting or fishing, winter supply runs, family outings, or for travel to other areas. Evidence of commercial intent, such as the presence of commercial gear, licenses, permits, or operation in customary fishing areas, should be considered when a claim of recreational use is made. CFVs may also operate as a UPV.

3. **Recreational Vessels (RBS):** Recreational vessels are defined as a vessel manufactured or operated primarily for pleasure; or leased, rented, or chartered to another for the latter's pleasure. Recreational vessels are the most common boat on the water. When evaluating a recreational vessel, the entire voyage must remain recreational in nature. Recreational vessels have the most lenient safety carriage requirements, which are thoroughly covered by the BOJAK, reference (b).

(See next page for Action)

MISCELLANEOUS INFORMATION

Action

Boarding units will need to ask questions in order to determine whether or not a vessel rigged and documented for fishing is actually engaged as a CFV, UPV, or RBS. Ask the operator the purpose of the voyage. Look for signs of current fishing activity: holds full of product, gear in the water or on deck, crew members aboard who are working, track history that indicated recent patterns of commercial fishing, or statements by crew that contradict the operator's statements.

If the boarding unit suspects that a vessel is actually carrying passengers despite claims otherwise, use appropriate tact and interview (not interrogation) techniques to determine the true nature of the voyage. In the past, operators have pre-briefed passengers that in the event of a CG boarding, they should claim that they are just friends and did not pay for the trip. In many cases, separating the passengers from the operator during interviews will illicit the truth. Boarding units will document conversations with operators, crew, and passengers in detail. In addition, the names, addresses, and telephone numbers of all passengers shall be collected for future reference. For most illegal charter operation cases, a well written, concise, and accurate statement from the Boarding Officer is typically the only piece of evidence used to support civil penalty enforcement actions.

If boarding units are unable to make a determination of a vessel's activity, the unit in tactical control should be consulted.

MISCELLANEOUS INFORMATION

HAMMAR Hydrostatic Release Unit

The Hammar disposable hydrostatic release is commonly used for both **liferafts** and **EPIRBs** on a majority of commercial fishing vessels.

Labels are generally marked with the date the unit expires. The expiration date is 2 years from month of installation onboard. The release unit is labeled with a marking for year and month. **A hydrostatic release unit, which is not properly marked with its date of expiration, is not approved.** Each Hammar H20 release unit has its own individual serial number and USCG approval number.



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Fishing Vessel Safety Coordinators	
1 st District Coordinator	(617) 223-8440
Sector Northern New England	(207) 780-3256
Sector Southern New England	(508) 991-6812
Sector Long Island Sound	(230) 468-4437
Sector New York	(718) 354-2140
Sector Boston	(671) 223-3045
5 th District Coordinator	(757) 398-6554
Sector Delaware Bay	(215) 271-4880
Sector Baltimore	(410) 576-2634
Sector Hampton Roads	(757) 668-5533
Sector North Carolina	(252) 247-4526
7 th District Coordinator	(305) 415-6868
Sector St Petersburg	(813) 228-2191
Sector Jacksonville	(904) 564-7664
Sector Charleston	(843) 720-3267
Sector San Juan	(787) 289-2068
Sector Key West	(305) 535-8734
Sector Miami	(305) 535-8734
8 th District Coordinator	(504) 565-5083
Sector Corpus Christi	(361) 888-3162
Sector New Orleans	(504) 671-2154
Sector Mobile	(251) 441-5120
9 th District Coordinator	(216) 902-6050
Sector Sault St Marie	(906) 635-3220
Sector Lake Michigan	(414) 747-7159
Sector Detroit	(313) 568-9533
CGHG Program Manager	(202) 372-1245
Command Centers	
5 th District	(757) 398-6710
Sector Delaware Bay	(215) 271-4940
Sector Baltimore	(410) 576-2525
Sector Hampton Roads	(757) 483-8567
Sector North Carolina	(910) 343-3881

Additional Numbers	
National Response Center	800-424-8802
NOAA EPIRB Registration	888-212-7283
National Documentation Center	800-799-8362

