



**U. S. Coast Guard
Thirteenth District**

Commercial Fishing Industry Vessel Safety Reference Guide



Fishing Vessel Safety Coordinators

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Updated June 2021

CG-4100F CITE INDEX

4100F CITE	PAGE	DESCRIPTION
105	33	Sound Producing Device
138	21	Backfire Flame Control
139	22	Ventilation
140	5	Life Preservers & Other PFDs
141	6	Ring Life Buoys
142	7-8	Survival Craft
143	9	Stowage of Survival Craft
144	10	Survival Craft Equipment
145	12	Lifesaving Equipment Markings
146	13	Maint/Insp of Lifesaving Equipment
147	14	Distress Signals
148	15	EPIRBs
149	16-19	Fire Extinguishing Equipment
150	23	Injury Placard
151	25	Waste Management Plan
152	27-28	Marine Sanitation Devices
153	29	Copy of Nav Rules
154	30-32	Navigation/Anchor Lights
155	24	Oil Pollution Placard
156	26	Garbage Placard
157	3	FCC Ship/Station License
158	52	Load Line Certificate
159	2	Vessel Numbering & Registration
160	41	Fireman's Outfit & SCBA
161	42	First Aid Training & Equipment
162	43	Guards for Exposed Hazards
163	44	Navigational Information
164	45	Compass & Deviation Table
165	46, 47	Anchors & Radar Reflectors
166	48	General Alarm System
167	35, 49	Communication Equip
168	37	High Water Alarms
169	50	Bilge Pump, Piping & Dewatering
170	51	Electronic Position Fix Device
171	38-39	Instructions, Drills & Safety
172	40	Emergency Instructions
173	1	Document/Official Number
175	71	Unsafe Condition-Termination
177	20, 53	Stability/Stability Instructions
178	56	Coaming Height
179	56	Deadlight Covers
180	1, 57	Non US Master Violation
181	57	72/25 Crewing Standards

TABLE OF CONTENTS

<u>FISHING VESSEL SAFETY EXAMS AND BOARDINGS</u>	<u>V</u>
<u>DEFINITIONS</u>	<u>VII</u>

ALL VESSEL REQUIREMENTS

<u>DOCUMENTATION</u>	<u>1</u>
<u>NUMBERING</u>	<u>2</u>
<u>FCC SHIP STATION LICENSE</u>	<u>3</u>
<u>OTHER FCC DOCUMENTS</u>	<u>4</u>
<u>IMMERSION SUITS/PFDS</u>	<u>5</u>
<u>RING LIFE BUOYS</u>	<u>6</u>
<u>SURVIVAL CRAFT</u>	<u>7</u>
<u>STOWAGE OF SURVIVAL CRAFT</u>	<u>9</u>
<u>SURVIVAL CRAFT EQUIPMENT</u>	<u>10</u>
<u>ESCAPE ROUTES</u>	<u>11</u>
<u>LIFESAVING EQUIPMENT MARKINGS</u>	<u>12</u>
<u>MAINTENANCE / INSPECTION OF</u>	<u>13</u>
<u>DISTRESS SIGNALS</u>	<u>14</u>
<u>EPIRB</u>	<u>15</u>
<u>FIRE EXTINGUISHERS</u>	<u>16</u>
<u>VESSELS 65 FEET OR MORE IN LENGTH</u>	<u>18</u>
<u>STABILITY (ALL VESSELS)</u>	<u>20</u>
<u>BACKFIRE FLAME CONTROL</u>	<u>21</u>
<u>VENTILATION</u>	<u>22</u>
<u>INJURY PLACARD</u>	<u>23</u>
<u>OIL POLLUTION PLACARD</u>	<u>24</u>
<u>WASTE MANAGEMENT PLAN</u>	<u>25</u>
<u>GARBAGE PLACARD</u>	<u>26</u>
<u>MARINE SANITATION DEVICE</u>	<u>27</u>
<u>INLAND NAVIGATION RULES</u>	<u>29</u>
<u>NAVIGATION LIGHTS</u>	<u>30</u>
<u>SOUND PRODUCING DEVICES</u>	<u>33</u>
<u>AUTOMATIC IDENTIFICATION SYSTEM (AIS)</u>	<u>34</u>
<u>RADIOTELEPHONE REQUIREMENTS (VHF)</u>	<u>35</u>
<u>DIGITAL SELECTIVE CALLING</u>	<u>35</u>
<u>SAFE BOARDING LADDER</u>	<u>36</u>

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

<u>HIGH WATER ALARMS</u>	<u>37</u>
<u>DRILLS, SAFETY ORIENTATION & TRAINING</u>	<u>38</u>
<u>EMERGENCY INSTRUCTIONS</u>	<u>40</u>
<u>FIREMAN'S OUTFIT</u>	<u>41</u>
<u>FIRST AID EQUIPMENT & TRAINING</u>	<u>42</u>

TABLE OF CONTENTS

GUARDS FOR EXPOSED HAZARDS	43
NAVIGATIONAL INFORMATION	44
COMPASSES & DEVIATION TABLES	45
ANCHOR	46
RADAR REFLECTORS	47
GENERAL ALARM SYSTEM	48
COMMUNICATION EQUIPMENT	49
BILGE PUMPS, PIPING & DEWATERING	50
ELECTRONIC POSITION FIXING DEVICES	51
LOAD LINE CERTIFICATE	52
STABILITY (VESSELS 79 FEET AND GREATER)	53
COAMING HEIGHT/DEADLIGHT COVERS	56
WATERTIGHT AND WEATHERTIGHT INTEGRITY	56

ADDITIONAL REQUIREMENTS

CITIZENSHIP AND 75/25 RULE	57
LICENSING AND MANNING	58
CREW CONTRACT	59
CERTIFICATE OF COMPLIANCE	60
CERTIFICATE OF CLASS	61
OIL TRANSFER PROCEDURES	62
FUEL OIL DISCHARGE CONTAINMENT	63
WASTE OIL DISCHARGE SYSTEMS	64
POLLUTION ADDITIONAL REQUIREMENTS	65
NON-TANK VESSEL RESPONSE PLAN (NTRVP)	66
SHIPBOARD OIL POLLUTION EMERGENCY PLAN	66
BALLAST WATER MANAGEMENT	67
DRUG & ALCOHOL POST-CASUALTY TESTING	68
CHEMICAL TESTING PROGRAM	69
GLOBAL MARITIME DISTRESS AND SIGNALING SYS. (GMDSS)	70

POLICY INFORMATION

TERMINATION OF UNSAFE OPERATIONS	71
POST SAR AND ADDITIONAL TERMINATION POLICY	72
EXCESS SAFETY AND LIFESAVING EQUIPMENT	73
NEW CONSTRUCTION OF VESSELS	74
ALTERNATE COMPLIANCE PROGRAMS	75
EXEMPTION LETTERS	76

APPENDIX

IMMERSION SUIT SERVICE GUIDELINES	77
COMMERCIAL LIFESLING	78
HYDROSTATIC RELEASE UNITS (HRU)—SURVIVAL CRAFT	79
HYDROSTATIC RELEASE UNITS (HRU)—EPIRBs	80

TABLE OF CONTENTS

<u>SURVIVAL CRAFT STOWAGE</u>	81
<u>SURVIVAL CRAFTS</u>	82
<u>FIRE EXTINGUISHING SYSTEMS</u>	85
<u>DIGITAL SELECTIVE CALLING (DSC)</u>	86
<u>VESSEL FISHERY NUMBERING STANDARDS (FEDERAL)</u>	87
<u>VESSEL FISHERY NUMBERING STANDARDS (STATE)</u>	88
<u>VESSEL NUMBERING TRIBAL DESIGNATIONS</u>	89
<u>FISHING INDUSTRY VESSEL TYPES</u>	90
<u>BOUNDARY LINE</u>	98
<u>COASTAL WATERS</u>	101
<u>DISTANCES FROM SHORE DEPTHS</u>	104
<u>CONVERSION TABLES</u>	104

CAUTION

This guide DOES NOT include all rules, regulations and policies that apply to CFIVs. It is intended to cover the most common aspects of this industry. Examiners and Boarding Officers should consult the regulations, other reference guides or their local CFVS Coordinator.

FEEDBACK REGARDING THIS GUIDE

Corrections, changes or suggestions to this guide may be directed to Mr. Michael Rudolph Michael.G.Rudolph@uscg.mil or 503-240-9337.

GENERAL INFORMATION

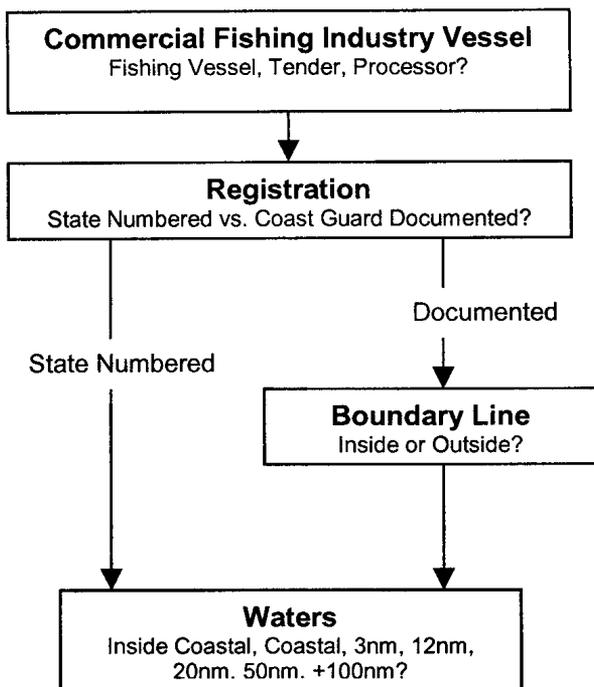
This guide summarizes Federal Regulations and national and local policies applicable to U.S. Uninspected Commercial Fishing Industry Vessels. This includes **FISHING VESSELS** which are engaged in activities pursuant to the harvesting of fish for commercial purposes; **FISH TENDER** vessels that transport, 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.

This guide is intended for use by Coast Guard Boarding Officers and Dockside Examiners within the jurisdiction of the Thirteenth Coast Guard District.

Boarding Officers will find the CG-4100F Boarding Report numbers in the upper right corner of each page, such as #173 for Documentation is found on page 1.

APPLICABILITY

Use flowchart to determine applicable regulations and equipment requirements.



GENERAL INFORMATION

FISHING VESSEL SAFETY EXAMS and BOARDINGS

46 USC 4502 (f)

MLE Manual COMDTINST M16247.1G, Chap. 3.D.5.b.1.a.

D13 SOP 3-C-4

CFIVs that operate more than 3 nm from the baseline of the U.S. territorial sea or operate anywhere with more than 16 individuals on board or a fish tender vessel engaged in the Aleutian trade, **must complete a dockside safety examination at least once every 5 years.** CFVS Decals expire two years after their date of issue. The vessel may voluntarily choose to renew their decal within the following three-year period. Fishing vessels that are required to carry a National Marine Fisheries Service observer are required to have a valid decal (not expired).

Vessels with a valid decal can expect to see an abbreviated boarding if issued in the last two years (spot check of the BIG 8). Those vessels with an expired decal can expect Boarding Officers to conduct a more extensive examination of the vessel's required safety equipment.

THE “**BIG 8**” refers to the most critical items on a Commercial Fishing Industry Vessel that can affect their survivability when disaster strikes. They are indicated in this guide by a label on the outer edge. They include:

- 1-Immersion Suits/PFDs
- 2-Survival Craft
- 3-Distress Signals
- 4-EPIRB

- 5-Fire Extinguishers
- 6-Stability
- 7-High Water Alarms
- 8-Drills & Training

BIG
8

Commercial Fishing Vessel Safety
EXAMINATION

<p>VESSEL</p> <p><input checked="" type="checkbox"/> Documented</p> <p><input type="checkbox"/> Undocumented</p> <p>OPERATIONS</p> <p><input checked="" type="checkbox"/> Cold Waters</p> <p><input type="checkbox"/> Warm Waters</p> <p><input type="checkbox"/> Inside Boundary Line</p> <p><input checked="" type="checkbox"/> Beyond Boundary Line</p> <p>FROM COASTLINE</p> <p><input type="checkbox"/> < 3 NM</p> <p><input type="checkbox"/> < 12 NM</p> <p><input type="checkbox"/> < 20 NM</p> <p><input checked="" type="checkbox"/> < 50 NM</p> <p><input type="checkbox"/> > 50 NM</p> <p><input type="checkbox"/> > 100 NM</p>		<p>EXPIRES</p> <p>2021 <input type="checkbox"/></p> <p>2022 <input type="checkbox"/></p> <p>2023 <input checked="" type="checkbox"/></p> <p>2024 <input type="checkbox"/></p> <table border="1" style="margin-top: 5px; width: 100%; text-align: center; font-size: 0.8em;"> <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
JAN	JUL													
FEB	AUG													
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THIS VESSEL MEETS ALL
 USCG COMMERCIAL
 FISHING INDUSTRY
 VESSEL REGULATIONS
 FOR OPERATING
 AREAS AS MARKED

NO. 123456

CG-5587A
(Rev. 6/08)

U.S. Department of Homeland Security

GENERAL INFORMATION

FISHING VESSEL SAFETY EXAMS and BOARDINGS (cont)

46 USC 4502 (f)

MLE Manual COMDTINST M16247.1G

D13 SOP 3-C-4

CG-CVC-WI-025(1)

Post-Boarding Process & Compliance Program

Once the Boarding Activity is completed it is forwarded to the Violation Case Coordination Center (VCCC). VCCC will send a letter giving the owner/operator an opportunity to correct the violations through a dockside exam. If the party does not correct the violations or fails to respond, then the activity is forwarded to the Coast Guard Hearing Officer with a recommended civil penalty.

A benefit to the success of this program is to provide the operator with the phone number to the local Fishing Vessel Safety Coordinator. Emphasize to the operator to correct the violations **AND** receive a dockside exam as soon as possible.

Risk Based Fishing Vessel Exam Program

In 2020 CG-CVC-3 issued a Work Instruction outlining a plan to target vessels that are defined to be "at-risk". Vessels that meet certain criteria that have an expired CFVS Decal are targeted for at-sea boardings and shore-based outreach efforts.

At-Risk Criteria:

- Built before July 1, 2013
- 50 feet in length or greater
- Operate more than 3nm from the baseline

These vessels may appear on a lookout list and are highly encouraged to maintain their CFVS Exam Decal every 2 years.

GENERAL INFORMATION

DEFINITIONS

Sources in *italics*

Accepted organizations – an organization which has been 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. Coordinators maintain a list of these organizations. Examples: NAMS, SAMS, NAVTECH and Charles Taylor. *46 CFR 28.50*

Accommodations – includes messrooms, lounges, sitting areas, recreation rooms, quarters, toilet spaces, shower rooms, galleys, berthing facilities or clothing changing rooms. *46 CFR 28.50*

AIS – Automated Identification System is a maritime navigation safety communications system that provides vessel identification and tracking information. *33 CFR 164.46*

Aleutian Trade (ATA) -- means the transportation of cargo, including fishery related products, for hire on board a fish tender vessel to or from a place in Alaska west of 153 degrees West longitude and east of 172 degrees East longitude if that place receives weekly common carrier service by water, to or from a place in the United States, except a place in Alaska. *46 CFR 28.50, 46 USC 3302*

Baseline – a line following the trend of the seaward high water shorelines and across entrances to small bays, inlets and rivers. *33 CFR 2.20*

Berthing Space – a space that is intended to be used for sleeping and is provided with installed bunks and mattresses. *46 CFR 25.26-1*

Big 8 – Refers to PFDs/Immersion Suits, Survival Craft, EPIRB, Distress Signals, Fire Extinguishers, Stability, High Water Alarms and Drills & Training. *MLE Manual COMDTINST M16247.1G*

Boundary Lines – the lines set forth in 46 CFR 7. In general, they follow the trend of the seaward high water shorelines and across entrances to small bays, inlets and rivers. *46 CFR 28.50*

Built – The date the vessel's keel is laid or construction identifiable with the vessel has begun and assembly of that vessel has commenced comprising of at least 50 metric tons or one percent of the estimated mass of all structural material, whichever is less. *46 USC 4503(g)*

GENERAL INFORMATION

DEFINITIONS (Continued)

Sources in *italics*

Coastal Service – Equipment pack for inflatable life raft rated out to 20nm from shore. *46 CFR 28.50, 46 CFR 160.051-3*

Coastal Waters – as defined in 33 CFR 175.105, 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*

Coastwise Voyage – navigating the waters of any ocean or the Gulf of Mexico 20nm or less offshore. *46 CFR 24.10-1*

Cold Waters/Warm Waters – cold water means water where the monthly mean low water temperature is 59 degrees Fahrenheit or less. Warm waters mean water where the monthly mean low water temperature is above 59 degrees Fahrenheit. See NVIC 7-91. **Note:** All waters in D13 are Cold Waters.

Commercial Fishing Industry Vessel – includes fishing vessels, fish tender vessels, and fish processing vessels. *46 CFR 28.50*

Documented – a vessel for which a Certificate of Documentation has been issued under the provisions of 46 CFR 67. Commercial vessels 5 net tons and greater must be documented. *46 CFR 28.50*

Domestic Voyage – the movement of a vessel between places in, or subject to the jurisdiction of, the United States, except movement between a place in a territory or possession of the United States or the Trust Territory of the Pacific Islands; and a place outside that territory, possession, or Trust Territory. *46 USC 5101*

EPIRB – Emergency Position Indicating Radio Beacon which is Type Accepted by the FCC under requirements in 47 CFR parts 2 and 80. *46 CFR 25.26-1*

Fish – means finfish, mollusks, crustaceans, and all other forms of marine animal and plant life, except marine mammals and birds. *46 CFR 28.50*

Fish Processing Vessel – a vessel that commercially prepares fish or fish products other than by gutting, decapitating, gilling, skinning, shucking, icing, freezing, or brine chilling. Salting cod is considered processing. *46 CFR 28.50, HQ Ltr G-MVI 14/90*

GENERAL INFORMATION

DEFINITIONS (Continued)

Sources in *italics*

Fish Tender Vessel – 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 fishing, fish processing or fish tender vessel or a fish processing facility. *46 CFR 28.50*

Fishing Vessel – 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. *46 CFR 28.50*

Foreign Voyage – a voyage from the United States to a country outside the United States or any of its Trust Territories or possessions. A vessel that is not on a foreign voyage is considered to be on a domestic voyage for the sake of applying these rules to commercial fishing industry vessels. *46 USC 5101*

Galley – 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. *46 CFR 25.26-1*

Gross Ton – a volumetric measurement of the vessel. 1 GT=100 cu ft.

High Seas – the waters beyond a line 3nm seaward of the Territorial Sea Baseline. *46 CFR 25.26-1*

Immediately Available – Stowed so the device can be easily grabbed and cast loose and not secured to the vessel in any way.

Inland Waters – waters shoreward of the COLREGS Demarcation Line. *33 CFR 2.26*

International Voyage – a voyage from one country to a port outside that country.

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

Length – the length listed on the vessel's Certificate of Documentation or Certificate of Registry. **Length Overall (LOA)** may be considerably longer than the documented length. LOA is used in reference to the navigation rules and newly built vessels. **Load Line Length** is measured on a particular waterline, determined by its molded hull depth (the vertical dimension from the top of the keel to the underside of the freeboard deck at the vessel's side). *46 CFR 25.26-1, 46 CFR 28.50, 46 CFR 42.13-15*

GENERAL INFORMATION

DEFINITIONS (Continued)

Sources in *italics*

Limited Service – Equipment pack for inflatable life raft rated out to 50nm from shore. *46 CFR 160.051-3*

Major Conversion – conversion of a vessel that (1) substantially changes the dimensions or carrying capacity of the vessel; (2) changes the type of the vessel; (3) substantially prolongs the life of the vessel; **or** (4) otherwise so changes the vessel that it is essentially a new vessel, as determined by the Commandant. *46 CFR 28.50*

Motorboat – any vessel 65 feet in length or less which is equipped with propulsion machinery. *46 CFR 24.10-1*

Motor Vessel – any vessel more than 65 feet in length, which is propelled by machinery other than steam. *46 CFR 24.10-1*

Net Ton – A volumetric measurement of the cargo capacity of a vessel. 1 NT=100 cu ft.

Oceangoing – Vessels which operate any time seaward of the outermost boundary of the territorial sea (3 nm) of the U.S. *33 CFR 151.05*

Ocean Service – Equipment pack for inflatable life raft rated out to and beyond 50nm from shore. *46 CFR 160.051-3*

Ocean Voyage – includes waters of any ocean, or the Gulf of Mexico, more than 20nm offshore. *46 CFR 24.10-1*

Operate – Use, navigate, or employ. *33 CFR 173.3*

Operating Station – the principal steering station on the vessel from which vessel is normally navigated. *46 CFR 28.50*

Pre-engineered Fire System – a system that is designed and tested to be suitable for installation as a complete unit in a space of a set volume, without modifications, regardless of the vessel on which installed. *46 CFR 28.50*

Readily Accessible – Stowed so that it is easily obtained near a person's berthing area and workstation so to prevent searching throughout the vessel. Also means equipment that is taken out of stowage and is available within the same space as any person for immediate use during an emergency. *BOJAK C-4, Edition F, 33 CFR 165.1325(b)(9)*

GENERAL INFORMATION

DEFINITIONS (Continued)

Sources in *italics*

Secured – As it relates to the overboard discharge valve for a marine sanitation device: locked, tagged, wire-tied, zip-tied, or chained (or handle removed) in the closed position. Locking the head door does not satisfy as being secured. *33 CFR 159.7*

Similarly Qualified Organization – An organization which has been designated by the Commandant for the purpose of classing or examining commercial fishing industry vessels. Examples: ABS, DNV. *46 CFR 28.50*

SOLAS – The International Convention for the Safety of Life at Sea, 1974, as amended by the International Maritime Organization. *46 CFR 160.151-3*

STCW – The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, as amended. *46 CFR 10.107*

Substantially Altered – means the vessel is physically altered in a manner that affects the vessel's stability and includes: (1) alterations that result in a change of the vessel's lightweight vertical center of gravity more than 2 inches, a change in the vessel's lightweight displacement of more than 3%, or an increase of more than 5% in the vessel's projected lateral area, as determined by tests or calculations; (2) alterations which change the vessel's underwater shape; (3) alterations which change a vessel's angle of downflooding; **and** (4) alterations which change a vessel's buoyant volume. *46 CFR 28.510, MSC MTN 04-95*

Territorial Seas – the waters within the belt 3nm wide measured off the coast of the US and the territorial sea baseline (this line is normally marked on charts). *33 CFR 2.22*

Tonnage – a volumetric measurement used for documenting vessels. Approx 100 cu ft = 1 ton.

Use – operate, navigate, or employ. *33 CFR 173.11, 46 CFR 25.25-3*

VMS – Vessel Monitoring System required by NOAA for certain fisheries. *50 CFR 600.14*

Watch – The Coast Guard interprets the term "watch" to be the direct performance of vessel operations, whether deck or engine, where such operations would routinely be controlled and performed in a scheduled and fixed rotation. The performance of maintenance or work necessary to the vessel's safe operation on a daily basis does not in itself constitute the establishment of a watch. *46 CFR 15.705*

GENERAL INFORMATION

DEFINITIONS (Continued)

Sources in *italics*

Waters Inside Coastal – Protected waters where the entrance is less than 2nm wide. Boundary Bay in Washington is considered WIC. *33 CFR 175.105*

ALL VESSEL REQUIREMENTS

DOCUMENTATION

#173

Applicability	46 CFR 67.7
Fishery Endorsement	46 CFR 67.21
Official Number Marking	46 CFR 67.121
Name and Hailing Port	46 CFR 67.123
Document onboard	46 CFR 67.313
Command US Citizen	46 USC 8103 & 12131

APPLICABILITY

All commercial vessels 5 net tons or greater.

REQUIREMENTS

The **original Certificate of Documentation** must be maintained on board the vessel with appropriate **endorsement**.

- Fishery endorsement.
- Fish Tenders that do not transport “Fish” may have a Coastwise endorsement.
- Not expired.

Vessel Name must be -

- on port & starboard bow and the vessel stern
- not less than 4 inches in height
- marked in clearly legible letters.

Hailing port must be -

- on stern of the vessel
- not less than 4 inches in height
- marked in clearly legible letters.

Official number must be -

- permanently affixed to some clearly visible structural part of the hull, such as an internal deck beam
- not less than 3 inches in height
- affixed in clearly legible numbers.

Under Command of U.S. Citizen -

- a documented vessel may be placed under the command only of a citizen of the United States *46 USC 12131*
- 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. *46 USC 8103*
- The COD is no longer valid when the vessel is placed under the command of an individual that is not a U.S. Citizen. *46 USC 12135*

National Vessel Documentation Center: 1-800-799-8362

ALL VESSEL REQUIREMENTS

NUMBERING

#159

Certificate Onboard	33 CFR 173.21
Display of Numbers	33 CFR 173.27
Tribal Issued State Numbers	WAC 308-93-(700-770)

APPLICABILITY

All **undocumented** commercial fishing industry vessels less than 5 net tons equipped with propulsion machinery.

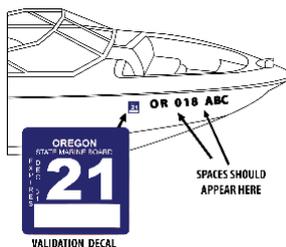
REQUIREMENTS

Certificate Onboard:

- Valid or Temporary State Certificate of Numbers on board whenever underway.

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



Large Vessels with State Numbers:

Vessels around 30 or more feet in length may measure to be more than 5 net tons and may be asked to provide a Tonnage Certificate. Contact your local Sector for more information.

Tribal Issued State Numbers:

Each tribe is entitled to a block of WN numbers with a unique tribal suffix. These are identified by the last 3 letters of the vessel's registration with a tribal suffix. See the APPENDIX for a listing of the tribal designations.



Example for the Quinault Tribe

Note: Tribal vessels that are 5 net tons and greater must still be documented by the Coast Guard and comply with the requirements for a documented vessel.

ALL VESSEL REQUIREMENTS

FCC SHIP STATION LICENSE

#157

Applicability	47 CFR 80.13
License Onboard	47 CFR 80.405

APPLICABILITY

The following vessels are **required** to have communications equipment on board **and** have an FCC Ship Station License:

- Documented commercial fishing industry vessels operating beyond the boundary line.
- Power driven vessels over 20 meters (65.6 feet) on navigable waters.

Other circumstances that require an FCC Ship Station License:

- Any vessel that has MF/HF single side band radio or telegraphy equipment.
- Any vessel traveling to a **foreign port** (e.g., Canada, Mexico).

REQUIREMENTS

- Current license on board.
- Name and number of the vessel is correct.
- License is not expired.
- Licensee listed is the current owner or manager of the vessel.

Notes:

- See pages 35 and 49 to determine what communications equipment is required for certain commercial fishing industry vessels.
- FCC Ship Station Licenses are renewed every 10 years.
- To renew or apply for FCC Ship Station License contact 888-225-5322 or wireless.fcc.gov/uls

To check validity and status of an FCC License go to:
<https://wireless2.fcc.gov/UlsApp/UlsSearch/searchLicense.jsp>



ALL VESSEL REQUIREMENTS

OTHER FCC DOCUMENTS

Applicability 47 CFR 80.159(c)(1), .59(a)(2), .401, .1001, .1005, .1065, .1067, .1073, .409(f), .1075, .851, .868

Additional FCC Documents may be required. The FCC defines a cargo ship as any ship not a passenger ship (hence a fishing vessel is considered a cargo ship).

DOCUMENT	APPLICABILITY	REQUIREMENT
Bridge-to-Bridge Safety Certificate	300 GT or more*	Valid endorsement by technician
Marine Radio Operator Permit	300 GT or more	Required if station power does not exceed 1500 watts peak envelop power
GMDSS Radio Operator License	300 GT or more	2 GMDSS operators are required if the vessel has GMDSS
Safety Radio Certificate	300 GT or more	Valid endorsement by FCC technician Inspected annually
GMDSS Safety Certificate	300 GT or more	Valid endorsement from FCC technician w/GMDSS maintainer license Inspected annually
Radio Log Entries	300 GT or more	Requirements identified in 47 CFR 80.409
Card of Instructions	300 GT or more	Instructions include summary of radiotelephone distress procedure Displayed in view of principal operating station

* The Bridge-to-Bridge Safety Certificate does not apply to CFIVs 20 meters or more until they are ≥ 300 GT. 47 CFR 80.1005 requires an inspection of the radio station on vessels subject to regular inspections. Passenger vessels and ships ≥ 300 GT are subject to radio inspections.

ALL VESSEL REQUIREMENTS

IMMERSION SUITS/PFDS

#140

Carriage Requirements	46 CFR 28.110, 46 CFR 25.25
Markings	46 CFR 28.135
Maintenance	46 CFR 28.140, NVIC 01-08

BIG 8

REQUIREMENTS

CRITERIA—COLD WATERS	TYPE REQUIRED
All vessels on Coastal Waters or beyond	Immersion suit (160.171) or exposure suit (160.071).
Vessels >40 feet, waters inside coastal	Type I, V commercial hybrid, immersion suit or exposure suit.
Vessel < 40 feet, waters inside coastal	Type I, II, III, V commercial hybrid, immersion suit or exposure suit.

An immersion suit may be substituted for any type of PFD.

ITEM	REQUIREMENT
Stowage	Readily accessible to berthing and workstations (may require more than 1 device)
Condition	Good and serviceable condition; properly maintained per manufacturer
Approved Personal Marker Light (161.012)	One on each suit or PFD, attached to front shoulder—vessels on coastwise or ocean voyages (beyond boundary line)
Retro-reflective material	200 sq. cm (31 sq. in) on each of front and back sides
Markings	Must be marked with the name of: <ul style="list-style-type: none"> - The vessel; or - The owner of the device; or - The individual to whom it is assigned.

EXAM 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)
- ✓ PFD Light battery not expired (#146). Alkaline batteries replaced **ANNUALLY**.
- ✓ Proper markings (Item #145).
- ✓ Retro reflective material; 31 sq. inches on each side (#145).
- ✓ Immersion suits must be maintained per manufacturer's standards to include periodic pressure testing. See APPENDIX for more info.
- ✓ Excess PFDs should be maintained and in serviceable condition, marked "For Training Only" or removed from vessel.

ALL VESSEL REQUIREMENTS

BIG
8

RING LIFE BUOYS

#141

Carriage Requirements 46 CFR 28.115, 46 CFR 25.25
 Markings 46 CFR 28.135

REQUIREMENTS

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

COMMERCIAL LIFESLING Approval #160.050

Operators are encouraged to have devices to recover a person overboard. Per its CG Approval (160.050) a Commercial Lifesling³ may be substituted for one ring life buoy if:

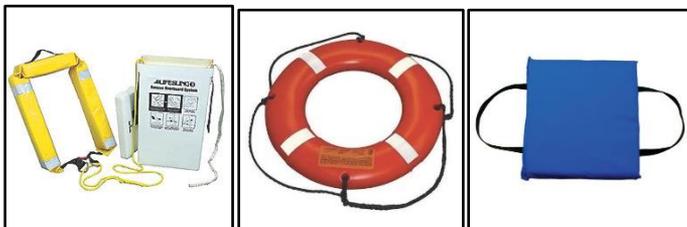
- Vessel has a lifting point 10 ft high above the deck;
- Device bears CG Approval 160.050;
- Crew is trained in its proper use; **and**
- Device is stowed as per the instructions.

ACCEPTABILITY

- Cushions used on vessels 16 to 26 ft must be CG approved Type IV PFD.
- Ring life buoys must be USCG approved and at least 24 inches on vessels 26 ft and greater.

EXAM CHECKLIST

- ✓ Check for proper type and quantity.
- ✓ Each device stowed to be **immediately available**.
- ✓ CG approved, and in serviceable condition.
- ✓ Retro reflective tape bands every 90° and on both sides.
- ✓ Marked with vessel's name and line attached.
- ✓ Excess RLBs should be maintained and in serviceable condition, marked "For Training Only" or removed from vessel.



APPLICABILITY and REQUIREMENTS

See the tables on the following pages for specifics.

ACCEPTABILITY

- The required survival craft is **on board**.
- The required survival craft is **Coast Guard Approved**.
 - 160.010—Inflatable Buoyant Apparatus
 - 160.051—Inflatable Liferaft (Domestic)
 - 160.151—Inflatable Liferaft (SOLAS)
 - 160.018—Rigid Liferaft (Domestic)
 - 160.118—Rigid Liferaft (SOLAS)
- The craft is **good and serviceable**, including having been serviced per the table on page 13.
- The craft is **stowed properly**. (See page 9)
- Appropriate life raft equipment pack for the vessel's route (See page 10)
- The total number of survival craft must be able to **accommodate all 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 can carry all individuals on board (typically purse seiners with a skiff).



EXAM CHECKLIST

- ✓ Check applicability for survival craft.
- ✓ Check proper type, capacity, and equipment pack.
- ✓ Inflatable raft/apparatus serviced within 12 months unless brand new 24 months (if expired, see Termination guidance, p. 68).
- ✓ Check hydrostatic release for proper installation and expiration date if expired, see Termination guidance, p. 68.
- ✓ Excess survival craft should be either maintained and in serviceable condition, marked "For Training Only" and stowed separately from required equipment, or removed from vessel.

ALL VESSEL REQUIREMENTS

SURVIVAL CRAFT

#142

46 CFR 28.120, Tables 46 CFR 28.120(a) & (b)

All areas are **Cold Waters**

Vessel Type	Area	Survival Craft Required
Undocumented Less than 36 ft	0-12 miles from coastline	Buoyant apparatus (see note 2)
Undocumented 36 ft or more	0-12 miles from coastline	Buoyant apparatus
Undocumented	>12 miles from coastline	Inflatable buoyant apparatus
Documented Less than 36 ft	0-12 miles from coastline	Buoyant apparatus (see note 2)
Documented 36 ft or more	0-12 miles from coastline	Inflatable buoyant apparatus (see note 3)
Documented	12-20 miles from coastline	Inflatable liferaft
Documented	20-50 miles from coastline	Inflatable liferaft with SOLAS B pack.
Documented	>50 miles from coastline	Inflatable liferaft with SOLAS A pack.

Note 1: The hierarchy of survival craft in descending order is:

1. Lifeboat
2. Inflatable or rigid liferaft with SOLAS A or Oceans pack
3. Inflatable or rigid liferaft with SOLAS B or Limited pack
4. Inflatable or rigid liferaft with coastal service pack
5. Inflatable buoyant apparatus (IBA)
6. Life float
7. Buoyant apparatus

A survival craft higher in the hierarchy may be substituted for any survival craft required in the tables.

Note 2: Survival craft not required for a vessel less than 36 feet with 3 or fewer individuals on board while operating within 12nm of coastline.

Note 3: A buoyant apparatus may be substituted for a vessel 36 feet or more in length with 3 or fewer individuals on board while operating within 12nm of coastline.

ALL VESSEL REQUIREMENTS

STOWAGE OF SURVIVAL CRAFT

#143

46 CFR 28.125, NVIC 4-86

**BIG
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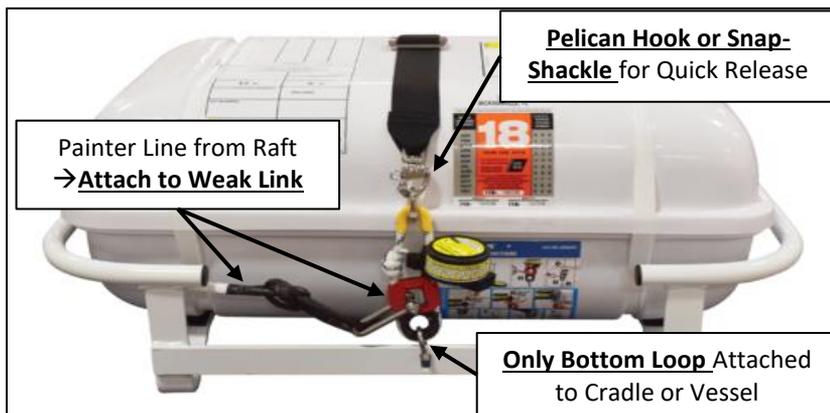
REQUIREMENTS

- Each inflatable liferaft required to be equipped with a **SOLAS A or a SOLAS B, (Oceans or Limited)**, equipment pack must be stowed to **float free** and **automatically inflate** in the event the vessel sinks.
- 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 to float free in the event the vessel sinks.

ACCEPTABILITY

- Each hydrostatic release unit must be approved under 46 CFR 160.062. See placard on raft canister exterior for proper installation.
- 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 APPENDIX and NVIC 4-86.



ALL VESSEL REQUIREMENTS

**BIG
8**

SURVIVAL CRAFT EQUIPMENT

#144

46 CFR 28.130

REQUIREMENTS

- Each item of survival equipment must be of good quality and secured to the survival craft.
- Inflatable liferafts must be marked with the type of equipment pack inside:
 - Coastal Service
 - SOLAS B (Limited Service) or PB on 4 person liferafts
 - SOLAS A (Ocean Service) or PA on 4 person liferafts
- Life floats and buoyant apparatus must be fitted with:
 - Lifeline, pendants and painter
 - Floating electric distress light (161.010)

Note: Excess survival craft must meet guidelines in the Marine Safety Manual, Vol II (COMDTINST M16000.7B). See page 73.

Rigid Liferafts are outfitted with SOLAS A, B or Coastal Service packs.

See APPENDIX for additional information

ALL VESSEL REQUIREMENTS

ESCAPE ROUTES

46 CFR 28.140

**BIG
8**

REQUIREMENTS

Escape routes from a space where an individual may be employed or an accommodation space must not be obstructed.

- Ensure escape hatches are not blocked, stuck or secured
- Escape hatches should operate from both sides
- Walkways free of any items, hoses, or lines that could impede passage



▲ Figure 1: Hatch tied down with rope may be unopenable from outside for entry during fire-fighting operations

ALL VESSEL REQUIREMENTS

LIFESAVING EQUIPMENT MARKINGS

#145

46 CFR 28.135

REQUIREMENTS

- Block CAPITAL letters must be used to mark all lifesaving equipment
- Immersion suits and PFD's must be marked with one of the following:
 - Name of the vessel
 - Name of owner of the immersion suit or PFD
 - Name of person assigned to wear the immersion suit or PFD
- Retroreflective markings will be applied as appropriate

TABLE 46 CFR 28.135

ITEM	MARKINGS REQUIRED	RETROREFLECTIVE MATERIAL
Wearable personal flotation device (Type I, II, III, or wearable Type V; Immersion Suit, or exposure suit.	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	Vessel name	Type II on both sides of the device.
Inflatable liferaft	See note	See note
Inflatable buoyant apparatus	See note	See note
Life float	Vessel name	Type II
Buoyant apparatus	Vessel name	Type II
Auxiliary craft	Vessel name	Type II
EPIRB	Vessel name	Type II

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

ALL VESSEL REQUIREMENTS

MAINTENANCE / INSPECTION OF LIFESAVING EQUIPMENT

#146

46 CFR 28.140

BIG 8

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.**

Maintenance and Inspection:

- Must be done in accordance with the manufacturer's guidelines
- Inflatable liferafts or inflatable buoyant apparatus must be serviced at a facility approved by the USCG and by the manufacturer.

TABLE 46 CFR 28.140

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
Inflatable liferaft	Annual: Servicing (See Note 1)	46 CFR 28.140
Inflatable buoyant apparatus	Annual: Servicing (See Note 1)	46 CFR 28.140
Hydrostatic Release Unit (HRU)	Replace by expiration date	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

[†] See Appendix for additional immersion suit service guidelines

* Water activated batteries must be replaced after use.

Note 1: New inflatable liferafts and inflatable buoyant apparatus within two years of the manufacture date. This may be extended if specific conditions have been met. See 46 CFR 160.151-57(n) for more details.

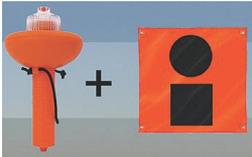
ALL VESSEL REQUIREMENTS

DISTRESS SIGNALS

#147

46 CFR 28.145

REQUIREMENTS

AREA	DEVICES REQUIRED
Inland or Waters Inside Coastal	None
Coastal Waters*	<p>Night: one electric distress light (161.013); or 3 approved flares; plus</p> <p>Day: one distress flag (160.072); or 3 approved flares; or 3 approved smoke signals</p> <div style="text-align: center;">  </div>
Ocean, 3-50 nm from coastline	<p>3 parachute flares (160.036 or 160.136)</p> <p>6 handheld flares (160.021 or 160.121)</p> <p>3 smoke signals (160.022, 160.122 or 160.037)</p>
Ocean, more than 50nm from coastline	<p>3 SOLAS grade parachute flares (160.136)</p> <p>6 SOLAS grade handheld flares (160.121)</p> <p>3 SOLAS grade smoke signals (160.122)</p>

***Note:** For vessels that operate on Coastal Waters any CG approved flares (160 series) are acceptable. Proper characteristics as appropriate for day and night are required.

The same 3 flares may be counted for both day and night. Examples: 160.021 handheld red flare distress signal, 160.024 parachute red flare distress signal; 160.036 hand-held red rocket propelled parachute flare; 160.066 distress signal for boats, red aerial pyrotechnic flare.

ACCEPTABILITY

All flares and signaling **devices must be replaced by their expiration dates.**

Expired signals should be kept separately from serviceable supply and marked "For Training Only."

ALL VESSEL REQUIREMENTS

EPIRB

#148

46 CFR 28.150, 46 CFR 25.26, 47 CFR 80.1061(f)

**BIG
8**

APPLICABILITY

All commercial fishing industry vessels operating on the high seas (beyond 3nm of the coastline).

TYPES

Category 1 406 MHz	Float-free, automatically activated
Category 2 406 MHz	Manually activated
PLB 406 MHz	Personal Locator Beacon used for personal use. Does not meet carriage requirements for Category 1 or 2 EPIRBs

REQUIREMENTS

LENGTH	TYPE
Less than 36 feet	Category 1 or 2
36 feet or more [†]	Category 1

[†]A vessel with a builder's certification stating the vessel was built with sufficient buoyant material to keep the flooded vessel afloat may use a Category 2.

All EPIRBs must be registered with NOAA and have a valid, up-to-date decal. * 1-888-212-7283 www.beaconregistration.noaa.gov

EXEMPTIONS

A skiff or workboat does not require an EPIRB if it is stored, when not working, aboard a mother ship equipped with an EPIRB. The District Commander may grant other exemptions.

CHECKLIST:

- ✓ Category 1 EPIRBs mounted in a float-free location free from overhangs or entrapment.
- ✓ EPIRB battery not expired.
- ✓ Hydrostatic release not expired.
- ✓ NOAA registration decal not expired*
- ✓ Marked with vessel's name.
- ✓ EPIRB is tested monthly.
- ✓ Excess EPIRBs should be maintained and in serviceable condition, marked "For Training Only" or removed from vessel.

See page 13 for inspection and testing requirements.

*Compliance with EPIRB registration is enforced by the FCC (47 CFR 80.1061(f)). Citing EPIRB registration violation on a CG-4100F will not result in enforcement action.

ALL VESSEL REQUIREMENTS

BIG
8

FIRE EXTINGUISHERS

#149

Applicability	46 CFR 28.160
Equipment, portable & fixed	46 CFR 25.30
Excess equipment	46 CFR 28.155
Maintenance and Inspection	NFPA 10, Standard for Portable Fire Extinguishers
Implementation Policy	CG-CVC Policy Letter 18-04

Vessels contracted prior to August 22, 2016, may continue to use the previous weight-based tables “Old” provided the extinguishers remain serviceable. Once they are replaced, they must meet the current “New” performance-based requirements

PORTABLE FIRE EXTINGUISHERS <65 ft– TABLE 25.30-20(a)(1) *

VESSEL LENGTH	Old	New	W/O Fixed System	W/Fixed System
<26 ft in length	B-I	5-B	1	0
26 ft to <40 ft	B-I	5-B	2	1
40 ft to <65 ft	B-I	5-B	3	2
≥65 ft	See Page 18			

***Notes:**

- One 20-B may be substituted for two 5-B fire extinguishers (One B-II may be substituted for two B-I under old requirements).
- 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.
- See APPENDIX for more information on fixed and pre-engineered fire extinguishing systems
- 5-lb CO₂ fire extinguishers are rated at 5-B:C
- 10, 15 & 20-lb CO₂ fire extinguishers are rated at 10-B:C

EXCESS EQUIPMENT:

Spare fire PROTECTION equipment (extinguishers, pre-engineered (Halon) systems, fire hose stations, small fixed fire systems) may be carried if it does not pose any danger to the vessel or crew.

Additional fire DETECTION equipment may be carried if:

- 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, and
- The system and units remain functional as intended.

ALL VESSEL REQUIREMENTS

FIRE EXTINGUISHERS (Continued)

#149

Applicability	46 CFR 28.160
Equipment, portable & fixed	46 CFR 25.30
Excess equipment	46 CFR 28.155
Maintenance and Inspection	NFPA 10, Standard for Portable Fire Extinguishers
Implementation Policy	CG-CVC Policy Letter 18-04

BIG 8

ADDITIONAL FIRE PROTECTION EQUIPMENT

Vessels >300 GT must carry either a fitted 160-B semi-portable fire extinguishing system (CO₂ hose reel for example) or a fixed fire extinguishing system in the machinery space.

EXAMINATION CHECKLIST:

- ✓ Sufficient number and type on board
- ✓ UL, USCG, or FM approved
- ✓ Properly mounted in marine bracket
- ✓ Stowed in an accessible location and free from other equipment
- ✓ Good condition, pins and tamper seals intact as appropriate
- ✓ Rechargeable extinguishers serviced ANNUALLY by technician
- ✓ Non-rechargeable or non-refillable extinguishers replaced after 12 years



NON-RECHARGEABLE

Aluminum cylinder



RECHARGEABLE

Steel cylinder



ALL VESSEL REQUIREMENTS

BIG 8

FIRE EXTINGUISHERS (Continued)

#149

Applicability	46 CFR 28.160
Equipment, portable & fixed	46 CFR 25.30
Excess equipment	46 CFR 28.155
Maintenance and Inspection	NFPA 10, Standard for Portable Fire Extinguishers
Implementation Policy	CG-CVC Policy Letter 18-04

VESSELS 65 FEET OR MORE IN LENGTH –TABLE 28.160

SPACE	OLD	NEW	QUANTITY/LOCATION
Pilothouse	C-I	20-B:C	2 in vicinity of exit.
Safety areas, communicating corridors	A-II	2-A	1 in each main corridor not more than 150 ft apart. (May be located in stairways)
Accessible baggage & storerooms	A-II	2-A	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	40-B:C	1 for each 2500 sq ft or fraction thereof suitable for hazards involved.
Machinery spaces, internal combustion propelling machinery	B-II	40-B:C	1 for each 1000 brake horsepower or fraction thereof but not less than 2 nor more than 6.
Internal combustion machinery	B-II	40-B:C	1 outside the space in the vicinity of exit.
Electric emergency motors or generators	C-II	40-B:C	1 outside the space in the vicinity of exit.
Electric propulsion motors or generator unit of open type	C-II	40-B:C	1 for each propulsion motor or generator unit.
Paint lockers	B-II	40-B	1 outside space in vicinity of exit.
Workshops & similar spaces	A-II	2-A	1 outside the space in vicinity of exit.
Auxiliary spaces	B-II	40-B:C	1 outside the space in the vicinity of exit.

Note: 5-lb CO₂ fire extinguishers are rated at 5-B:C. 10, 15 & 20-lb CO₂ fire extinguishers are rated at 10-B:C

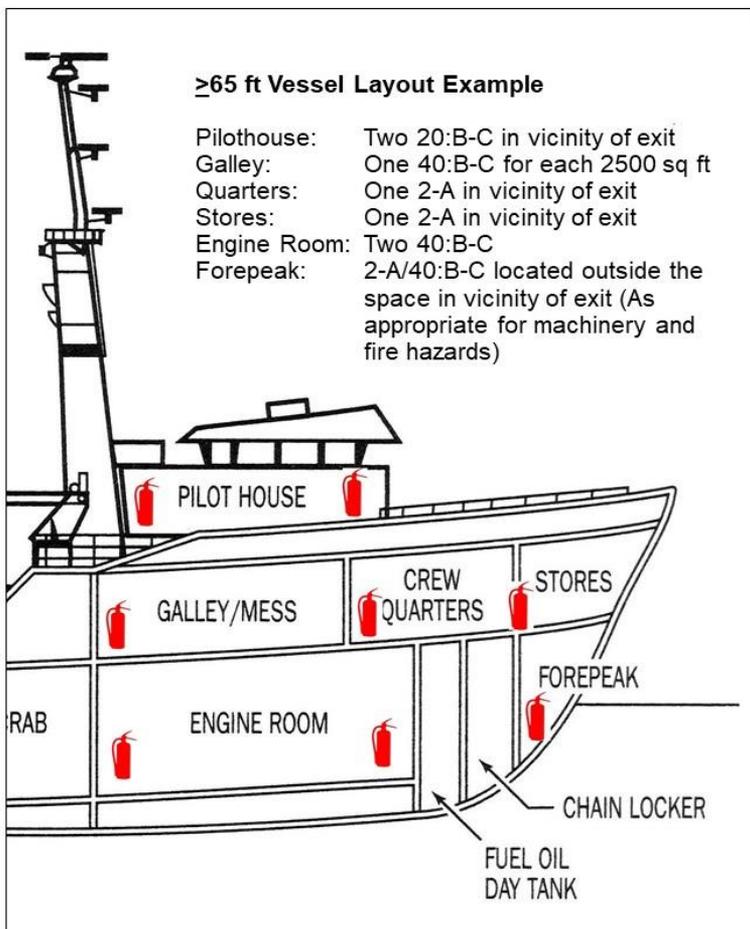
ALL VESSEL REQUIREMENTS

FIRE EXTINGUISHERS (Continued)

#149

Applicability	46 CFR 28.160
Equipment, portable & fixed	46 CFR 25.30
Excess equipment	46 CFR 28.155
Maintenance and Inspection	NFPA 10, Standard for Portable Fire Extinguishers
Implementation Policy	CG-CVC Policy Letter 18-04

BIG 8



ALL VESSEL REQUIREMENTS

**BIG
8**

STABILITY (ALL VESSELS)

#177

46 CFR 28.65(b)(5)

ALL VESSELS – 46 CFR 28.65(b)(5)

Vessel may not 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.

If the boarding officer observes any vessel which may be unstable or operating contrary to the stability information, then contact the local Sector or District Commander **IMMEDIATELY**.



Additional stability requirements for vessels 79 ft and greater on page 53.

ALL VESSEL REQUIREMENTS

BACKFIRE FLAME CONTROL

#138

46 CFR 25.35-1

APPLICABILITY

All vessels with **installed gasoline engines**

REQUIREMENTS

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

ACCEPTABILITY

- Devices must be marked with the CG approval number **or** marine type complying with SAE J-1928 or UL 1111
- Fuel injected engines without carburetors require a backfire flame arrestor over the air intake to prevent exhaust valves from back firing into the air chamber which might cause a fire or explosion.
- Devices must be installed on the engine, clean and in good and serviceable condition.

ALL VESSEL REQUIREMENTS

VENTILATION

#139

46 CFR 25.40

APPLICABILITY

All vessels with closed compartments which use gasoline for electric generation, mechanical power, or propulsion

REQUIREMENTS

Vessels manufactured after 1940 must have adequate natural ventilation in each fuel and engine compartment having an ignition source.

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

ACCEPTABILITY

- **Natural ventilation:**
 - Intake duct below level of carburetor;
 - Exhaust duct extended to lower portion of the bilge, below starter level; and
 - Cowls trimmed so as not to re-circulate fumes.
- **Power Ventilation, if equipped:**
 - Motor must be operational;
 - Ducting must be intact; and
 - System must discharge adequate volumes of air.

ALL VESSEL REQUIREMENTS

INJURY PLACARD

#150

46 CFR 28.165

APPLICABILITY

All commercial vessels

REQUIREMENTS

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



Placards are available from the local Sector.

ALL VESSEL REQUIREMENTS

OIL POLLUTION PLACARD

#155

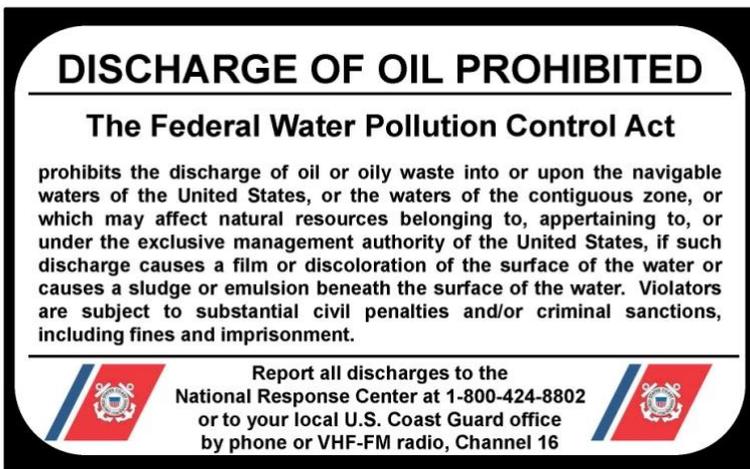
33 CFR 155.450

APPLICABILITY

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

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.



Placards are available from the local Sector.

ALL VESSEL REQUIREMENTS

WASTE MANAGEMENT PLAN

#151

33 CFR 151.57

APPLICABILITY

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

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.

Plan is not required to be posted but must be made available to the crew and all should be familiar with its contents.

Note: Vessels 400 GT or greater must also maintain a garbage log

ALL VESSEL REQUIREMENTS

GARBAGE PLACARD

#156

33 CFR 151.59

APPLICABILITY

All vessels 26 ft or more in length.

REQUIREMENTS

- Enough posted 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.

The discharge of all garbage, most importantly all forms of plastic, is prohibited into the navigable waters of the United States and into all other waters except as specifically allowed below. A person who violates these requirements is liable for civil and/or criminal penalties.

Within 3 nautical miles of land	3 to 12 nautical miles from land	12 or more nautical miles from land
Discharge of all garbage is prohibited.	<u>Permitted</u> Ground food waste that is able to pass through a screen with openings no larger than 1 inch.	<u>Permitted</u> Food waste. Wash water. Cargo residues that cannot be recovered using common methods and cleaning agents may be discharged en route if not harmful to the marine environment.

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

Placards are available from the local Sector.

ALL VESSEL REQUIREMENTS

MARINE SANITATION DEVICE

#152

33 CFR 159

APPLICABILITY

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

- 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**. There 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 to prohibit accidental discharge overboard.

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

Locking the head door is permitted only with Type I & II MSDs.

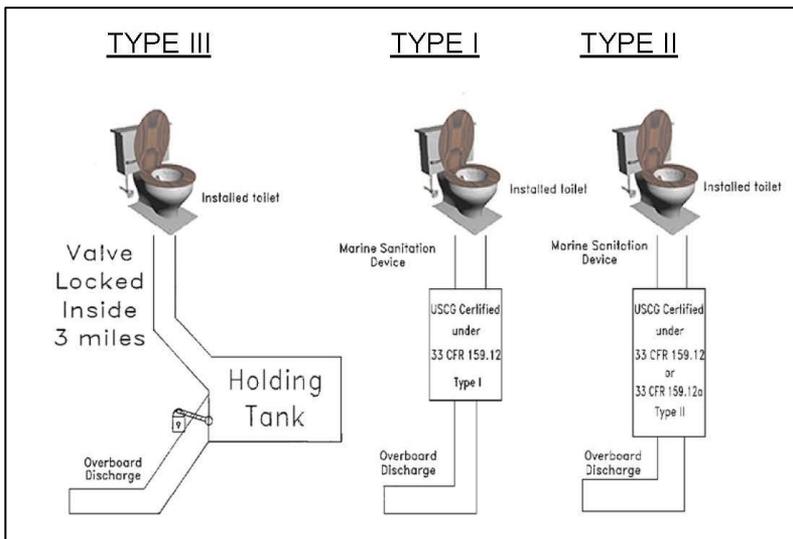
Secured means locked, tagged, wire-tied, zip-tied, or chained (or handle removed) in the closed position.

ALL VESSEL REQUIREMENTS

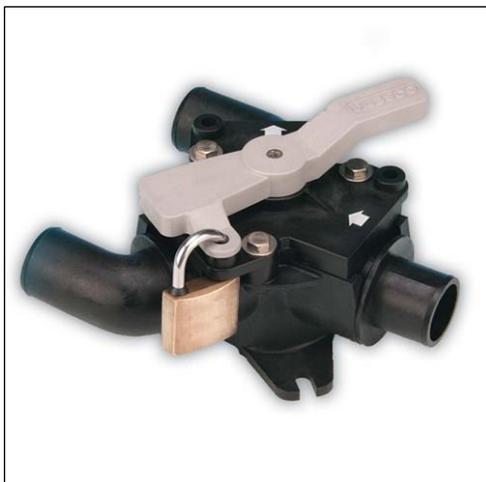
MARINE SANITATION DEVICE (Continued) 33 CFR 159

#152

MSD TYPES:



Y-VALVE EXAMPLE:



ALL VESSEL REQUIREMENTS

INLAND NAVIGATION RULES

#153

33 CFR 83.01(g), NVIC 1-16, CH-1

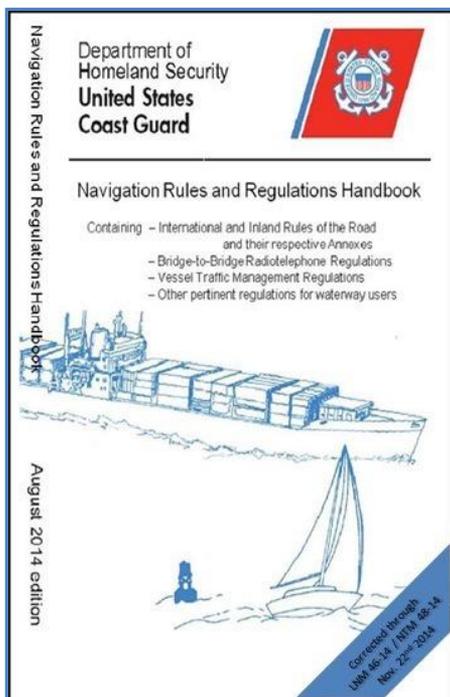
APPLICABILITY

All self-propelled vessels greater than 12 meters (39.4 ft), overall length, operating on the **inland** waters of the U.S. (waters inside the COLREGS Demarcation Lines).

REQUIREMENTS

- Have on board for ready-reference a current copy of the Inland Navigation Rules.
- A ready reference (hard) copy is required.

Note: The Navigation Rules are included in current copies of the Coast Pilot publication.



ALL VESSEL REQUIREMENTS

NAVIGATION LIGHTS

#154

Inland 33 CFR 83 & 84
 International 33 USC 1602

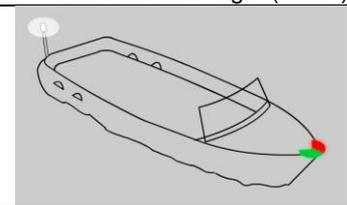
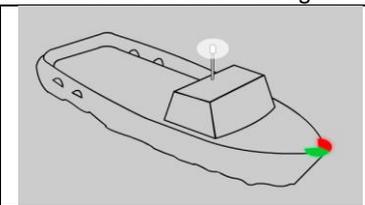
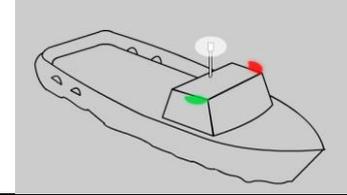
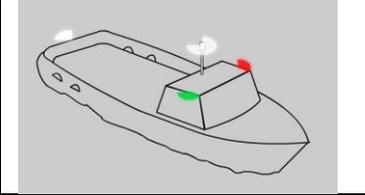
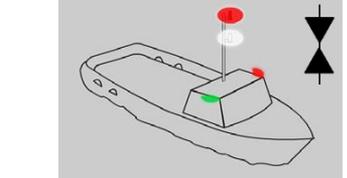
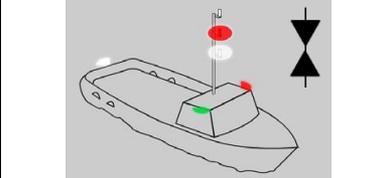
APPLICABILITY

All vessels at anchor or underway between sunset and sunrise, or in or near areas of restricted visibility. Length overall applies to Navigation Rules.

LESS THAN 12m (39.4 FT)

Underway and not fishing must display: **Rule 23**

- Sidelights (**green** starboard/**red** port) 112.5° arc of visibility
- All-round mast light (**white**) or optional masthead and stern lights

	
Option 1 with combined sidelights	Option 2 with all-round on top of cabin
	
Option 3 with all-round white light with separate sidelights	Option 4 with a masthead light, stern light and sidelights (sidelights may be combined)
Engaged in fishing that restricts maneuverability: Rule 26	
<ul style="list-style-type: none"> • Sidelights and stern lights as appropriate. • Trawling: two all-round lights (360°) in a vertical line (typically 1m apart) green over white. • All other types of fishing that restricts maneuverability: two all-round lights in a vertical line (1m apart) red over white. 	
	
Vessel <12m fishing	With stern light

ALL VESSEL REQUIREMENTS

NAVIGATION LIGHTS (Continued)

#154

Inland 33 CFR 83 & 84
 International 33 USC 1602

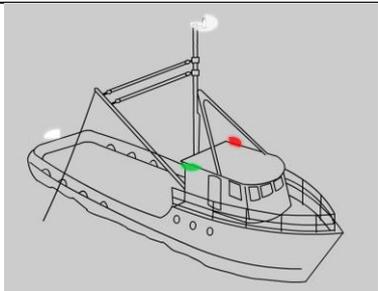
12m (39.4 FT) to 50m (164 FT)

Underway and not fishing must display: **Rule 23**

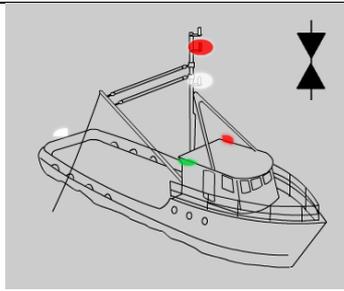
- Sidelights (**green** starboard/**red** port) 112.5° arc of visibility
- Masthead light forward (**white**) 225° arc of visibility
- Stern light (**white**) 135° arc of visibility

Engaged in fishing and restricted in ability to maneuver: **Rule 26**

- Sidelights and stern lights as appropriate
- Trawling: two all-round lights (360°) in a vertical line (typically 1m apart) **green** over **white**.
- All other types of fishing that restricts maneuverability: two all-round lights in a vertical line (1m apart) **red** over **white**.



Vessel 12m to 50m

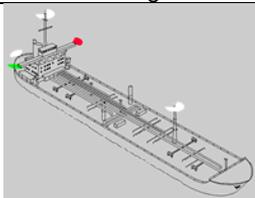


Fishing

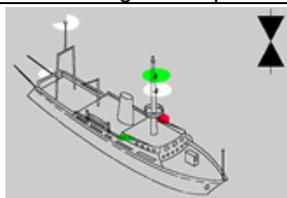
- On vessels 65.6 ft (20m) or more in length, the **sidelight screens** must be matte black.
- Deck and other lights must not hinder recognition of the vessel's navigational lights

>50m (164 FT)

In addition to lights prescribed above, a second masthead light (**white**) to the stern of and higher than the forward masthead light is required.



Vessel >50m



Fishing

ALL VESSEL REQUIREMENTS

NAVIGATION LIGHTS (Continued)

#154

Inland 33 CFR 83 & 84

International 33 USC 1602

DAYSHAPE REQUIREMENTS

When engaged in fishing, 2 black cones apex to apex must be properly displayed. Not required on trollers or single line pot vessels.



TECHNICAL REQUIREMENTS

Navigation lights must meet technical specifications contained in Annex I of the Navigation Rules as well as be Coast Guard Approved by meeting:

- Vessels less than 20m must meet ABYC standard A-16 in accordance with specifications in 33 CFR 183.810 and 46 CFR 25.10-3
- Vessels 20m or greater must be outfitted with navigation lights that meet or exceed Underwriters Laboratories standard UL 1104.

FISHING THAT RESTRICTS MANEUVERABILITY

The following fishing gear/methods TYPICALLY restrict a vessel's movement and therefore require the display of fishing lights or dayshape:

RESTRICTS MANEUVERING		DOES NOT RESTRICT MANEUVERING	
TRAWLING	SEINING	TROLLING	SINGLE-LINE POT VESSEL
GILL NETTING	LONGLINING	ROD & REEL	
CLAM/OYSTER DREDGING			

ALL VESSEL REQUIREMENTS

SOUND PRODUCING DEVICES

#105

Inland 33 CFR 83 & 84
International 33 USC 1602, Rule 33

APPLICABILITY

All vessels. Overall length applies to Navigation Rules.

REQUIREMENTS

Vessel Length Overall	Sound Devices Required
Less than 39.4 ft (12 m)	a means of making an efficient sound signal
39.4 ft (12 m) to 65.6 ft (20m)	a whistle
>65.6 ft (20m)	a whistle and a bell
328.1 ft (100 m) or more	a whistle, a bell and a gong

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. For example: a loud hailer with a bell feature.

Bell Size (minimum):

- 11.8 inches (300 mm) for vessels 65.6 ft (20 m) or more in length overall.

Sound Intensity & Range of Whistle:

- <65.6 ft (20m)—120 dB at 1 meter and 0.5 nm range.
- 65.6 ft (20m)-246.1 ft (75m)—130 dB at 1 meter and 1.0 nm range.
- 246.1 ft (75m)-656.2 ft (200m)—138 dB at 1 meter and 1.5 nm range.

**Canister air horns are not approved for vessels >65.6 ft (20m).

ALL VESSEL REQUIREMENTS

AUTOMATIC IDENTIFICATION SYSTEM (AIS)

33 CFR 164.46

APPLICABILITY

Commercial Fishing Industry Vessels 65 feet and longer that operate in U.S. navigable waters.

REQUIREMENTS

All Fishing Industry Vessels 65 feet and longer, must have a proper, Coast Guard Type-Approved, Class A or B AIS. **The unit must be correctly programmed with static information and transmit the correct vessel information.**

Verification of AIS transmission information can be done through NAVCEN's Vessel Information Verification Service (VIVS) website:

<https://www.navcen.uscg.gov/?pageName=aisVesselSearch>



Class A units meet performance standards adopted by the International Maritime Organization (IMO) and report their position every 2-10 seconds when underway and every 3 minutes or less when at anchor or moored. Class A units are also capable of text messaging.

Class B units meet a lower level of performance than IMO standards and report less often and at a lower power. Class B units can receive text and application specific messages but cannot transmit them.

Units must bear the Approval Number USCG 165.155.xxx or .156.xxx



Vessel operators are encouraged to keep their AIS energized whenever the vessel is underway but may opt to turn it off when more than 12nm from shore. 33 CFR 164.01 (applicability); 33 CFR 2.36 (Navigable Waters)

A Vessel Monitoring System (VMS) required by NMFS does not meet the requirements for AIS.

ALL VESSEL REQUIREMENTS

RADIOTELEPHONE REQUIREMENTS (VHF)

#167

33 CFR 26.03; 47 CFR 80.309

APPLICABILITY

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

REQUIREMENTS

- Monitor VHF Channel 16 (158.800 MHz).
- Monitor VHF Channel 13 (156.650 MHz).
- Have equipment capable of transmitting and receiving on VHF Channel 22A (157.100 MHz).
- 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.** *47 CFR 80.309*

DIGITAL SELECTIVE CALLING

Fishing vessels 300 gross tons or greater, operating on the west coast (not including Alaska) must have a properly programmed and functioning VHF-DSC.

**The Coast Guard urges, in the strongest terms possible, that operators take the time to interconnect the GPS and DSC-equipped radio. Unless the radio has GPS built in or is interconnected, no location information will be transmitted when the distress button is pressed. Consult the owner's manuals for proper interconnection procedures.



ALL VESSEL REQUIREMENTS

SAFE BOARDING LADDER

50 CFR 600.730

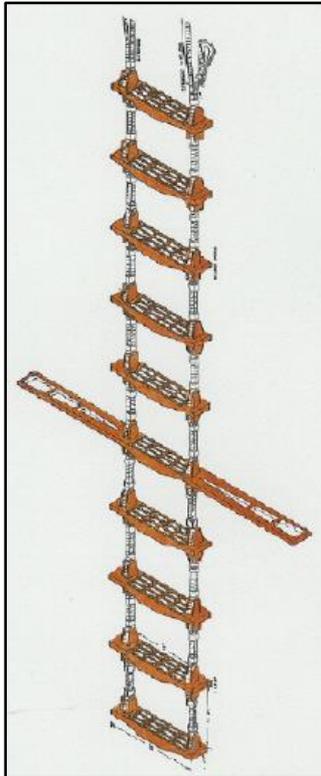
APPLICABILITY

Vessels subject to enforcement of Federal fisheries or any other statute administered by NOAA with **more than 4 feet of freeboard** from the water's surface to the top rail of the gunwale or the threshold of the bulwark cut-out.

REQUIREMENTS

Vessels must provide for safe boarding of the boarding team with a Coast Guard approved pilot ladder (163.003).

A spreader is required if more than 5 steps



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

HIGH WATER ALARMS

#168

46 CFR 28.250

BIG 8

APPLICABILITY

Documented fishing industry vessels **36 feet or more in length** operating beyond the Boundary Line or with more than 16 persons on board.

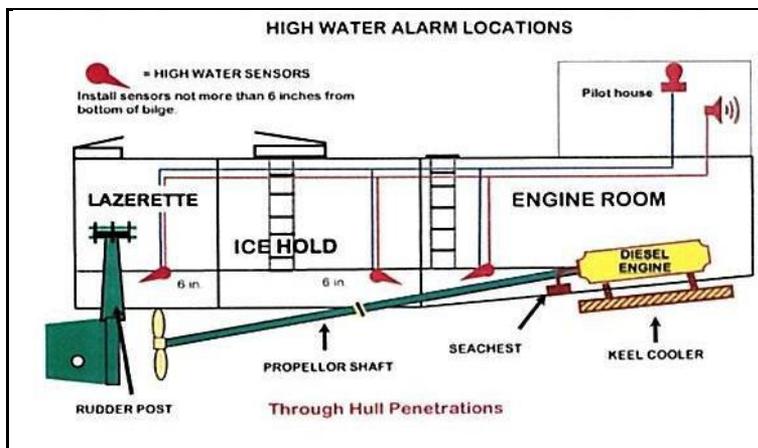
REQUIREMENTS

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

ACCEPTABILITY

The following spaces must be included:

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



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 performance of the visual and audible alarm at the operating station.

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

DRILLS, SAFETY ORIENTATION & TRAINING

#171

46 CFR 28.270

BIG 8

APPLICABILITY

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

REQUIREMENTS

Drills — The master or individual in charge of each vessel must ensure that drills are conducted, and instructions given to everyone on board at least **once each month** to ensure that each individual is familiar with their duties and responses to at least the following contingencies:

- Abandoning the vessel.
- Fighting a fire in different locations on board the vessel.
- Recovering an individual from the water.
- Minimizing the effects of unintentional flooding.
- Launching survival craft and recovering lifeboats.
- Donning immersion suits and other wearable PFDs.
- Donning a fireman's outfit and a self-contained breathing apparatus, if vessel is so equipped.
- Making a voice radio distress call and using visual distress signals.
- Activating the general alarm.
- 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.



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

DRILLS, SAFETY ORIENTATION & TRAINING

#171

46 CFR 28.270

BIG 8

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

Training — No individual may conduct drills or provide instructions unless that individual has been trained in the proper procedures for conducting the activity. Verification of the training should be provided.

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.

Drill training card examples:

Michael Rudolph
has completed the 8-hour
NPFVOA Drill Instructor Workshop
on *6/16/19*
satisfying the U.S. Coast Guard requirements of 46 CFR
28.270(a),(c) for commercial fishing vessels. The above named
is eligible to receive 4 days of sea service credit for any license
or MMD from the Coast Guard, OCM.

[Signature]
Authorized signature
NPFVOA • 1800 W. Emerson, Suite 101, Seattle, WA • (206) 285-3383

ALASKA MARINE SAFETY EDUCATION ASSOCIATION 5273
www.amsea.org (907) 747-3287

3/7/05 DATE
Mike Rudolph NAME
Kent CITY *WA* STATE

has successfully completed a 18-hour
Survival Equipment, Procedures and Onboard Drills

Examples of Drill Training providers:

North Pacific Fishing Vessel Owner's Association, Seattle, WA

Alaska Marine Safety Education Association, Sitka, AK

Clatsop Community College, Astoria, OR

See the back of this guide for contact information.



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

EMERGENCY INSTRUCTIONS

#172

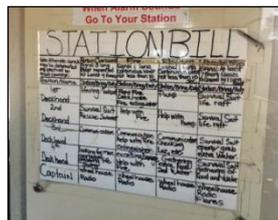
46 CFR 28.265

APPLICABILITY

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

REQUIREMENTS

Emergency instructions must be posted in conspicuous locations accessible to the crew *or kept readily available if less than 4 POB*



ACCEPTABILITY

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

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

Note: The last 4 items (*in italics*) may be kept readily available as an alternative to posting.



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

FIREMAN'S OUTFIT & SCBA

#160

46 CFR 28.205

BREATHING APPARATUS:

APPLICABILITY

Documented commercial fishing vessels that use **Ammonia** as a refrigerant must have:

- Two **Self-Contained Breathing Apparatus (SCBA)** including:
 - 30-minute air supply minimum
 - full facepiece
 - at least one spare bottle per each SCBA
 - approved by MSHA and NIOSH
 - proof of maintenance being conducted IAW manufacturer's recommendations

FIREMAN'S OUTFIT:

APPLICABILITY

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

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

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

FIRST AID EQUIPMENT & TRAINING

#161

46 CFR 28.210

APPLICABILITY

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

REQUIREMENTS

Equipment

Medicine Chest of a size suitable for the number of persons on board in a readily accessible location, and First Aid Manual

Training

# 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[†]
- [†] May be verified through the National Maritime Center

www.uscg.mil/nmc

ACCEPTABILITY

First Aid/CPR Training

- Proof of having had the training. The training is not required to be current, i.e., annual CPR training is not required.
- Online First Aid and CPR courses may be accepted through American National Red Cross

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

GUARDS FOR EXPOSED HAZARDS

#162

46 CFR 28.215

APPLICABILITY

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 BEYOND THE BOUNDARY LINE OR WITH MORE THAN 16 POB

NAVIGATIONAL INFORMATION

#163

46 CFR 28.225, NVIC 1-16, CH-1

APPLICABILITY

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

REQUIREMENTS

Each vessel must have, for the areas of operation and transit, current editions of:

- **Marine Charts** properly scaled and with current corrections
 - Vessels may use **Electronic Navigational Charts (ENC)** in lieu of paper charts provided the system meets technical standards outlined in NVIC 1-16, Change 1. The Coast Guard **recommends** a back-up system in the event of primary system failure.
- A copy, extract or electronic copy of publications:
 - **U.S. Coast Pilot (#10 for WA/OR/HI)**
 - **Coast Guard Light List**
 - **Tide Tables**
 - **Tidal Current Tables**
- **Inland Navigation Rules** must be carried by vessels of 39.4 ft (12m) or more in length operating shoreward of the COLREG Demarcation Line. *Included in current Coast Pilot publications. *33 CFR 83.01(g)*



ACCEPTABILITY

- "Current" is considered corrected through the latest Notice to Mariners **or**: Chart—the latest edition. Coast Pilot/Light List—within the past 3 years.
- Charts must be of large enough scale to safely navigate the area and currently corrected.
- Electronic copies of the Coast Pilot, CG Light List and Tide/Current Tables are permitted. They may be obtained from the appropriate government agency website.

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

COMPASSES & DEVIATION TABLES

#164

46 CFR 28.230

APPLICABILITY

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

REQUIREMENTS

- Magnetic steering compass
- Compass deviation table

ACCEPTABILITY

- Compass must be operable and mounted at the operating station
- 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.

Although satellite compass technology has improved in recent years, the Coast Guard does not provide an equivalency to the carriage of a magnetic compass.

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

ANCHOR

#165

46 CFR 28.235

APPLICABILITY

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

REQUIREMENTS

- Fitted with an anchor with chain, cable, or rope.
- Appropriate for the vessel's size and waters of the intended voyage.

Notes:

- Refer to the anchor manufacturer for appropriate size.
- Fishing gear does not count as an anchor

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

RADAR REFLECTORS

#165

46 CFR 28.235

APPLICABILITY

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.



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

GENERAL ALARM SYSTEM

#166

46 CFR 28.240

APPLICABILITY

Documented fishing industry vessels

- operating beyond the Boundary Line or with more than 16 persons on board, **and**
- having an accommodation or work space* which is not adjacent to the operating station. *A work space is interpreted as a space intended to be occupied for a length of time more than routine rounds or other checks of short duration.

REQUIREMENTS

- An audible general alarm system with a 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 (ex. engine room, processing areas, etc.).

MARKINGS

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



ACCEPTABILITY

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

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

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

COMMUNICATION EQUIPMENT

#167

46 CFR 28.245, 46 CFR 28.375

APPLICABILITY

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

REQUIREMENTS

Frequency Capability Operating Area	156 - 162 MHz (VHF)	2 - 27.5 MHz SSB (MF/HF)
All	X	
More than 20nm from coast	X	X
Waters next to Alaska	X	X

EMERGENCY SOURCE OF POWER

- Provided for all communications equipment;
- Capable of supplying all connected loads continuously for at least **three hours**; and
- Located outside the main machinery space.

ACCEPTABILITY

- Location of the equipment must be such as to:
 - Ensure safe operation
 - Facilitate repair
 - Protect against vibration, moisture, temperature, excessive current/voltage
 - Minimize water intrusion from windows broken by heavy seas
 - Located at the operating station
- A satellite communication system is an acceptable substitute for 2 - 27.5 MHz radios.
- Digital cellular phones may not substitute radios that operate in the 2 - 27.5 MHz range.

Notes:

- A cellular phone may NOT substitute a VHF-FM radio.
- Handheld VHF-FM radios with a built-in battery do not meet emergency source of power equivalency due to their limited range of service.
- The Coast Guard no longer monitors 2182 KHz. Verify the vessel's SSB can tune into 4125 KHz.

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

BILGE PUMPS, PIPING & DEWATERING

#169

46 CFR 28.255

APPLICABILITY

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

REQUIREMENTS

- **Bilge pumps** and **bilge piping** capable of draining watertight compartments, except tanks and small buoyancy compartments
- **Large spaces**, such as engine rooms, must be fitted with more than one suction line
- 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
- Spaces used in the sorting or processing of fish:
 - must be fitted with a **dewatering system** capable of dewatering the space at the same rate as water is introduced; **and**
 - 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

- 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
- 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.



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

ELECTRONIC POSITION FIXING DEVICES

#170

46 CFR 28.260

APPLICABILITY

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

REQUIREMENTS

Vessels must be equipped with an electronic position fixing device such as a GPS/DGPS.

ACCEPTABILITY

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

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

LOAD LINE CERTIFICATE

#158

46 USC 5102, 46 CFR 42

APPLICABILITY: Fishing Industry Vessels ***EXCEPT***

ANY VESSEL	Less than 79 feet (load line length)
	150 GT or less, keel laid before January 1, 1986, and on a domestic voyage.
FISHING VESSEL	Keel laid before July 2, 2013
FISH PROCESSOR	Constructed as a fish processor before January 1, 1983; or
	Converted for use as a fish processor before January 1, 1983; and not on a foreign voyage
FISH TENDER*	Constructed, under construction or under contract to be constructed as a fish tender before January 1, 1980; or
	Converted for use as a fish tender before January 1, 1983, and not on a foreign voyage or engaged in the Aleutian Trade.

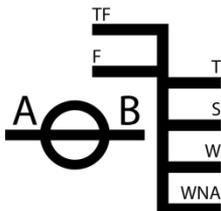
** D13 and D17 are in a period of non-enforcement for applicable Fish Tenders that were operating prior to 2019. Fishing Vessels that occasionally operate as a Fish Tender must still comply with Load Line requirements. Contact either district for more information.*

LOAD LINE CERTIFICATES

- Issued by ABS or DNV classification societies.
- Valid for **5 years**.
- **Must be endorsed annually** by the issuing class society otherwise the certificate is invalid (**TERMINATION**).

LOAD LINE MARKINGS

- Permanently and conspicuously affixed to the hull.
- Not be submerged.



ADDITIONAL REQUIREMENTS

STABILITY (VESSELS 79 FEET AND GREATER)

#177

46 CFR 28.510

Applicability

MSC MTN 04-95

Lightship Change Determination

BIG 8

APPLICABILITY

Vessels 79 feet or more in length NOT required to be issued a Load Line and:

- Has its **keel laid** or is at a similar stage of construction or undergoes a **major conversion** started on or after September 15, 1991;
- 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
- Has been **substantially altered*** on or after September 15, 1991.
*Means the vessel is physically altered in a manner that affects the vessel's stability and includes:
 - Alterations that result in a change of the vessel's lightweight **vertical center of gravity more than 2 inches**, a change in the vessel's **lightweight displacement of more than 3%**, or an increase of more than **5% in the vessel's projected lateral area**, as determined by tests or calculations;
 - Alterations which change the vessel's **underwater shape**;
 - Alterations which change a vessel's **angle of downflooding**; or
 - Alterations which change a vessel's **buoyant volume**. 46 CFR 28.510, MSC MTN 04-95

DETERMINING AND DOCUMENTING APPLICABILITY

It is important for Examiners and Boarding Officers to inquire as to the modifications, changes to equipment and other factors that could trigger this applicability. Asking questions related to the history of the vessel, changes to dimensions (sponsoning/lengthening), installation of new equipment such as cranes, etc. If in doubt, consult the local Sector or Marine Safety Center.

Noting this information on the Exam form (CG-5587) or the CG-4100F and including this in MISLE helps document the history of the vessel.

ADDITIONAL REQUIREMENTS

BIG 8

STABILITY (VESSELS 79 FEET AND GREATER cont)	#177
46 CFR 28.530	Instructions
MSIB 01-21	Improving Fishing Vessel Stability

STABILITY INSTRUCTIONS

Note the date of the stability information in the MISLE Boarding or Fishing Vessel Exam Activity.

- Vessel must have a **stability book or stability information** on board developed by a naval architect or other qualified individual.
- Provides master with **loading constraints and operating restrictions**.
- Drafted in a **format understood by the master**, which may include:
 - Simple loading instructions;
 - Loading diagram with instructions;
 - Stability booklet with sample calculations; or
 - Any other appropriate format for providing stability instructions.
- Must reflect the vessel's **current construction and operation**, which may include:
 - Lightweight data;
 - General arrangement plans showing watertight compartments, closures, vents, downflooding angles and allowable weights;
 - Loading restrictions (tables, graphs);
 - Sample loading conditions;
 - Precautions for preventing unintentional flooding;
 - Capacity plan or tank sounding tables showing centers of gravity and free surface effects;
 - Amount and location of any fixed ballast; and
 - Guidance on the use of roll limitation devices (stabilizers).

EXAM CHECKLIST:

- If vessel operates with pots, verify the pot weights used in the stability calculations reflect the actual pots used. *Icing conditions may limit the number of pots allowed on board.*
- Instructions include:
 - Free surface effect,
 - Intact stability using lifting gear,
 - Icing (operations north of 42° N (OR/CA border) between November 15 and April 15),
 - Water on deck,
 - Intact righting energy, and
 - Severe wind and roll

ADDITIONAL REQUIREMENTS

STABILITY (VESSELS 79 FEET AND GREATER cont)

#177

46 CFR 28.555

Freeing Ports

46 CFR 28.580

Unintentional Flooding

**BIG
8**

FREEING PORTS

- Vessels with bulwarks must be fitted with adequate freeing ports to allow rapid removal of water.
- Covers are permitted provided the area required is not diminished and covers are fitted so water will readily flow outboard.



UNINTENTIONAL FLOODING

Applies to new vessels built after September 15, 1991.

- Fitted with a **collision bulkhead** that:
 - Openings kept to a minimum; fitted with a watertight closure device
 - Not fitted with a door below the bulkhead deck
 - Any penetrations must be located as high and as far inboard as practical and fitted with a means to rapidly make it watertight.
- Instructions include **Damage Stability**
- **Buoyancy of superstructure** (if included in the buoyant volume):
 - Sufficiently strong to withstand impact of waves;
 - Each opening fitted with weathertight or watertight closures;
 - Deadlight covers for each window and portlight; and
 - Fitted with interior access from the spaces below.



ADDITIONAL REQUIREMENTS

COAMING HEIGHT/DEADLIGHT COVERS WATERTIGHT AND WEATHERTIGHT INTEGRITY 46 CFR 28.560

#178/179

APPLICABILITY

Vessels 79 feet or more in length that is NOT required to be issued a Load Line **and**:

- Has its keel laid or is at a similar stage of construction or undergoes a major conversion started on or after September 15, 1991;
- 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
- Has been substantially altered on or after September 15, 1991.

REQUIREMENTS

- Each opening in a deck or a bulkhead that is exposed to weather must be fitted with a weathertight or a watertight closure device.
 - Ensure closure is operational, checking dogs and handles
 - Gasket material and seals provide adequate protection
- Each opening in a deck or a bulkhead that is exposed to weather must be fitted with a watertight coaming as follows:

Condition	Height
<79 feet (recommended)	12"
79 feet or more	24"
Fish hold under constant attention	6"
Quick-Acting Watertight Closure	Accommodate closure height
Deck above the lowest weather deck (except on an exposed forecastle deck)	None

- Each window and portlight located below the first deck above the lowest weather deck must be provided with an inside deadlight. Each deadlight must be efficient, hinged, and arranged so that it can be effectively closed watertight.
- An opening below the weather deck which is used for discharging water or debris resulting from processing or sorting operations must be fitted with a weathertight closure.

ADDITIONAL REQUIREMENTS

CITIZENSHIP AND 75/25 RULE

#180/181

46 USC 8103 & 12131

Citizenship

46 CFR 28.1100

Citizenship Waiver Procedures

APPLICABILITY: All documented 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. Non-compliance may lead to invalidation of COD and Federal fish permits.
- At least 75% of the unlicensed seamen must be a US citizen or an alien lawfully admitted to the United States with a Permanent Resident Alien Card (**Green Card**).
- Not more than **25%** of the unlicensed seamen may be nonresident aliens allowed to be employed under the Immigration and Naturalization Act with a Temporary Non-Agricultural Worker (**H-2B Work Visa**).
- **Exceptions**
 - The 75/25 rule does not apply to vessels fishing exclusively for highly migratory species including tuna species, marlin, oceanic sharks, sailfishes and swordfish.
 - The 75/25 rule does not apply to fishing vessels outside the Exclusive Economic Zone.
- **Waivers**
 - Vessels may request a waiver from the 75/25 rule, except for the master, by submitting a request to CG-CVC-3

ADDITIONAL REQUIREMENTS

LICENSING AND MANNING

46 USC 8301, 46 CFR 15, CG-CVC Policy Letter 11-11 (CH 1)

APPLICABILITY: All vessels

LICENSING:

- 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.
- STCW endorsements are required on pure Fish Processing vessels. They are not required on Catcher-Processors.
- For voyages more than 12 hours, a person assigned by the Master to navigate the vessel is required to hold an appropriate valid license as a Mate.
- A Chief Engineer is required on vessels 200 GT or greater propelled by machinery. If any engineering space requires a watch for more than 24 hours, there must be appropriately licensed assistant engineer(s) on board. Owners may submit a compliance plan to the local OCMI for exemption from carrying an assistant engineer (automation in lieu of assistant engineers).

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) or Coast Guard Credential:
 - Processors over 1600 GT but less than 5000 GT which entered service prior to January 1, 1988
 - Processors 100 GT and greater which entered into service after December 31, 1987, 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 an MMD
 - 75% of the crew in each department, excluding factory and support personnel, must be able to understand any order spoken by an officer
 - 50% of the deck crew, excluding licensed personnel, must have an MMD or credential endorsed for a rating of at least Able Seaman.
- Processors 100 GT and greater there must be a suitable number of watchmen trained in firefighting onboard when hot work is being done, to guard against and give alarm in case of a fire. *46 CFR 15.855*

ADDITIONAL REQUIREMENTS

CREW CONTRACT

46 USC 10601

APPLICABILITY

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:

- Be in writing and signed also by the vessel owner,
- State the period of effectiveness of the agreement,
- 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
- Include other agreed terms.

ADDITIONAL REQUIREMENTS

CERTIFICATE OF COMPLIANCE

46 CFR 28.700 Fish Processing Vessels

46 CFR 28.890 Aleutian Trade Act Fish Tenders

APPLICABILITY

Fish processing vessels 5000 gross tons or less and Aleutian Trade Act Fish Tenders not having a Certificate of Inspection issued by the U.S. Coast Guard.

REQUIREMENTS

- Must be examined every two years for compliance with the regulations by:
 - American Bureau of Shipping (ABS),
 - A similarly qualified organization, or
 - A surveyor of an accepted organization.
- A Certificate of Compliance (COC) must be issued by the examiner to the vessel operator.
- Each Certificate of Compliance must:
 - Be signed by the issuing examiner,
 - Include the name of the organization the examiner represents,
 - State that the vessel has been found in compliance with applicable regulations,
 - 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.

ADDITIONAL REQUIREMENTS

CERTIFICATE OF CLASS

46 CFR 28.720, 46 USC 4502

APPLICABILITY

Fishing and Fish Tender Vessels:

- 180 feet and greater registered length,
- Operate more than 3 nm from the baseline, and
- Keel laid after July 1, 2013

Fish Processing Vessels:

- Without a Certificate of Inspection issued by the Coast Guard,
- Built or has undergone a major conversion after July 27, 1990.

REQUIREMENTS

- Each vessel must be classed by either:
 - American Bureau of Shipping (ABS), or
 - A similarly qualified organization.
- Classed Vessels must:
 - Have on board a certificate of class issued by the organization that classed the vessel, and
 - Meet all survey and classification requirements prescribed by the organization that classed the vessel.
- A vessel classed before July 1, 2012, shall remain classed and maintain a Certificate of Class or only operate inside 3nm from the baseline, 16 or less POB or not engage in the Aleutian trade.

A missing or expired class certificate may be reason for vessel termination. See page 71.

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

ADDITIONAL REQUIREMENTS

OIL TRANSFER PROCEDURES

33 CFR 155.700, 155.710, 155.715; 155.720; 155.750

APPLICABILITY

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

REQUIREMENTS

- Any person that transfers oil to, from, or within a vessel with an oil capacity of 250 barrels or more must have oil transfer procedures.
- The transfer procedures must comply with 33 CFR 155.750.
- Person in Charge Qualifications:
 - Letter of instruction and designation from the operating company stating the holder has received sufficient formal instruction;
 - Hold a Merchant Mariner's Credential as a Tankerman-PIC; or
 - Hold a Coast Guard License as Master, Mate, Pilot or Engineer.
- 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).
 - Declaration of Inspections for the past month (33 CFR 156.150).

ADDITIONAL REQUIREMENTS

FUEL OIL DISCHARGE CONTAINMENT

33 CFR 155.320

APPLICABILITY

All vessels 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 REQUIREMENTS

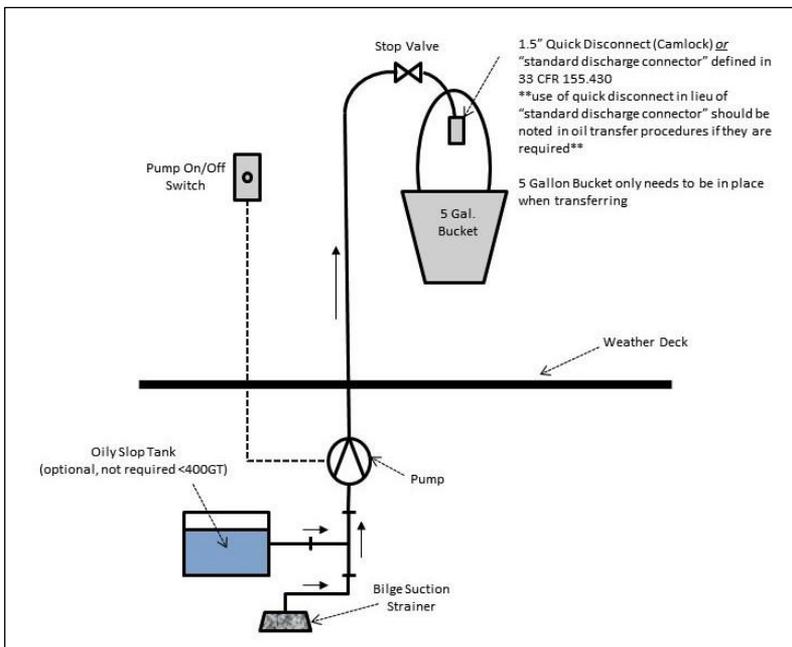
WASTE OIL DISCHARGE SYSTEMS

33 CFR 155.330/350, .360, 380, .420

- Non-Oceangoing ships and Oceangoing ships less than 400 GT must have the capacity to retain all oily mixtures on board and is equipped to discharge these oily mixtures to a reception facility. The vessel may retain all oily mixtures in the vessel's bilges.
- Oceangoing ships 400 GT to less than 10,000 GT
 - Fitted with an approved 15 ppm oily water separator with bilge alarm;
 - Sludge tank of adequate size; and
 - Fixed piping for sludge discharge.
 - Vessels 100 gross tons or more

FIXED PIPING SYSTEM FOR WASTE OIL

All vessels 100 GT or more must have a fixed piping system from the machinery space or sludge tank to the weather deck. Must include a pump start/stop switch near the outlet, a stop valve and a cam-lock fitting or standard discharge connection.



ADDITIONAL REQUIREMENTS

POLLUTION ADDITIONAL REQUIREMENTS

See below for references

- **Certificate of Financial Responsibility Certificate (COFR)** – Vessels 300 GT and greater. *33 CFR 138.15*
- **Oil Record Book, Part I** – vessels 400 GT and greater. *33 CFR 151.25*
- **International Oil Pollution Prevention Certificate (IOPP)** - vessels 400 GT and greater on foreign voyage. *33 CFR 151.19*
- **International Air Pollution Prevention (IAPP) Certificate and Engine International Air Pollution Prevention (EIAPP) Certificate** – vessels 400 ITC GT and greater on foreign voyage and keel laid after July 17, 1994. *MARPOL 73/78 ANNEX VI*
- **International Anti-Fouling Systems (IAFS) Certificate and Record of Anti-Fouling Systems (ROAFS)** – vessels 400 ITC GT and greater on an international voyage. Vessels 24m (78.7 ft) to <400 ITC GT must have a Declaration Letter or Statement of Voluntary Compliance (SOVC) signed by owner or owner's agent. *33 U.S.C. § 3821, CG-CVC Policy Ltr 12-08*
- **Prohibited oil spaces:** *33 CFR 155.470*
 - No oil forward of collision bulkhead on vessels 400 GT and greater built after January 1, 1982; or
 - No oil carried in a tank forward of collision bulkhead on vessels 300 GT and greater.
 - Permitted on vessels built after June 30, 1974, if tanks are 24" inboard of hull;
 - Permitted on vessels built before June 30, 1974, if tanks are for ship's use.
- No person may **intentionally** drain oil or hazardous material from any source into the bilge of a vessel. *33 CFR 155.770*

ADDITIONAL REQUIREMENTS

NON-TANK VESSEL RESPONSE PLAN (NTVRP)

33 CFR 155.5015

SHIPBOARD OIL POLLUTION EMERGENCY PLAN (SOPEP)

33 CFR 151.26, MARPOL 73/78 Annex I Regulation 26

APPLICABILITY

NTVRP--All vessels 400 GT (ITC) and above, operating on U.S. navigable waters.

SOPEP--All vessels 400 GT and above, operating on U.S. navigable waters.

REQUIREMENTS

- Subject vessels shall carry on board a NTVRP and SOPEP emergency plan approved by the Coast Guard, which is valid for 5 years.
- Although both plans are required, if the vessel is in full compliance with the NTVRP, then the Coast Guard will consider the SOPEP requirements have been met.
- Changes to the plan must be approved by the Coast Guard.
- The entire plan must be resubmitted to Commandant 6 months prior to expiration.

ACCEPTABILITY

- SOPEP and NTVRP are on board the vessel.
- They have a cover letter stamped **APPROVED** by the Coast Guard.

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

ADDITIONAL REQUIREMENTS

BALLAST WATER MANAGEMENT

33 CFR 151.2000; NVIC 01-18

REQUIREMENTS

All non-recreational vessels that are **equipped with ballast tanks** and operate in the waters of the United States.

Ballast Water Management (BWM) comprises of three components – Management, Reporting and Recordkeeping.

DEFINITIONS

Ballast tank – any tank or hold on a vessel used for carrying ballast water, whether or not the tank or hold was designed for that purpose.

Ballast water – any water and suspended matter taken on board a vessel to control or maintain trim, draught, stability, or stresses of the vessel, regardless of how it is carried.

Vessel & Operation	Management 151.2025	Reporting 151.2060	Recordkeeping 151.2070
Voyages within same COTP zone	Exempt	Applicable	Exempt
Seagoing, between voyages in different COTP zones, does not operate outside of EEZ and ≤1600 GT	Exempt	Applicable	Applicable
Non-seagoing vessel	Exempt	Applicable	Applicable (unless within same COTP zone)
All others	Applicable	Applicable	Applicable

Management: Must employ one of the following methods:

- Use a CG Approved BWMS
- Use only water from a U.S. public water system
- Ballast water exchange outside of 200 miles from land
- Do not discharge ballast water in the US
- Discharge to a facility for treatment

Reporting: Make report, no later than 6 hrs of arrival, to National Ballast Information Clearinghouse (NBIC) invasions.si.edu/nbic/submit.html

Recordkeeping: Written or digital records of discharges. Retain for 2 years.

ADDITIONAL REQUIREMENTS

DRUG & ALCOHOL POST-CASUALTY TESTING

46 CFR 4.06-15, 49 CFR 40

APPLICABILITY

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 the casualty.

An alcohol test kit for each person must be carried on board if more than 2 hrs from accessible testing equipment. The alcohol test kit must be listed on the Conforming Products List of Screening Devices to Measure Alcohol in Bodily Fluids published periodically in the Federal Register. Some examples most seen are: Q.E.D. A150 Saliva Alcohol Test and Alco-Screen O₂. Most alcohol test kits do not require the collector to be trained.

Vessels that operate more than 32 hrs from a DOT Certified chemical testing facility must have chemical test kits on board. Chemical test kits require special training and certification by DOT.

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 more than \$200,000;
- 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

ADDITIONAL REQUIREMENTS

CHEMICAL TESTING PROGRAM

46 CFR 16

APPLICABILITY

All documented vessels of 200 gross tons or greater

REQUIREMENTS

- Fishing industry vessels 200 gross tons or greater must comply with the chemical testing regulations found in 46 CFR 16. This is normally done by an outlined Drug Testing Plan or joining a consortium.
 - Pre-employment testing is required for all unlicensed crewmembers
 - Periodic drug testing is required for all licensed crew
 - Random drug testing is required for all licensed and unlicensed crewmembers (at least 50% of crew per year)

Notes:

- Individuals on fish processing vessels who are primarily employed in the preparation of fish or fish products, or in a support position, and who have no duties that directly affect the safe operation of the vessel are not required to be enrolled in a drug testing program.
- Vessels 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 on the previous page.

ADDITIONAL REQUIREMENTS

GLOBAL MARITIME DISTRESS AND SIGNALING SYSTEM (GMDSS)

47 CFR 80 Subpart W; NVIC 3-99

CG Authorization Act 2020 Public Law 116-283

APPLICABILITY

Vessels 300 gross tons and greater.

REQUIREMENTS:

- **VHF-FM Radio** with DSC
- **MF/HF Transceivers** capable of operating on all distress and safety frequencies using radiotelephony or radiotelegraphy between 1605-27.500 KHz
- **VHF-FM Survival Craft Radios** capable of operating on channel 16 and one other channel (channel 6 recommended)
 - 2 radios (300 GT to <500 GT); 3 radios (500 GT and greater)
- **SART (Search and Rescue Transponder)** located on each side of the vessel, ready to be taken to the survival craft
 - 1 SART (300 GT to <500 GT); 2 SARTs (500 GT and greater)
- **NAVTEX Receiver** or INMARSAT enhanced group calling system or HF direct printing telegraphy
- **INMARSAT Safety Net Receiver**
- **INSPECTED** by certified technician and issued appropriate **CERTIFICATES**.

MAINTENANCE

Ships must have a combination of 2 of the following 3 maintenance methods (U.S. vessels operating within 100nm from shore may be exempted by the FCC from A3 maintenance requirements):

- Duplicate equipment
- Shore based maintenance
- At-sea maintenance

RADIO OPERATORS & MAINTAINERS

Two GMDSS licensed operators are required aboard vessels 300 GT and greater operating beyond 100nm from shore. To comply with at-sea maintenance, a Maintainer License is also required

ALASKA DSC EXEMPTION

The CGAA 2020 exempts Fishing Industry Vessels that operate in Alaska and transit to/from Pacific Northwest from having DSC capable VHF and MF/HF radios. They must still meet all other applicable standards.

POLICY INFORMATION

TERMINATION OF UNSAFE OPERATIONS

#175

46 CFR 28.65, D13 SOP 3-C-4

REQUIREMENTS

An Especially Hazardous Condition (EHC), which warrants vessel termination, is described below. Any singular violation of items (1-8) should automatically result in termination. Violations of items (9-15) do not automatically rise to the level of an EHC and therefore 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 unserviceable PFDs, unserviceable 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 is operating the vessel and has an alcohol concentration of 0.04 percent, 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).
8. **Liferaft servicing** past due by 5 months or more.
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. **Hydrostatic release units** expired 5 months or more.
14. Inoperable **high water alarms** or lack of high water alarms in required spaces.
15. Total lack of required **safety and emergency drill training** for vessel master or crew.

POLICY INFORMATION

POST SAR AND ADDITIONAL TERMINATION POLICY

D13 SOP 3-C-4

ACTIONS FOLLOWING TERMINATION OR SAR ACTIVITY FOR COMMERCIAL FISHING 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 OCMI/COTP will determine if the conditions warrant CG oversight and/or a COTP Order for vessel to remain at dock until deficiencies corrected.
- If a COTP Order is issued, the vessel's movements will be restricted and may not be permitted to operate in the ocean until the deficiencies have been cleared by the cognizant OCMI/COTP.
- If a COTP Order is not issued, then the Response Unit should issue a Termination Order to the vessel operator.

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.

POLICY INFORMATION

EXCESS SAFETY AND LIFESAVING EQUIPMENT

MSM Vol II, B.4.T.4 Safety & Lifesaving Equipment on Fishing Vessels
46 CFR 28.155

APPLICABILITY: All commercial fishing industry vessels.

The Maine Safety Manual, Volume II (COMDTINST M16000.7B) provides guidance on the carriage of excess safety and lifesaving equipment.

- All safety and lifesaving equipment more than that required by 46 CFR Part 28, whether an approved type or not, carried on board any commercial fishing industry vessel must be either:
 - **Maintained and inspected** as required by regulation and in compliance with the manufacturer's guidelines; or
 - **Distinctly and permanently marked** that it is to be used **ONLY for training** if not meeting the maintenance and inspection standards above; or
 - **Removed from the vessel** if not meeting the maintenance and inspection standards or marked for training as listed above.
- 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.
- Expired distress signals may be used for training. The master or person in charge is required to transmit 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.

EXCESS FIRE EQUIPMENT: 46 CFR 28.155

Spare fire PROTECTION equipment (extinguishers, pre-engineered (Halon) systems, fire hose stations, small fixed fire systems) may be carried if it does not pose any danger to the vessel or crew.

Additional fire DETECTION equipment may be carried if:

- 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, and
- The system and units remain functional as intended.

POLICY INFORMATION

NEW CONSTRUCTION OF VESSELS

46 USC 4503

The Coast Guard Authorization Acts of 2010, 2012, 2015 and 2018 amended 46 USC 4503 to require build and design standards for newly constructed fishing industry vessels.

APPLICABILITY

- Operate more than 3nm from the baseline;
- More than 16 POB; or
- A Fish Tender vessel that engages in the Aleutian trade.

REQUIREMENTS

LENGTH	BUILD DATE	STANDARD
<50 feet overall	After July 1, 2010	Recreational vessels build standards
50 feet overall to <180 feet registered	After February 6, 2016	Designed and built to class standards; construction overseen by accepted marine surveyor; stability instructions; condition surveyors twice in a 5yr period NTE 3 yrs.
50 feet overall and greater	After July 1, 2013	Meet survey and classification requirements

CLARIFICATION

- Fish Tenders that do not engage in the Aleutian trade, but meet other aspects of applicability must comply with the appropriate standard.
- Vessels 50-79 ft built after July 1, 2013, and on or before February 6, 2016, are required to be classed, however D13 (dpi) may issue an exemption on a case-by-case basis. Contact your local Sector.

POLICY INFORMATION

ALTERNATE COMPLIANCE PROGRAMS

46 USC 4503, 46 USC 5102, G-PCV* Policy Letter 06-03,

ALTERNATE COMPLIANCE and SAFETY AGREEMENT PROGRAM (ACSA)

For specific head and gut (H & G) freezer longliners and trawlers (approx. 30 vessels) operating in the Bearing Sea and Aleutian Islands (BSAI) of Alaska. This program provides a high level of inspection and oversight to these vessels. It is managed by District 13, Sector Puget Sound and Sector Anchorage.

Vessels in compliance will be issued an ACSA Certificate of Compliance, Exemption Letter and a CFVS Examination Decal.

****During law enforcement boardings, ensure compliance with the requirements outlined in the Certificate of Compliance.**

See www.FishSafeWest.info for the latest information.

ALTERNATE SAFETY COMPLIANCE PROGRAM (ASCP)

Safety standards for vessels 50 ft and greater, operating more than 3nm from the baseline, 25 years of age or older or undergo a major conversion or substantial alteration after July 1, 2013.

The standards are designed to reduce casualties and risks identified by studies by the National Institute for Occupational Safety and Health (NIOSH). The program is developed in conjunction with the fishing industry.

The current name for the ASCP is the Voluntary Safety Initiatives and Good Marine Practices (VSI-GMPs). Until it is promulgated into the regulations and further developed, it will remain a voluntary program.

ALTERNATE LOAD LINE COMPLIANCE PROGRAM (ALCP)

Additional safety standards for vessels 79 ft and greater, operating more than 3nm from the baseline. This program is still under development.

*G-PCV is now CG-CVC

POLICY INFORMATION

EXEMPTION LETTERS

46 CFR 28.60

The District Commander is authorized to issue letters exempting individual or classes of vessels from specific regulations. These might be issued to exempt things like a survival craft or immersion suits if good cause exists for granting the exemption and the safety of the vessel and those on board will not be adversely affected.

The process is outlined in 46 CFR 28.60. Once an exemption is granted, the letter will often place additional requirements upon the vessel to ensure an adequate level of safety. A copy of the letter must be on board the vessel.

D13 ISSUED EXEMPTION LETTERS

AREA or CLASS of VESSELS	EXEMPTION
ACSA Vessels	Class and loadline
Pacific City Dories	Survival craft
Grays Harbor Oyster Growers	Survival craft
Willapa Bay Oyster Growers	Survival craft
Tillamook Bay Oyster Growers	Survival craft
Coos Bay Oyster Growers	Survival craft
Minterbrook Oyster Growers	Survival craft
Puget Sound Dive Harvesters	Immersion suits
Puget Sound Commercial Vessels <36 ft	Immersion suits

APPENDIX

IMMERSION SUIT SERVICE GUIDELINES

Each manufacturer of Coast Guard Approved immersion suits outlines the maintenance and servicing guidelines for their products. Maintaining the device in accordance with manufacturer's specifications is a function of the USCG Approval assigned to the item.

Immersion suits must be inspected by the owner on an annual basis (46 CFR 28.140). Manufacturer's servicing guidelines are as follows:

Imperial, Sterns, Kent and Mustang immersion suits suggest servicing every 2 years until the suit is 5 years old and then every year after.



Mustang Ocean Commander immersion suits must be sent to a service facility for any servicing.

Bayley recommended replacing their suits after 10 years. Bayley stopped producing suits in 2002.

Viking immersion suits must be serviced every 3 years. Suits older than 10 years must be serviced more frequently.

How to determine the age of an immersion suit?

Check the inside of the suit. There should be a label marking the manufactured date.

Mustang Mfg Date Decoding:

Models MIS210, 220, 230, 240 is MMY

Models with 'HR' after the number is YYMM



APPENDIX

COMMERCIAL LIFESLING

The Commercial Lifesling is a very useful tool to recover a person from the water provided the victim can be placed into the Lifesling and the vessel has a means to hoist them out of the water.

Having a lifting point at least 10 feet off the deck works best, however smaller vessels may be able to make it work with less. A hydraulic winch or manual block and tackle attached to the 'D' ring on the Lifesling can hoist a person out of the water.



The Lifesling3 Overboard Rescue System bearing CG Approval #160.050 may replace a Type IV 24-inch ring life buoy provided the vessel has a lifting point 10 feet above the deck, the device is stowed per the instructions, the crew is familiar with the operation of the device and a manual is on board the vessel.



APPENDIX

HYDROSTATIC RELEASE UNITS (HRU)—Category 1 EPIRBs

HRUs for EPIRBs work very much the same way as liferafts except instead of cutting a line, it releases a plastic rod. The EPIRB is then released by a spring in the bracket and floats free.

Ensure the HRU is appropriate for the brand and type of EPIRB.

ACR	McMurdo	SAFEPRO AIS/406
		
<p>Hammar HRU for most ACR and McMurdo EPIRBs with appropriate plastic rod. Note the “E” designator</p>		

EPIRBs must be mounted free from overhangs or other obstructions to prevent entrapment.



APPENDIX

SURVIVAL CRAFT STOWAGE

Vessels required to have a SOLAS A (Oceans) or SOLAS B (Limited) equipment packs must stow their inflatable liferaft so that it will float-free and automatically inflate.

Use of a strap and HRU:

Most installations involve the use of a strap, which securely holds the liferaft in the cradle, connected to an HRU that will release the strap allowing the raft to deploy. The painter line is attached to the weak-link on the HRU which, after paying out and inflating the raft, will part at 500 ft-lbs of tension and the raft will float free from the vessel.



“Float-Free” Arrangement:

An acceptable alternative to using a strap with an HRU, is to have the liferaft sitting in the cradle but with a weak-link line attached between the painter line and the vessel. The raft will leave the cradle as soon as the deck becomes awash, the painter line will pay out, liferaft will inflate and then the weak-link line will part at 500 ft-lbs of tension allowing the raft to float free from the vessel.



APPENDIX

SURVIVAL CRAFTS

What's in the bag?

Survival crafts that come in a bag (valise) may be an inflatable buoyant apparatus or an inflatable liferaft. Be sure to check the USCG Approval number on the bag. DBC mislabeled many valises with “LIFERAFT” when they had IBAs inside.



USCG Approval 160.010—Inflatable Buoyant Apparatus



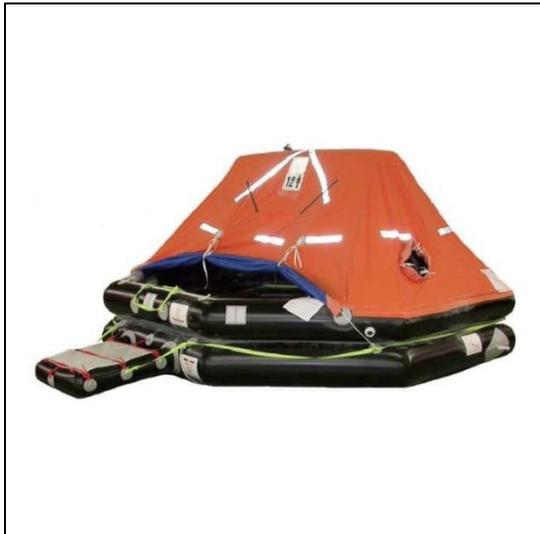
APPENDIX

SURVIVAL CRAFTS (Continued)

USCG Approval 160.051—Liferaft (Domestic)



USCG Approval 160.151—Liferaft (SOLAS)



APPENDIX

SURVIVAL CRAFTS (Continued)

USCG Approval 160.018—Ovatek Rigid liferaft (4 person)
USCG Approval 160.118—Ovatek Rigid liferaft (7 person)



Although Ovatek rigid liferafts do not require annual servicing, the equipment packs inside and the HRU does require regular maintenance. Special attention should be paid to expiration dates of distress signals, water & food rations and batteries.



APPENDIX

FIRE EXTINGUISHING SYSTEMS

A **pre-engineered** fire system is typically CG Approved as a complete system out of the box. They usually consist of a bottle (Halon, HFC 227ea or other clean agent), thermocouple and possibly a remote actuator. These are mounted to the bulkhead or overhead in the space it is protecting.



A **fixed system** usually has a series of bottles (CO₂, HFC 227ea or other clean agent), fixed piping for distributing the agent and remote actuator. Larger systems will have a time-delay, stop valve, alarm and an odorizer. Fixed systems are engineered and use CG Approved components and approved arrangements. Bottles are normally stored outside the space they are protecting.



APPENDIX

DIGITAL SELECTIVE CALLING (DSC)

www.navcen.uscg.gov

Digital Selective Calling (DSC) allows mariners to instantly send an automatically formatted distress alert to the Coast Guard or other rescue authority anywhere in the world. Digital selective calling also allows mariners to initiate or receive distress, urgency, safety and routine radiotelephone calls to or from any similarly equipped vessel or shore station, without requiring either party to be near a radio loudspeaker. DSC acts like the dial and bell of a telephone, allowing you to "direct dial" and "ring" other radios, or allow others to "ring" you, without having to listen to a speaker. New VHF and HF radiotelephones have DSC capability.

INTERCONNECTION TO A GPS RECEIVER:

All DSC-equipped radios, and most GPS receivers, have an NMEA 0183 two-wire data protocol. That NMEA protocol allows any model of GPS to be successfully interconnected to any model of radio, regardless of manufacture. Although NMEA has no standard for the type of cable or connector used, many if not most DSC and GPS receiver manufacturers generally use ribbon cable with no connectors. These wires are simply connected between the radio and the GPS by twisting the wires (some people solder) and tape (some people use waterproof heat shrink tubing). Note that NMEA 0183 and IEC 61162-1 data interfaces are identical.



OBTAINING AND PROGRAMMING THE MMSI

A Maritime Mobile Service Identity (MMSI) is a unique identifier associated with the vessel and is located on a vessel's FCC Ship/Station Radio License. This 9-digit number is programmed into the DSC equipped radio.

TESTING:

Test transmissions on VHF DSC calling channel 70 should be made to another VHF DSC radio by using a routine individual call to their Maritime Mobile Service Identity (MMSI). For VHF DSC radios equipped with the Test Call feature, test transmissions should be made to the US Coast Guard MMSI **003669999** to receive an automated VHF DSC test response.

UNDER NO CIRCUMSTANCES SHALL A DSC DISTRESS ALERT BE SENT TO TEST YOUR RADIO. IT IS A VIOLATION OF THE RULES AND CAN RESULT IN HEAVY FINES.

APPENDIX

VESSEL FISHERY NUMBERING STANDARDS (Federal)

State and Federal commercial fisheries often require participating vessels to display registration numbers and decals to aid in identification. For general awareness, this section outlines some of those standards.

FEDERAL FISHERIES (Pacific Coast)

Pacific Coast Groundfish >25' (Ref: 50 CFR 660.20)

Highly Migratory Species (HMS) >25' (Ref: 50 CFR 660.704)

(HMS=Striped marlin, swordfish, common thresher shark, shortfin mako or bonito shark, blue shark, north Pacific albacore, yellowfin tuna, bigeye tuna, skipjack tuna, Pacific bluefin tuna, dorado or dolphinfish)

- Official number on both sides of deckhouse or hull, and on appropriate weatherdeck or top visible to aircraft
- Color of numbers must contrast with background
- >25' to 65'— block Arabic numerals $\geq 10''$
- >65'— block Arabic numerals $\geq 18''$

Coastal Pelagics (CA, OR, WA) –All Vessels (Ref: 50 CFR 660.504)

(Northern anchovy, Pacific mackerel, Pacific sardine, jack mackerel, market squid)

- Official number on both sides of deckhouse or hull, and on appropriate weatherdeck or top visible to aircraft
- Color of numbers must contrast with background
- Block Arabic numerals $\geq 14''$



APPENDIX

VESSEL FISHERY NUMBERING STANDARDS (State)

STATE FISHERIES	
ALASKA (5 AAC 39,119)	<ul style="list-style-type: none"> • ≥ 12" ADF&G number ≥ 1" wide in contrast with background • On both sides of vessel hull, cabin, or mast
WASHINGTON (WAC 220-351-030)	<ul style="list-style-type: none"> • 10" documentation, registration, or ADF&G number on both sides of vessel • Proportionate width, clearly visible
OREGON (OAR 635-006-0140)	Year decal on each side of superstructure as near amidships as practicable <ul style="list-style-type: none"> • Federally Documented — 3" documentation number on both sides adjacent to current year decal • State-Registered — Numbers on each side of bow
CALIFORNIA (CFGC 7880)	<ul style="list-style-type: none"> • 2" 'FG' followed by Fish & Game registration number on each side (ex. FG11111) • Black letters on white background with ≥ 1" white border



APPENDIX

VESSEL NUMBERING TRIBAL DESIGNATIONS

Each tribe is entitled to a block of WN numbers with a unique tribal suffix. These are identified by the last 3 letters of the vessel's registration with a tribal suffix.

DESIGNATOR	TRIBE
HOH	Hoh Tribe
JST	Jamestown s'Klallam Tribe
KWA	Quinalt Nation
KWL	Quileute Nation
LEK	Lower Elwah Klallam Tribe
MKH	Makah Tribe
NKK	Nooksack Tribe
PGK	Port Gamble s'Klallam Tribe
SKK	Skokomish Tribe
SST	Sauk-Suiattle Tribe
STL	Stillaguamish Tribe
SUN	Suquamish Tribe
SWN	Swinomish Tribe
SXN	Squaxin Island Tribe
TUL	Tulalip Tribe
XWL	Lummi Nation



Swinomish Tribe Example

APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in D13

POT (TRAP) BOAT

Drop baited traps to the bottom to target bottom feeders such as crab, cod and shrimp.

A typical west coast Dungeness crab vessel will have 3 to 5 POB. Vessels are 30 – 70 ft. Each pot weighs approx. 90-120 lbs.



Alaskan King Crab vessels may have a house aft or house forward and have a typical crew of 4-6 POB. Pots can weigh 600-1000 lbs depending upon species targeted. Vessels range from 65 – 160 ft.



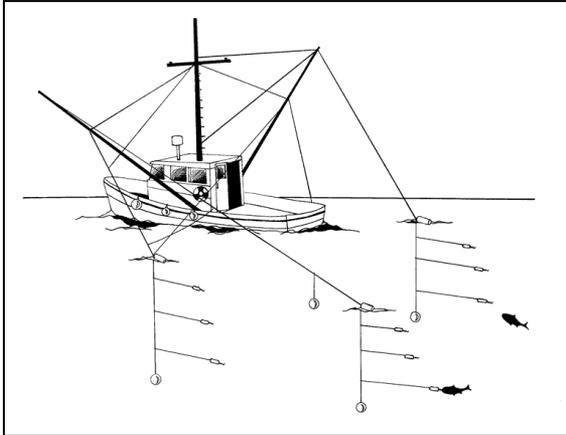
APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in D13

TROLLER

A troller may have a house forward or aft, powered by machinery or sail, at amidships are hinged outriggers that are lowered when fishing. Trailing behind the outriggers are the baited hooks. Vessels range from 24 – 80 ft. Crew makeup may be 1 to 3 POB.



Target species include pelagic fish such as salmon and tuna.

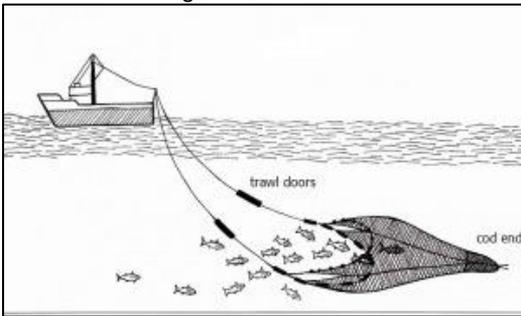
APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in D13

TRAWLER

Stern trawlers have trawl nets which are deployed and retrieved from the stern. Large stern trawlers often have a ramp, though pelagic and small stern trawlers are often designed without a ramp. Trawl doors that keep the mouth of the net open when pulled through the water are stored on either side of the trawlers stern during transiting. Trawlers usually have 3-5 POB. Target species include shrimp, pollock, whiting, and dover sole. Vessels are 50 – 130 ft in length.



Side trawlers have the trawl deployed over the side.



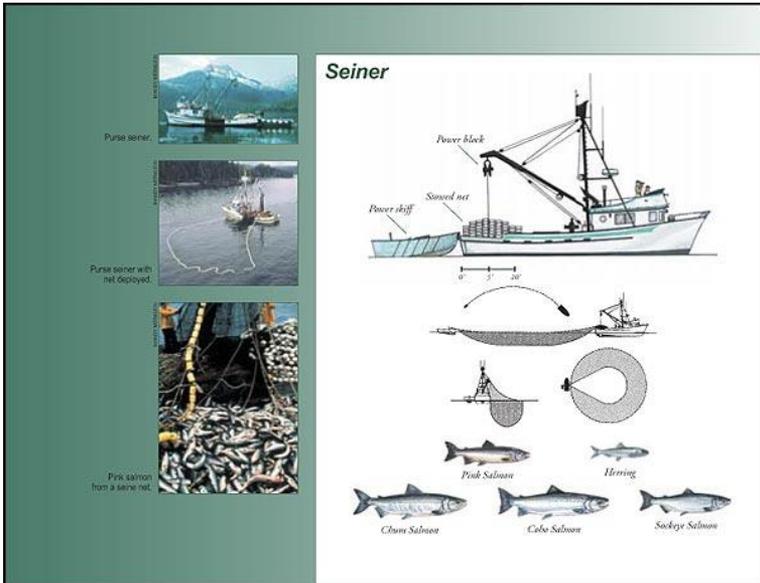
APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in D13

PURSE SEINER

Target fish by encircling them with a long net to capture the fish within. A small auxiliary boat is often used to pull the net around the fish and back to the mother vessel. The bottom of the net is then drawn closed (pursed). The boom and power block are then used to hoist the net onto the deck. Seiners have 3-5 POB. Target species include salmon, herring, sardines, mackerel and squid. Vessels are 40 – 58 ft.



APPENDIX

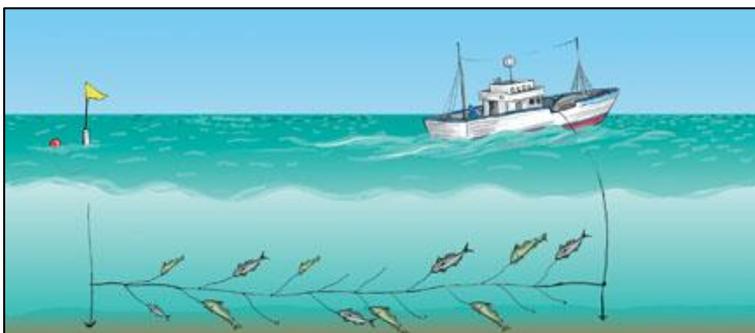
FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in D13

LOGLINER

A longliner pays out a long line of baited hooks or pots that are either suspended from floats (pelagic longline) or that lay on the bottom.

A purpose-built longliner has an aft house where baiting of the hooks is accomplished. A converted longliner will have an aluminum “doghouse” added to the back deck. An anchor with a buoyed flag is first passed out of a hatch at the stern, followed by the long line of hundreds of baited hooks. At the end of each string a final flagged buoy marks the end of the string of hooks. Located forward of midships on the starboard side of the vessel is the hauling station. There are usually 4-6 POB. Vessel lengths are 36 – 110 ft.



Target species include halibut, cod, tuna, and hagfish (slime eel)

APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in D13

GILLNETTER

Gillnetters operate by setting curtain-like nets perpendicular to the direction which the fish are travelling (set nets). The net has a float line (cork line) on the top and a weighted line (lead line) on the bottom. The mesh is designed to be just large enough to allow the fish to become entangled at their gills.



Gillnet vessels are typically 25 to 32 feet long. They are easily recognized by the hydraulic-powered drum onto which the net is rolled. The drum can be located on the stern or bow of the vessel. Crew size is 2-4 POB. Target species is typically salmon.

PACIFIC CITY DORY

Unique fishing vessels based mainly out of Pacific City, OR that are launched and retrieved through the surf. Vessels are about 23 feet in length with wood or FRP over wood hulls. Target species is salmon, crab and rock fish. Crew size is 1-3 POB. D13 has issued a survival craft exemption letter for some Dorries that operate in vicinity of Stonewall Bank.



APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in D13

FISH TENDER

Fish tender vessels provide support to the fishing fleet. They transport fish from catcher vessels to a floating or shoreside processor. They also transport supplies to the fishing fleet. Vessels are typically 58 – 110 ft with a crew size of 3 to 5 POB.



ALEUTIAN TRADE ACT VESSEL (ATA)

ATA vessels are primarily freight vessels transporting goods and supplies from Seattle to specific regions in Alaska. The region is from the middle of Kodiak Island and throughout the Aleutian Islands. If these vessels are less than 500 GRT or 2500 GT ITC and meet other criteria, then they are not required a Certificate of Inspection and are classified as a Fish Tender engaged in the Aleutian Trade.



APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in D13

FISH PROCESSOR

Fish Processing Vessels are usually very large vessels (300 ft) and may have a crew over 150 POB. Processors do not catch the fish but receive it from Fish Tenders or catcher vessels and process the fish to a finished product. This may be frozen fillets or cooked and flash-frozen crab legs.



CATCHER/PROCESSOR

A catcher/processor, or Factory Ship, processes the fish that it catches. These are usually very large stern trawlers 250 feet in length and may have a crew over 125 POB. Most of these vessels are very high tech with state-of-the-art fish finding electronics.



D13 CHARTLETS

BOUNDARY LINE

46 CFR 7(c)

General

46 CFR 7.140, 46 CFR.145

D13 Boundary Lines

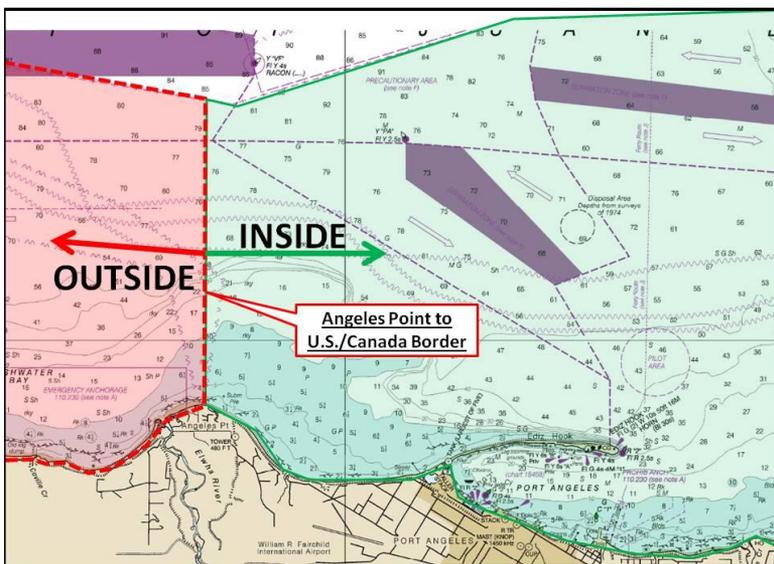
The boundary line follows the seaward high-water shoreline and follows a line across the entrance to small bays, rivers and inlets, except for the following four areas:



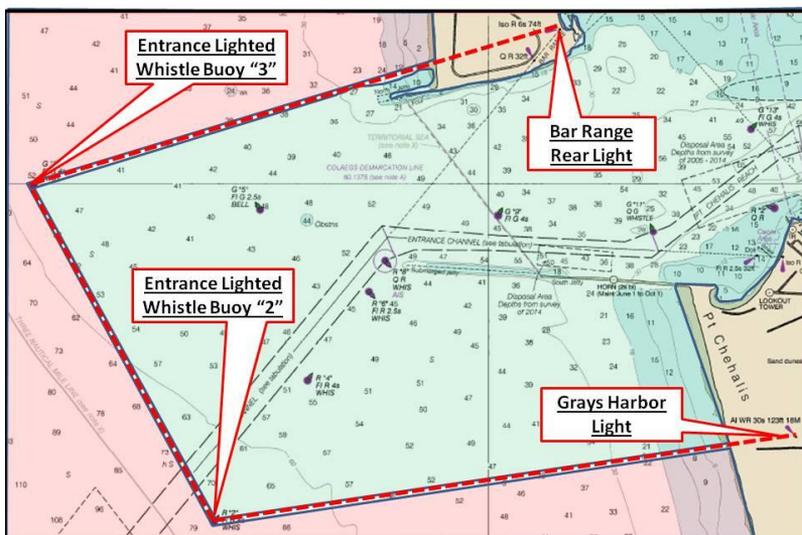
Specific details are listed on the following pages.

D13 CHARTLETS

BOUNDARY LINE Strait of Juan de Fuca, WA

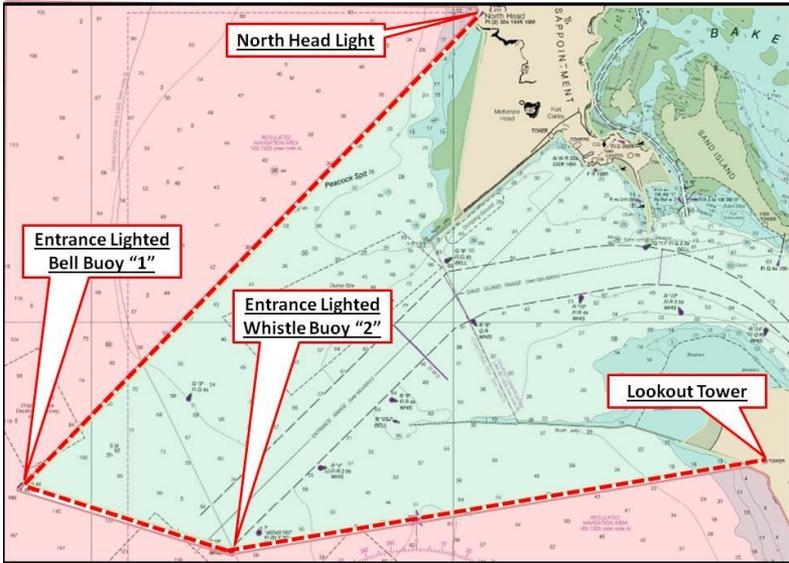


Grays Harbor, WA

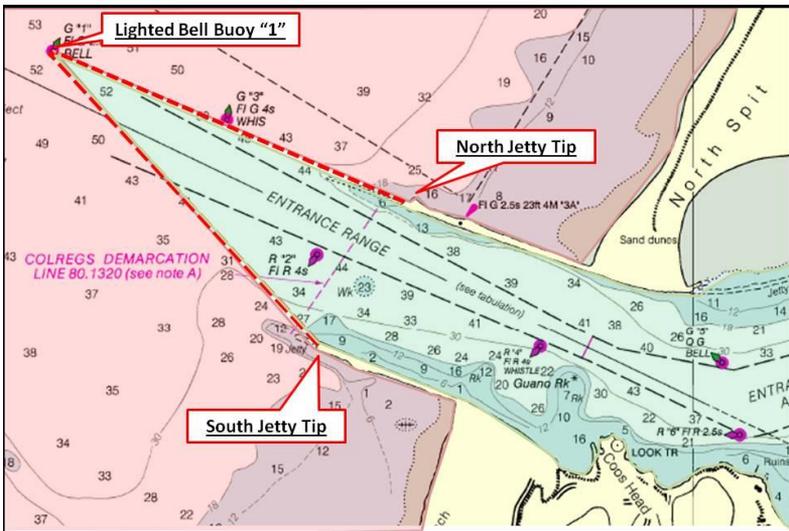


D13 CHARTLETS

BOUNDARY LINE Columbia River, WA & OR



Coos Bay, OR



D13 CHARTLETS

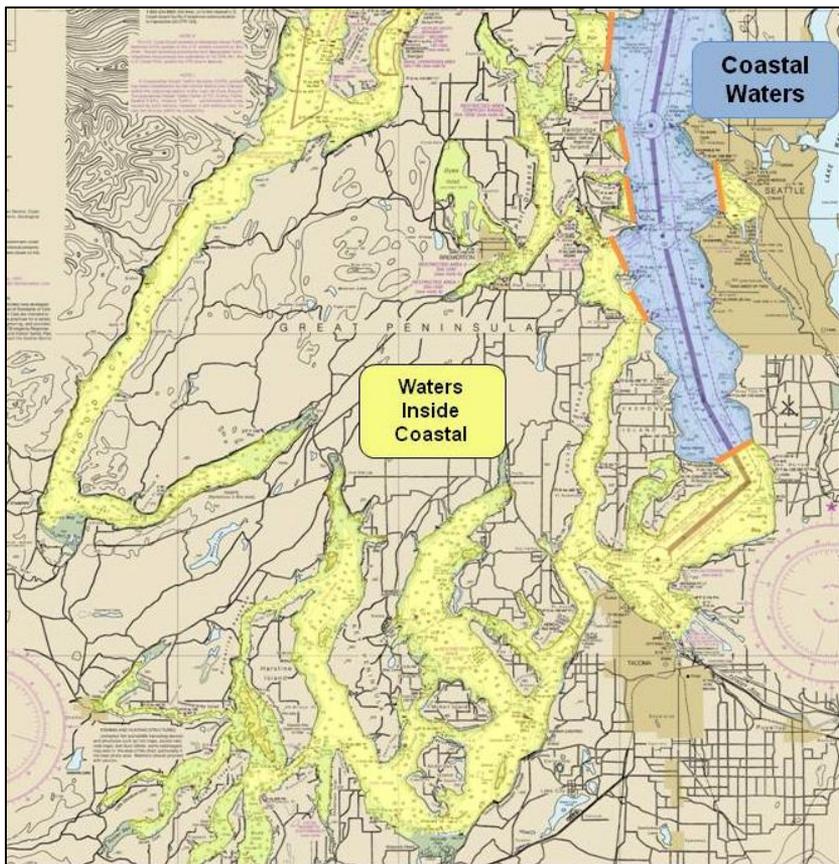
COASTAL WATERS

33 CFR 175.105

Coastal Waters – as defined in 33 CFR 175.105, 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.

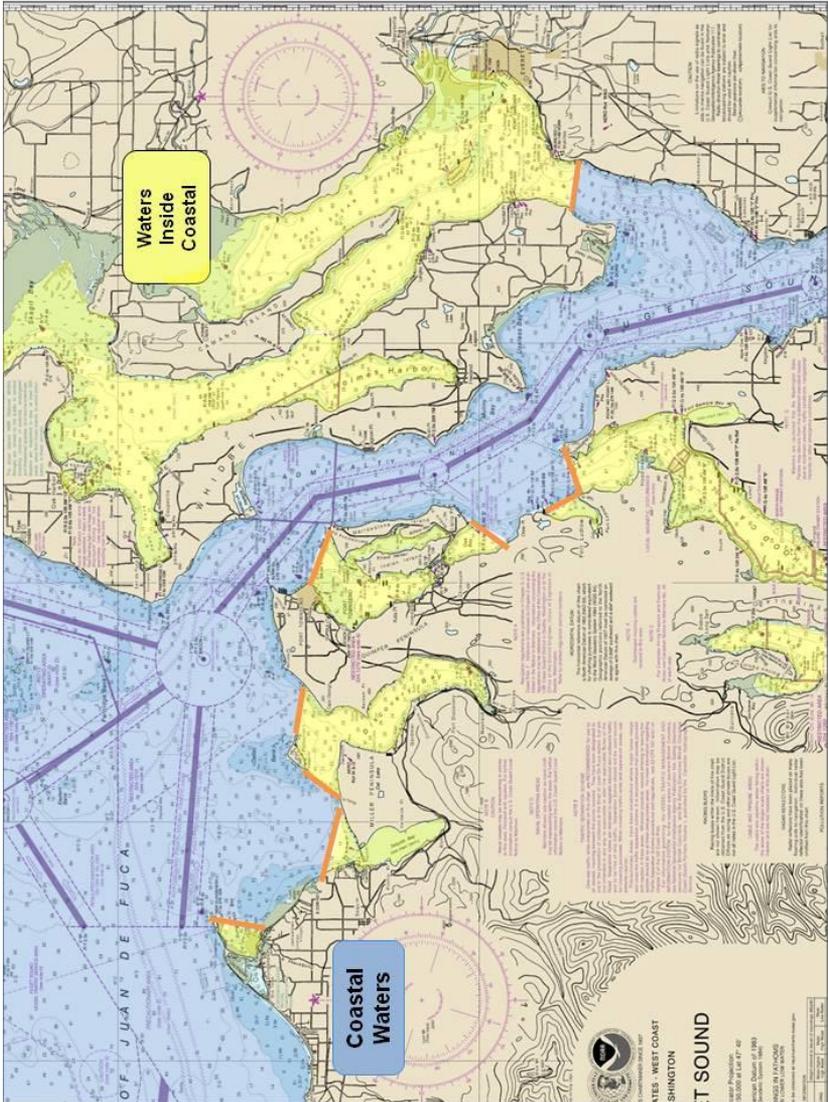
The following chartlets are provided for easy reference.

Southern Puget Sound, WA



D13 CHARTLETS

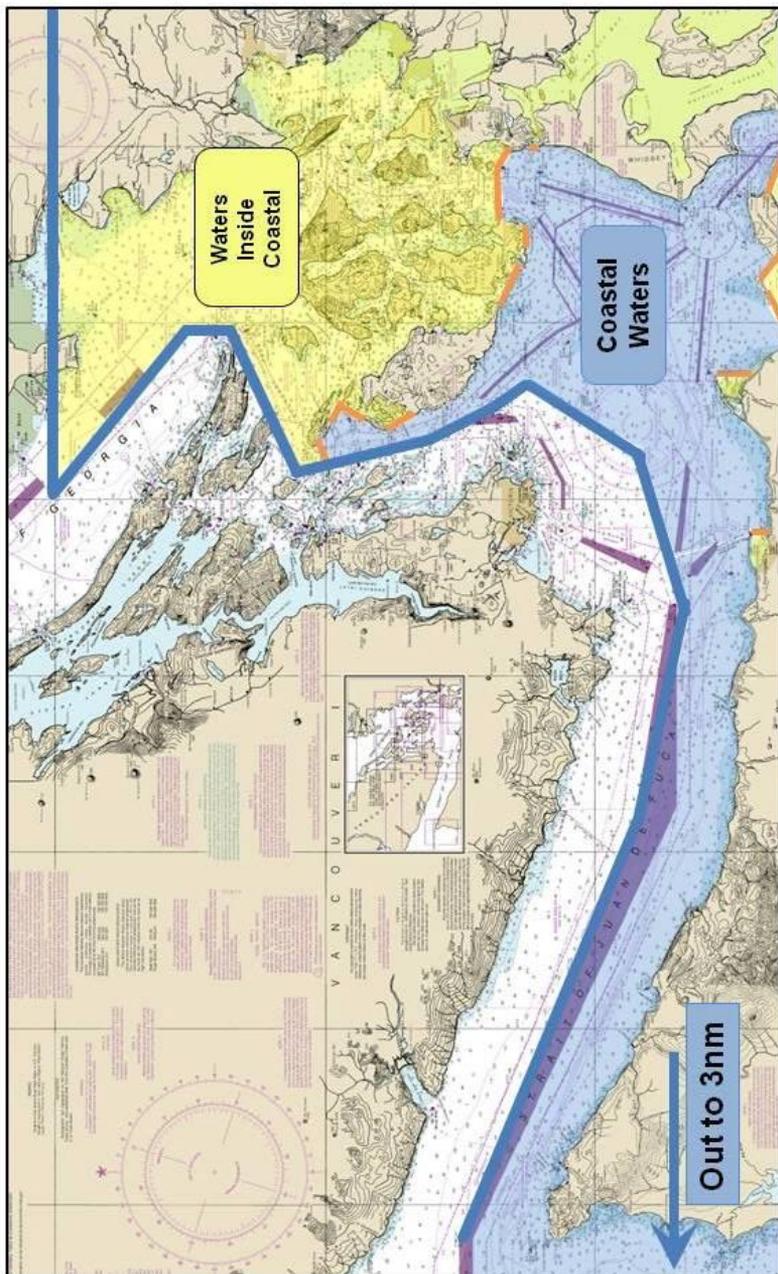
COASTAL WATERS Northern Puget Sound, WA



D13 CHARTLETS

COASTAL WATERS

Strait of Juan de Fuca and San Juan Islands, WA



MISCELLANEOUS

DISTANCES FROM SHORE DEPTHS

DISTANCES FROM SHORE DEPTHS			
PORT	30 FATHOMS	40 FATHOMS	100 FATHOMS
Quillayute River	6.7 nm	8.2 nm	20.2 nm
Grays Harbor	8.8 nm	16.8 nm	25.9 nm
Columbia River	6.0 nm	9.4 nm	10.9 nm
Garibaldi	3.0 nm	4.8 nm	7.2 nm
Newport	5.1 nm	8.3 nm	22.8 nm
Florence	3.5 nm	5.1 nm	34.8 nm
Winchester Bay	1.8 nm	3.5 nm	14.6 nm
Charleston	3.4 nm	4.9 nm	13.0 nm
Port Orford	0.5 nm	1.8 nm	9.2 nm
Gold Beach	4.2 nm	7.3 nm	11.7 nm
Brookings	3.7 nm	4.7 nm	13.3 nm

CONVERSION TABLES

1 Barrel	42 Gallons
1" Ice (saltwater freezing spray)	4.72 lbs per sq ft
7 meters	23.0 feet
12 meters	39.4 feet
20 meters	65.6 feet
24 meters	78.7 feet
50 meters	164.0 feet
100 meters	328.1 feet
1 shot (anchor chain)	90 feet
1 fathom	6 feet
1 league	3.0 nautical miles
1 ton (volume)	100 cubic feet
1 ton (weight)	2,000 lbs
1 ton LT (weight)	2,240 lbs

INDEX

AIS.....	34
Alcohol Testing.....	68
Alternate Compliance Safety Agreement, ACSA.....	75
Alternate Load Line Compliance, ALCP.....	75
Alternate Safety Compliance Program, ASCP.....	75
Ammonia Refrigerant.....	41
Anchor.....	46
Auxiliary Craft.....	7
Backfire Flame Control.....	21
Ballast Water Management.....	67
Batteries.....	13
Bell.....	33
BIG 8.....	v
Bilge Alarms.....	See High Water Alarms
Bilge Pumps.....	50
Boarding Ladder.....	36
Boarding Process.....	vi
Boundary Line.....	98, 99, 100
Buoyant Apparatus.....	8
Certificate of Class.....	61
Certificate of Compliance.....	60
Certificate of Financial Responsibility Certificate (COFR).....	65
Charts.....	44
Check Valves, Bilge.....	50
Chemical Testing Program.....	69
Citizenship.....	57
Coaming Height.....	56
Coast Pilot.....	44
Coastal Waters.....	101, 102, 103
Command of U.S. Citizen.....	1
Commercial Life Sling.....	6, 78
Communications Equipment.....	35, 49
Compass.....	45
CPR Training.....	42
Crew Contract.....	59
Day Shapes.....	32
Deadlight Covers.....	56
Deviation Table.....	45
Digital Selective Calling.....	35, 86
Discharge Containment.....	63
Distress Signals.....	14
Documentation.....	1
Drills.....	38
Drug Testing.....	69
Electronic Navigational Charts (ENC).....	44
Electronic Position Fixing Devices.....	51
Emergency Instructions.....	40
EPIRB.....	15

INDEX

EPIRBs, HRUs.....	80
Escape Routes	11
Especially Hazardous Condition (EHC)	71
Excess Equipment, Fire Equipment.....	73
Excess Equipment, Fire Extinguishers	16
Excess Equipment, Lifesaving.....	73
Exemption Letters.....	76
exposure suit	See Immersion Suit
FCC Documents	4
FCC Ship Station License.....	3
Fire Extinguishers.....	16
Fire Extinguishers, Maintenance and Inspection	17
Fire Extinguishing Systems	85
Fireman's Outfit	41
First Aid Equipment & Training	42
First Aid Kit	42
Fixed Piping System for Waste Oil	64
Flares.....	See Distress Signals
Garbage Plan	See Waste Management Plan
General Alarm	48
GMDSS	70
GPS.....	See Electronic Position Fixing Device
Guards for Exposed Hazards	43
Gumby Suits	See Immersion Suits
High Water Alarms.....	37
Horn.....	33
Immersion suit	5
Immersion Suit, Servicing.....	77
Inflatable Buoyant Apparatus.....	8
Inland Navigation Rules.....	29, 44
International Air Pollution Prevention (IAPP) Certificate	65
International Anti-Fouling Systems (IAFS).....	65
International Oil Pollution Prevention Certificate (IOPP).....	65
Licensing	58
Light List	44
Load Lines	52
Loud Hailer	33, 48
Magnetic Compass	45
Maintenance, Lifesaving Equipment	13
Manning.....	58
Marine Sanitation Device (MSD).....	27
Markings, Lifesaving Equipment.....	12
MAYDAY Placard	40
Navigation Information.....	44
Navigation Lights	30
Navigation Rules.....	29
New Construction	74
NOAA Registration	15

INDEX

Non-Tank Vessel Response Response Plan (NTVRP)	66
Numbering	2
Oil Record Book	65
Oil Transfer Procedures	62
Ovatek Rigid Lifteraft	84
Person in Charge Designation	62
Personal Locator Beacons (PLBs)	15
PFDs	5
Placard, Bar Crossing	40
Placard, Garbage	26
Placard, Injury	23
Placard, Oil Pollution	24
Public Address System	48
Radar Reflector	47
Ring Life Buoy	6
Risk Based Fishing Vessel Exam Program	vi
Safety Instructions	See Emergency Instructions
Safety Orientation	39
Self Contained Breathing Apparatus (SCBA)	41
Shipboard Oil Pollution Emergency Plan (SOPEP)	66
Sideband Radio (SSB)	See Communications Equipment
Sound Signals	33
Stability (all vessels)	20
Stability, Applicability	53
Stability, Freeing Ports	55
Stability, Instructions	54
Stability, Unintentional Flooding	55
Station Bill	See Emergency Instructions
Survival Craft	7
Survival Craft Equipment	10
Survival Craft, HRUs	79
Survival Craft, Stowage	81
Survival Crafts, Descriptions	82
Termination	71
Tidal Current Tables	44
Tide Tables	44
Toilet	27
Training, Drill Conductor	39
Training, First Aid/CPR	42
Tribal Issued State Numbers	2
US Master	1
Ventilation	22
Vessel Fishery Numbering, Federal	87
Vessel Fishery Numbering, State	88
Vessel Numbering Tribal Designations	89
VHF Radio	See Communications Equipment
Voluntary Safety Initiatives and Good Marine Practices (VSI-GMPs)	75
Waste Management Plan	25

INDEX

Waste Oil Discharge Systems	64
Watertight, Weathertight Integrity	56
Whistle.....	33

CONTACT INFORMATION

Fishing Vessel Safety Coordinators	
13 th District Coordinator	206-220-7226
13 th District ACSA Coordinator	206-220-7216
Sector Puget Sound	206-217-6718
Marine Safety Unit Portland	503-240-9337
DDO North Bend, OR	541-756-9224
17 th District Coordinator	907-463-2810
Sector Anchorage	907-428-4154
MSD Unalaska	907-581-3466
MSD Kodiak	907-486-5918
MSD Homer	907-235-3292
MSU Valdez	907-795-5885
Sector Juneau	907-463-2448
MSD Sitka	907-966-5620
MSD Ketchikan	907-225-4496
14 th District Coordinator	808-535-3417
11 th District Coordinator	510-437-5931
Sector San Francisco	415-399-7310
MSD Humboldt Bay	707-269-2577
Sector Los Angeles/Long Beach	310-521-3744
MSD Santa Barbara	805-962-7430
Sector San Diego	619-278-7249
CFVS Training Providers	
NPFVOA, Seattle, WA	206-285-3383
AMSEA, Sitka, AK	907-747-3287
Washington Sea Grant	206-543-1225
Clatsop CC/MERTS, Astoria	503-325-7962
Beverly Noll, Crescent City, CA	707-465-4400
Additional Numbers	
NOAA EPIRB Registration	888-212-7283
National Documentation Center	800-799-8362
FCC	888-225-5322
D13 Command Center	206-220-7001
Sector Puget Sound CC	206-217-6001
Sector Port Angeles CC	360-457-4404
Sector Columbia River CC	503-861-6211
Sector North Bend CC	541-756-9220
Lifesaving Equipment Servicing Facilities	
Marine Safety Services, Seattle	206-782-3302
Puget Sound Inflatables, Seattle	206-762-3877
Englund Marine, Warrenton	503-861-3783
Pacific Marine Dist, Portland	503-243-2258

