

# U.S. Coast Guard



## Fishing Vessel Safety

### ***VOLUNTARY SAFETY INITIATIVES and GOOD MARINE PRACTICES CHECKLIST AND EXAMINATION GUIDE***

<b>Name of Vessel</b>		
<b>Official Number</b>		
<b>Date Completed</b>	<b>Location</b>	
<b>Vessel Type <i>check all that apply</i></b>		
<input type="checkbox"/> Tender	<input type="checkbox"/> Troll	<input type="checkbox"/> Purse Seine $\leq$ 58 ft
<input type="checkbox"/> Jig	<input type="checkbox"/> Crab/Pot/Trap	<input type="checkbox"/> Purse Seine >58 ft
<input type="checkbox"/> Multi-Rig	<input type="checkbox"/> Trawler	<input type="checkbox"/> Other: _____
<input type="checkbox"/> Longliner	<input type="checkbox"/> Gillnet	
<b>Build Date</b> ( <i>delivery date</i> )	<b>Keel Laid Date</b>	
<b>Modified Date and Description of Modifications</b>		
<b>Overall Length (in feet)</b>	<b>Registered Length (feet)</b>	
<b>Gross Tonnage</b>	<b>Net Tonnage</b>	
<b>Maximum Crew Allowed</b>		

## **Use of VSI-GMP Fishing Vessel Checklist and Exam Guide**

This checklist and examination guide is intended to be used as a job aid by Coast Guard Examiners and vessel owners of vessels that wish to participate in this Voluntary Safety Initiative (VSI).

The VSI was developed through a collaboration of the Coast Guard, National Institute for Occupational Safety and Health (NIOSH), vessel owners, members of the fishing industry and the Commercial Fishing Safety Advisory Committee (CFSAC) as the precursor to the establishment of the Alternate Safety Compliance Program (ASCP).

The Coast Guard Authorization Act of 2010 and Marine Transportation Act of 2012 (“the Acts”) extended classification requirements to certain new Commercial Fishing Vessels. For existing vessels that are 50 feet or more in overall length, operate more than 3 nautical miles from shore and are 25 years or more after 2020, must enroll in the ASCP that is currently under development by the Coast Guard. However, that requirement has been put on hold while regulations are drafted and codified in 46 Code of Federal Regulations, Part 28.

Although the safety measures and practices contained in this document are to be focused primarily toward vessels 50 feet or greater in overall length, operating more than three nautical miles from shore, and that are more than 25 years of age, these safety initiatives and good marine practices should be considered for ALL commercial fishing vessels where reasonable and practicable.

Fishing organizations representing specific fleets should feel free, and are encouraged, to work with Coast Guard District Commercial Fishing Vessel Safety (CFVS) Coordinators to determine the safety measures in this document that may, or may not, be applicable to their fleet. A fleet-specific safety initiative with good marine practices may be developed in lieu of this document and presented to the Coast Guard.

***Involved Parties & General Information:***

Vessel's Representatives:
Phone Numbers:

Owner-Listed on DOC (if applicable)
<input type="checkbox"/> No Change

Operator:
<input type="checkbox"/> No Change

## 1. Certificates, Documents and Records

	Y E S	N O	N / A	Action
1.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Valid CFVS Decal and Certificate of Compliance (COC)
1.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Safety and survival equipment maintenance and inspection records on board for 3 years. (See Section 9 of this document).
1.C.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Record of instruction, emergency drills and safety orientation retained for 3 years. <input type="checkbox"/> Name of qualified Drill Conductor (should be a member of the crew), <input type="checkbox"/> Date and type of training/orientation/drill <input type="checkbox"/> Names of participants.
Notes:				

## 2. Lifesaving Equipment

	Y E S	N O	N / A	Action
2.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	CG Approved strobe-type personal marker light attached to required immersion suits and PFDs.
2.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Survival craft ensures no part of an individual is immersed in water. Type: <input type="checkbox"/> Inflatable Buoyant Apparatus <input type="checkbox"/> Rigid Liferaft <input type="checkbox"/> Inflatable Liferaft <input type="checkbox"/> Other: _____
2.C.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Effective man overboard recovery device that is appropriate for the vessel <i>if more than 1 POB</i> . Device: _____
2.D.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Single-operator vessel has additional or alternate lifesaving devices. Ex: engine kill device, re-boarding ladder, personal locator beacon (PLB). Devices: _____
Notes:				

### 3. Communications Equipment

	Y E S	N O	N / A	Action
3.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	GPS-Enabled EPIRB <i>upgrade at battery expiration or when servicing is required</i>
3.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Each DSC-capable radio is programmed with MMSI and connected to GPS
3.C.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MAYDAY placard or written emergency communication procedures should be posted in a visible location in the vicinity of the primary radio in the pilot house or at the operating station.
Notes:				

### 4. Deck Safety Equipment

	Y E S	N O	N / A	Action
4.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Weather deck surface should be equipped with material, or have a device, that will help prevent personnel slips and it should be maintained in good condition.
4.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Each person while on an open deck ( <i>especially at night, when alone, when gear is being set/hauled, crossing hazardous bars, or when other hazards exist</i> ), should wear a flotation device of sufficient buoyancy to keep the wearer afloat. <input type="checkbox"/> PLB attached to flotation <i>single-operator vessels</i>
4.C.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Guards for exposed hazards <i>beyond those listed in 46 CFR 28.215</i> <input type="checkbox"/> Emergency stop devices <input type="checkbox"/> Winch entanglement prevention <input type="checkbox"/> Others:
4.D.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Hardhats or other appropriate cranial protection worn while working in the vicinity of operating overhead equipment, gear or machinery
Notes:				

## 5. Fire Safety Equipment and Practices

	Y E S	N O	N / A	Action
5.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Fire Prevention assessments and inspections <i>performed prior to vessel operation and at least once a week thereafter:</i></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Hot surface lagging/insulation is not saturated with oil or fuel;</li> <li><input type="checkbox"/> Potential ignition sources are corrected <i>ex: loose electrical connections, exposed hot surfaces or conductors;</i></li> <li><input type="checkbox"/> Flammables and combustibles are safely segregated from possible ignition sources and placed in appropriate storage containers;</li> <li><input type="checkbox"/> Fuel, oil or hydraulic leaks are repaired;</li> <li><input type="checkbox"/> Bilge is free of excessive fuel, oil and volatile vapors;</li> <li><input type="checkbox"/> Stoves and electrical heaters are guarded and their vicinity is clear and free of combustibles and flammables;</li> <li><input type="checkbox"/> Hazardous and flammable material storage areas/containers have separate ventilation and an appropriate fire extinguisher in the immediate area;</li> <li><input type="checkbox"/> Fuel vent flame screens of at least 30 x 30 mesh are installed, if possible, and are in good condition; and</li> <li><input type="checkbox"/> Where installed, engine room vent closures are functional.</li> </ul>
5.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<ul style="list-style-type: none"> <li><input type="checkbox"/> Smoke detector (UL-217 standard or equivalent) located in all accommodation and regularly manned spaces. <i>Heat detectors could be substituted in the galley and engine room</i></li> <li><input type="checkbox"/> Carbon monoxide detectors in accommodation spaces adjacent to spaces with internal combustion engines and exhaust stacks.</li> </ul>
5.C.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>If equipped with a deck water/fire pump, there should be sufficient hose(s), fitted with an appropriate nozzle, to reach any part of the vessel</p>
Notes:				

## **6. Machinery and Electrical Safety**

	Y E S	N O	N / A	<b>Action</b>
6.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Exhaust systems should be free of leaks within any internal spaces.
6.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Electrical systems and wiring should be maintained to ensure: <ul style="list-style-type: none"> <li><input type="checkbox"/> Conductor should not be exposed, unless so designed;</li> <li><input type="checkbox"/> Electrical panels are covered and connections not left exposed;</li> <li><input type="checkbox"/> Battery(ies) are secured from movement and covered or guarded;</li> <li><input type="checkbox"/> All cable and wiring has stranded copper conductors with sufficient current carrying capacity for the circuit for which they are used;</li> <li><input type="checkbox"/> New wiring installations or repairs are in accordance with 33 CFR 183 or other standard established for marine use;</li> <li><input type="checkbox"/> Extension cords are limited to temporary applications; and</li> <li><input type="checkbox"/> All permanently installed electrical equipment is hard-wired to the power source with over-current protection, where possible.</li> </ul>
Notes:				

## **7. Material Condition**

	Y E S	N O	N / A	<b>Action</b>
7.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Existing watertight/weathertight closures should be maintained and function as designed: <ul style="list-style-type: none"> <li><input type="checkbox"/> Dogs/closing devices are operable;</li> <li><input type="checkbox"/> Gaskets are in place and not painted or deteriorated; and</li> <li><input type="checkbox"/> Knife edges of closures provide a proper seal and are periodically tested.</li> </ul>

	Y E S	N O	N / A	Action
7.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Any penetration of a watertight bulkhead or deck should be installed in such a manner to maintain the watertight integrity of the bulkhead or deck.
7.C.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	A watertight bulkhead or deck or closure that has been altered since installed should be restored to a condition that ensures its watertight integrity.
7.D.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Through-hull fittings <input type="checkbox"/> Shut-off valve close to the hull penetration <input type="checkbox"/> Material compatible with the hull and suitable for marine use.
7.E.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	An internal survey should be conducted twice in a 5 year period (or as required by your insurance underwriter), not to exceed 3 years between surveys. <i>Vessels operating on the Great Lakes can conduct their internal survey on the same schedule as their out of water survey described in section G below.</i>  The survey should be conducted by a qualified marine surveyor, if reasonably available, from an organization accepted by the CG. Otherwise, an owner/operator may conduct and certify the survey was performed.  The survey should include verifying the structural integrity/condition of the: <input type="checkbox"/> Frames and stiffeners; <input type="checkbox"/> Floors and decks; <input type="checkbox"/> Shelves, brackets, clamps; <input type="checkbox"/> Bulkheads; <input type="checkbox"/> Ventilation; <input type="checkbox"/> Hull openings and closures; <input type="checkbox"/> Deadlight covers in place below weather deck; <input type="checkbox"/> Deck openings and closures; <input type="checkbox"/> Sills, combings; <input type="checkbox"/> Piping; and <input type="checkbox"/> Scuppers/freeing ports.
Notes:				



	Y E S	N O	N / A	Action
7.F.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deficiencies found during the internal survey should be corrected to the satisfaction of the attending marine surveyor or vessel owner within a stipulated time frame.
7.G.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>An out of water survey should be conducted by a qualified marine surveyor from an organization accepted by the Coast Guard or by the vessel owner.</p> <ol style="list-style-type: none"> <li>1. Wood boats should be surveyed twice in any 5 year period not to exceed 3 years between surveys.</li> <li>2. All other vessel types should be surveyed at least once every 5 years.</li> <li>3. The following items should be examined to verify their structural integrity and service condition: <ul style="list-style-type: none"> <li><input type="checkbox"/> Propeller;</li> <li><input type="checkbox"/> Shafts/seals;</li> <li><input type="checkbox"/> Sea valves;</li> <li><input type="checkbox"/> Rudders;</li> <li><input type="checkbox"/> Side shell/planking; and</li> <li><input type="checkbox"/> Tanks, voids, cofferdams, and chain locker.</li> </ul> </li> </ol>
7.H.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Deficiencies found during the out of water survey should be corrected to the satisfaction of the attending marine surveyor or vessel owner within a stipulated time frame.
Notes:				

## 8. Flooding Prevention

	Y E S	N O	N / A	<b>Action</b>
8.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Each vessel should maintain a damage control kit onboard, as appropriate, for the vessel, to include, but not limited to the following:</p> <ol style="list-style-type: none"> <li>1. Soft plugs sized as per the vessel's seacocks;</li> <li>2. Soft wood lumber and wedges;</li> <li>3. Rubber wrap and/or grease tape;</li> <li>4. Manila twine;</li> <li>5. Sheet rubber or neoprene gasket material;</li> <li>6. Hand tools (hatchet, hammer, screwdriver, C-clamps, handsaw, hacksaw, disposable flashlights, head-lamps);</li> <li>7. Hose clamps and wire ties;</li> <li>8. Water impervious patching material and/or underwater epoxy;</li> <li>9. Oakum and rags; and</li> <li>10. Duct tape</li> </ol>
8.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>In addition to any required dewatering pump, each vessel should also maintain onboard a portable dewatering pump which meets the requirements of 46 CFR 28.255, if space allow and fuel for the pump can be safely stored on the vessel. The pump should have an independent power source.</p>
8.C.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Each vessel should have written instructions and policy regarding watertight/weathertight closures to include:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> At-sea policy for maintaining and verifying watertight/weathertight integrity and the status of such closures; and</li> <li><input type="checkbox"/> Preventive maintenance schedule for each watertight/weathertight closure.</li> </ul>
Notes:				

	Y E S	N O	N / A	Action
8.D.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Prior to operating the vessel on a voyage, the individual in charge of each vessel should complete a pre-departure check to include, but not limited to:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Evaluation of weather and bar conditions;</li> <li><input type="checkbox"/> Gear, catch, and hatches are secured;</li> <li><input type="checkbox"/> Vessel is not overloaded;</li> <li><input type="checkbox"/> Scuppers and freeing ports are clear;</li> <li><input type="checkbox"/> Visible portions of shafts and rudder posts show no or little leakage; and</li> <li><input type="checkbox"/> Vessel tanks and holds are filled in such a manner to limit free surface effect.</li> </ul> <p>Any discrepancy found during the check should be corrected prior to the vessel getting underway. The individual in charge must ensure the seaworthiness of the vessel. Results of the pre-departure check should be recorded.</p>
Notes:				

### 9. Periodic Testing of Equipment and Systems

	Y E S	N O	N / A	Action
9.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The following equipment and systems, where required or installed, should be tested prior to operation of the vessel and at least once each week thereafter:</p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Emergency generator(s) and lighting;</li> <li><input type="checkbox"/> High water alarms;</li> <li><input type="checkbox"/> Bilge pump(s);</li> <li><input type="checkbox"/> Dewatering system(s);</li> <li><input type="checkbox"/> Deck water/fire pump(s); and</li> <li><input type="checkbox"/> Smoke/heat/gas detectors</li> </ul>
9.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>A record of equipment and systems testing is to be kept on board the vessel, and retained for 3 years. See <i>Section 1.B.</i></p>

### 10. Refrigerant Safety

	Y E S	N O	N / A	<b>Action</b>
10.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Refrigerant detectors should be installed in spaces containing the main receiver and compressors (e.g. freon, ammonia or others as needed) or a portable detector can be substituted.
10.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Pressure relief valves should be vented to the outside. The refrigeration system should be exhausted to the outside, but not such that it would breach watertight or weathertight integrity.
10.C.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The refrigeration system should be isolated from normally manned spaces where practicable. The space housing the refrigeration system should be adequately ventilated.
Notes:				

### 11. Stability Standards

	Y E S	N O	N / A	<b>Action</b>
11.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Vessel <b>WITH</b> stability documentation:</p> <p><input type="checkbox"/> Onboard the vessel</p> <p><input type="checkbox"/> Reviewed by naval architect, marine engineer, or other qualified individual at least every 5 years or after the vessel has been modified or altered in any way that changes its stability or handling characteristics.</p> <p>Date of review: _____ By: _____</p>
Notes:				

11.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Vessel <b>WITHOUT</b> stability documentation, the owner/operator should be able to show at least one of the following:</p> <p>The vessel's operation and history of service does not cause the stability of the vessel to be questioned by the Coast Guard or a third party who performs a condition survey of the vessel.</p> <p>If this history of service is not available then:</p> <ol style="list-style-type: none"> <li>1. The vessel performs satisfactorily on an operational test that demonstrates it has acceptable stability and handling characteristics; or</li> <li>2. The vessel has a satisfactory stability assessment considering its form, arrangement, construction, number of decks, route, and any operating restrictions of the vessel.</li> </ol>
11.C.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The operator of the vessel should be provided basic training on stability, and on the current loading conditions and stability instructions for the vessel.</p>
Notes:				

## 12. Combatting Fatigue

	Y E S	N O	N / A	<b>Action</b>
12.A.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>The individual in charge of the vessel should ensure watch-standers are afforded rest periods and are adequately rested before standing their watch, particularly if the vessel is operating more than 12 hours per day.</p>
12.B.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<p>Watch Alarm</p> <p><input type="checkbox"/> Installed in the pilot house      <input type="checkbox"/> Set &lt; 15 mins</p> <p><input type="checkbox"/> Used at all times while underway</p> <p><input type="checkbox"/> Audible alarm able to alert others who may be responsible for the operation of the vessel.</p>