U. S. Coast Guard
Northwest & Arctic Districts

Commercial Fishing Industry Vessel Safety Reference Guide

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Vessel Checklist Generator and other resources at
www.FishSafeWest.info

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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.

More information and examiner how-to videos are located on Fish Safe West Coast Guard NWD YouTube Channel.
http://www.youtube.com/@fishsafewestcoastguardd1336

YouTube

COMMENTS REGARDING THIS GUIDE

Corrections, changes or suggestions to this guide may be directed to Mr. Mike Rudolph Michael.G.Rudolph@uscg.mil or 206-259-0087.

GENERAL INFORMATION

This guide summarizes Federal regulations and national and local policies applicable to U.S. Uninspected Commercial Fishing Industry Vessels (CFIV). This includes **FISHING VESSELS** which engage 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 that process the fish to a finished product beyond decapitating, gutting and freezing. See the Policy Information section for further clarification of multiple-use uninspected vessels (UPV, REC, & Research).

This guide is intended for use by Coast Guard Boarding Officers and Dockside Examiners within the jurisdiction of the Northwest or Arctic Coast Guard Districts. It is designed to augment any Coast Guard approved job aid such as the BOJAK or CFVS Examiner's Job Aid published by TRACEN Yorktown.

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

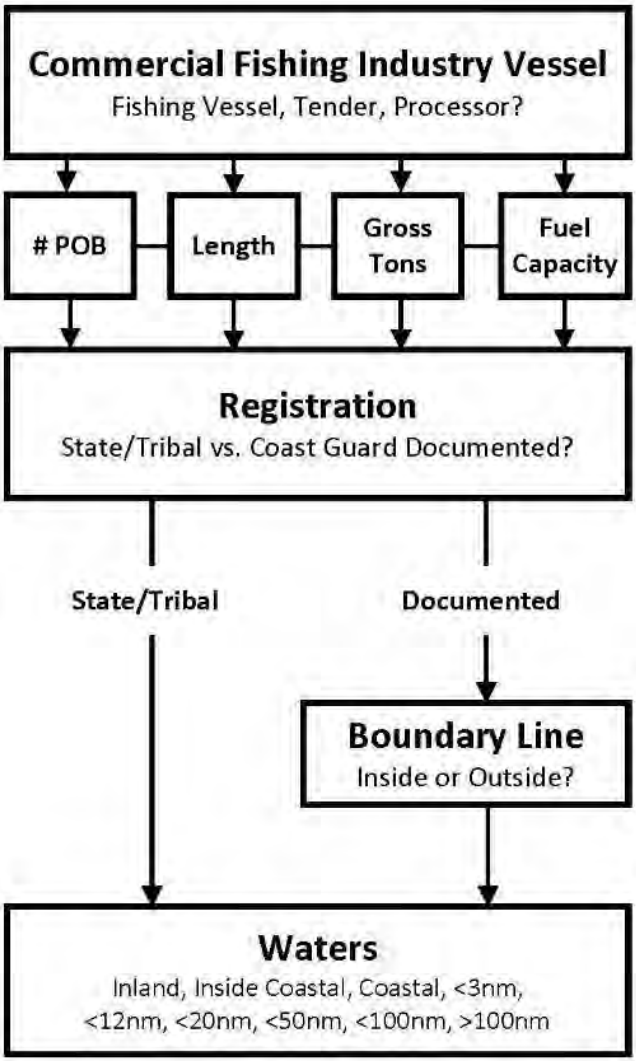
It is important to accurately determine the applicability of the regulations to CFIVs. There are often many layers to drill down to the specific standard or carriage requirement.

Boarding Officers and Dockside Examiners must ask the following questions to cite the correct requirement:

SERVICE	Is it a Commercial Fishing Vessel, Fish Tender or Fish Processor?
POB	How many POB?
LENGTH	What is the vessel's registered length?
GRT	What is the vessel's Gross Registered Tonnage?
OIL	What is the vessel's oil capacity?
REGISTRATION	Is the vessel State/Tribal registered or has a Certificate of Documentation?
BOUNDARY LINE	If it is a Documented vessel, is it operating beyond the Boundary Line?
WATERS	Which waters or number of miles from the Baseline the vessel is operating?

APPLICABILITY (Continued)

Use the flowchart to determine applicable regulations and equipment requirements.



GENERAL INFORMATION

FISHING VESSEL SAFETY EXAMS and BOARDINGS

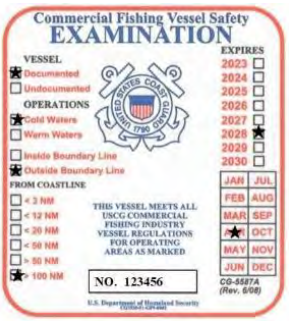
46 USC 4502(f); 46 CFR 28.710 (Fish Processor); 28.890 (ATA);
50 CFR 600 .746 (Observers); MLE Manual COMDTINST M16247.1G, Chap. 3.D.5.b.1.a.

MANDATORY vs VOLUNTARY EXAMS

Depending upon several factors, some CFIVs are **REQUIRED** to maintain a valid CFVS Decal (every 2 years) or a valid Certificate of Compliance (COC) (every 2 years), while others are required to complete a CFVS exam every 5 years or may choose to complete a CFVS exam or maintain a valid CFVS Decal **VOLUNTARILY**.

DESCRIPTION	REQUIREMENT
Fish Processor	COC & Decal (2 year)
Fish Processor (ACSA)	COC, Decal, & Exemption Letter (2 year)
Fish Tender (Aleutian Trade Act)	COC & Decal (2 year)
Fisheries Observer Coverage Vessel*	Decal (2 year)
Exemption Letter Condition	Decal (2 year)
At-Risk Vessel (Fishing Vessel or Fish Tender) • Operates >3nm from territorial sea baseline, • 50 ft & greater, • built prior to July 1, 2013, **and** • >25 years of age.	Decal (2 year)
Fishing Vessel or Fish Tender operating >3nm from territorial sea baseline **or** anywhere with more than 16 POB.	Exam (5 year)
All others	Voluntary

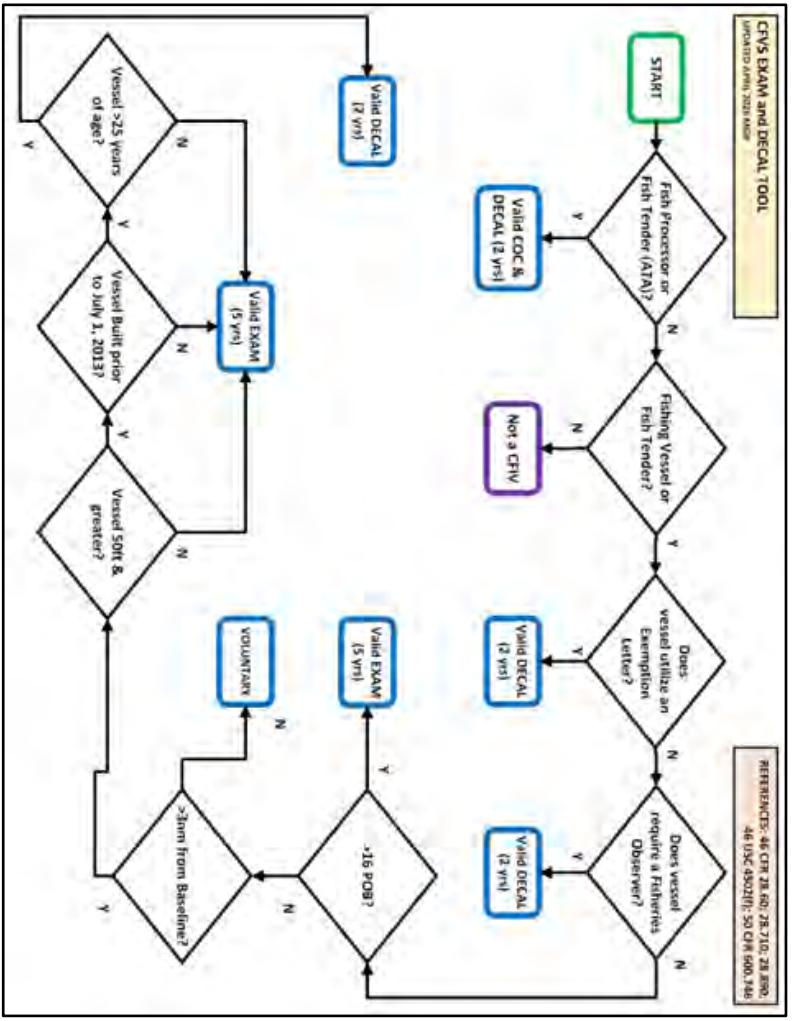
*As required by fisheries regulations



FISHING VESSEL SAFETY EXAMS and BOARDINGS (cont)

46 USC 4502(f); 46 CFR 28.710 (Fish Processor); 28.890 (ATA); 50 CFR 600 .746 (Observers); MLE Manual COMDTINST M16247.1G, Chap. 3.D.5.b.1.a.

CFVS EXAM and DECAL TOOL:



FISHING VESSEL SAFETY EXAMS and BOARDINGS (cont)

46 USC 4502(f); 46 CFR 28.710 (Fish Processor); 28.890 (ATA);
50 CFR 600 .746 (Observers); MLE Manual COMDTINST M16247.1G, Chap. 3.D.5.b.1.a.

DOCKSIDE EXAM INFORMATION

Vessels that receive a CFVS Dockside Exam are examined for the route and service indicated on the CG-5587 (Examination Report). The CFVS Decal is punched based on this information. If a vessel is operating outside the parameters specified on the CG-5587 or CFVS Decal, then it may be in violation of the mandatory exam requirement.

Verify that the following information is within the route and service applicable during the boarding:

- ✓ Vessel Service
- ✓ Max POB
- ✓ Boundary Line: Inside/outside boundary line
- ✓ Waters: Distance from shore.

DEPARTMENT OF HOMELAND SECURITY — OMB No. 1625-0061
U.S. Coast Guard
DOCKSIDE COMMERCIAL FISHING VESSEL SAFETY EXAMINATION

Privacy Notice

Authority: 14. U.S.C. § 504, 46 U.S.C. Chapter 45, 46 U.S.C. § 6104, §8103, and §10603.
Purpose: To document the Dockside Examiner's report, enhancement of fishing vessel Safety, and promotion of public awareness and education.
Routine Uses: This information will be used to inform Coast Guard reporting and administration of Dockside Examination data and recording the number of vessels and level of compliance with Coast Guard regulations. For more information on how USCG uses this information, please see DHS/USCG/PIA-008, Marine Information for Safety and Law Enforcement (MISLE).
Disclosure: Furnishing this information is voluntary. Failure to provide this information may prevent issuance of a safety decal.

Vessel Name		**ID Number**	
Call Sign	**MMSI**	**Other Identifier**	
Length	**Gross Tonnage**	**Hull Color**	**Trim Color**
Year Built	**Net Tonnage**	**House Color**	**Max POB**
Year Converted	**Keel Laid Date**	**New Construction** ☐ (Y) ☐ (N)	
Hull Type ☐ Wood ☐ Steel ☐ FRP ☐ Alum ☐ Other		**Any Visible Structure Modification** ☐ (Y) ☐ (N)	
Fuel ☐ Gas ☐ Diesel	**Tanks** ☐ Portable ☐ Fixed (vented)	**Fuel Cap (Gal)**	**# of Fuel Tanks**
Horsepower	**Number of Shafts**	**Lube Oil Cap (Gal)**	**Hydraulic Oil Cap (Gal)**
Vessel Type ☐ Fishing Vessel ☐ Fish Tender ☐ Fish Processor		**Propulsion** ☐ Inboard ☐ Inboard/Outboard ☐ Outboard	
Exam Type ☐ Initial Issue ☐ Dockside Renewal Exam ☐ Tribal ☐ Fix-It ☐ Follow-up ☐ COC		**Reason for Exam** ☐ Mandatory ☐ Voluntary ☐ Exemption ☐ Observer Coverage ☐ Other: _____	
Fishing Gear Type ☐ Long Line ☐ Trap ☐ Troll ☐ Trawl ☐ Purse Seine ☐ Gill Net ☐ Dredger ☐ Tender ☐ Head & Gut ☐ Processor ☐ Dive ☐ Other (Specify) _____			
Route ☐ Inland ☐ Waters Inside Coastal Waters ☐ Coastal Waters			
Operational Area ☐ Inside ☐ Outside ☐ <3NM ☐ <12NM ☐ <20NM ☐ <50NM ☐ <100NM ☐ >100NM to 200NM ☐ >200 NM			
Applicable Waters ☐ Warm ☐ Cold			
Owner		**Point of Contact**	
Address		Address	
State / Phone / Email		State / Phone / Email	

☐ A dockside examination has been completed on this vessel, however a Commercial Fishing Vessel Safety Decal cannot be issued due to the deficiencies listed on the Continuation Sheet.

MISLE Activity #

Example CG-5587 (5/25)

FISHING VESSEL SAFETY EXAMS and BOARDINGS (cont)

46 USC 4502(f); 46 CFR 28.710 (Fish Processor); 28.890 (ATA); 50 CFR 600 .746 (Observers); MLE Manual COMDTINST M16247.1G, Chap. 3.D.5.b.1.a.

Boarding Policy and the BIG 8

Vessels with a valid decal can expect to see an abbreviated boarding (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 (full boarding).

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

BIG 8

1-Immersion Suits/PFDs	5-Fire Extinguishers
2-Survival Craft	6-Stability
3-Distress Signals	7-High Water Alarms
4-EPIRB	8-Drills & Training

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.

Before departing the vessel, provide the operator with contact information for the local CFVS Examiner so they can work quickly to correct the violations and move towards full compliance.

Contact phone numbers for local examiners are located on inside cover of this guide.

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. CVC Work Instruction CVC-WI-019(1) CFV Third Party Examination Program and Procedures for Designation as an "Accepted Organization" or "Similarly Qualified Organization" provides policy on the program. Coordinators maintain a list of these organizations. Examples: NAMS, SAMS, NAVTECH and First Watch Maritime. *46 CFR 28.50*

Accommodations – includes messrooms, lounges, sitting areas, recreation rooms, quarters, toilet spaces, shower rooms, galleys, berthing facilitates 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*

Auxiliary Craft – means a vessel that is carried onboard a commercial fishing vessel and is normally used to support fishing operations. *46 CFR 28.50*

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*

DEFINITIONS (Continued)

Sources in *italics*

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. For a vessel greater than 79 feet overall in length, a keel is deemed to be laid when a marine surveyor affirms that a structure adequate for serving as a keel for such vessel is in place and identified for use in the construction of such vessel. *46 USC 4503(f), CVC-WI-015(2)*

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*

Coastline – means the territorial sea baseline as defined in 33 CFR 2.20. *46 CFR 28.50*

Coastwise Voyage – navigating the waters of any ocean or the Gulf of America 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. **Note**: All waters in NWD and AD are Cold Waters. *NVIC 7-91*

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

Commercial Hybrid PFD – a hybrid PFD approved for use on commercial vessels. A hybrid PFD means a personal flotation device that has at least one inflation chamber in combination with inherently buoyant material. *46 CFR 160.-077-2(b) & (d)*

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

DEFINITIONS (Continued)

Sources in *italics*

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*

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. GRT=Gross Registered Ton (46 USC 14502). GT (ITC)=Gross Ton, International Tonnage Convention (46 USC 14302).

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

DEFINITIONS (Continued)

Sources in *italics*

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*

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

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. *46 USC 14302*

Length – Registered Length is the length listed on the vessel's Certificate of Documentation, Certificate of Registry, or Tonnage Certificate. **Overall Length** means the horizontal distance of the vessel's hull between the foremost part of a vessel's stem to the aftermost part of its stern, excluding fittings and attachments. Overall Length 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 69.9, 46 CFR 42.13-15*

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*

DEFINITIONS (Continued)

Sources in *italics*

Near-Coastal (licensing) – means ocean waters not more than 200 miles offshore from the United States and its possessions, except for MMCs endorsed as Operator of Uninspected Passenger Vessel (OUPV) for which near-coastal is limited to waters not more than 100 miles offshore from the United States and its possessions. *46 CFR 10.107*

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

Noncitizen National – An individual who owes permanent allegiance to the United States but is not a U.S. Citizen. Typically persons born in U.S. outlying possessions (American Samoa/Swains Island) or born abroad to noncitizen parents. *8 USC 1408*

Oceangoing – Vessels which operate any time seaward of the outermost boundary of the territorial sea (3 nm) of the U.S. Note: A Canadian or U.S. ship being operated exclusively on the Great Lakes of North America or their connecting and tributary waters, or exclusively on the internal waters of the United States and Canada; is not an “oceangoing” ship. *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 America, 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)*

DEFINITIONS (Continued)

Sources in *italics*

Recreational Vessel – a vessel being manufacturer or operated primarily for pleasure; or leased, rented, or chartered to another for the latter's pleasure. It does not include a vessel engaged in the carriage of passengers-for-hire. *46 USC 2101(34), 33 CFR 175.3*

SEAK – Southeast Alaska

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, RINA. *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 is normally marked as a gray line on charts). *33 CFR 2.22*

Third Party Organization (TPO) – an Accepted Organization or Similarly Qualified Organization that performs examinations or inspections on behalf of the Coast Guard. *CVC-WI-019(1)*

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

DEFINITIONS (Continued)

Sources in *italics*

Undocumented – a vessel that holds a Certificate of Number (state registration) issued by a State or Tribal Authority.

UPV – Uninspected Passenger Vessel that carries up to 6 passengers (including at least 1 for hire if <100 GRT), or up to 12 passengers (including at least 1 for hire if ≥100 GRT). *46 USC 2101(53), 46 CFR 24.10-1*

Use – operate, navigate, or employ. *33 CFR 175.3, 46 CFR 25.25-3*

Vessel[1] – means every description of watercraft or other artificial contrivance used or capable of being used as a means of transportation on water. *33 CFR 173.11, 46 USC 115 (refers to 1 USC 3).*

Vessel[2] – as used in this subpart, includes all vessels indicated in column 5 of Table 24.05-1(a) *refers to Table 46 CFR 2.01-7(a)*. *46 CFR 24.10-1*

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*

Watertight – means designed and constructed to withstand a static head of water without any leakage, except that "watertight" for the purposes of electrical equipment means enclosed so that equipment does not leak when a stream of water from a hose with a nozzle one inch in diameter that delivers at least 65 gallons per minute is played on the enclosure from any direction from a distance of 10 feet for five minutes. *46 CFR 28.50*

Weather deck – means the uppermost deck exposed to the weather to which a weathertight sideshell extends. *46 CFR 28.50*

Weathertight – means that water will not penetrate into the unit in any sea condition. *46 CFR28.50*

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 vessels 5 NT or greater that engage in fisheries or coastwise trade.

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” or “Fish Products” 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 Numbers	WAC 308-93-(700-770)

APPLICABILITY

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

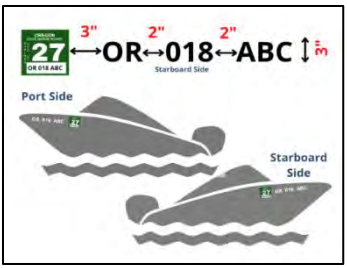
REQUIREMENTS

Certificate Onboard:

- Valid or Temporary State Certificate of Numbers on board whenever underway. Certificate may be hard copy or digital format.

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 36 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. See NEXT page.

Numbers Issued by Tribal Authority:
In Washington 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.

Lummi Nation Example

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

ALL VESSEL REQUIREMENTS

TONNAGE CERTIFICATE

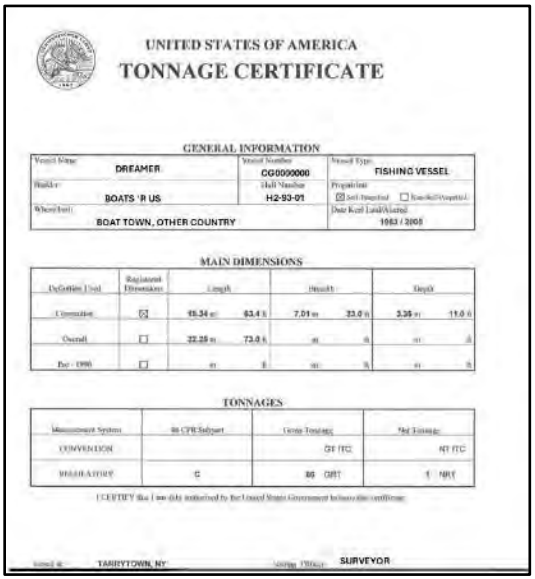
Vessels Requiring Documentation	46 CFR 67.7
Fishery Endorsement Requirements	46 CFR 67.21
Tonnage Measurement Guidelines for Small Fishing Vessels	G-MVI-5 ltr 26 Oct 1990

APPLICABILITY

There are different conventions and many caveats to how vessels are admeasured *(defined as to measure the dimensions and capacity of a vessel, as for official registration)*. Using the Simplified Tonnage Calculator, a vessel that is approx. 36 feet in length will yield more than 5 Net Registered Tons (NRT) and is required to have a Certificate of Documentation if having a Fishery or Coastwise endorsement. Fishing Vessels 5 NRT or more, that were built outside the United States, are not eligible for a COD. A way around this, is to modify the vessel's fish holds and other spaces, hire an admeasurer to carefully calculate the tonnages of the vessel and have a Tonnage Certificate issued by an authorized Similarly Qualified Organization (ABS, DNV, RINA, etc).

When encountering a state registered vessel 36 feet or more, ask to see the Tonnage Certificate to verify the registered dimensions, GRT and NRT of the vessel. Tonnage Certificate, or other acceptable proof must be maintained onboard the vessel.

Tonnage Certificate Example:



UNITED STATES OF AMERICA

TONNAGE CERTIFICATE

GENERAL INFORMATION

Vessel Name: DREAMER		Official Number: CG0000000	Vessel Type: FISHING VESSEL
Builder: BOATS 'R US		Hull Number: H2-93-01	Propulsion: ☒ Self-Propelled ☐ Non-Self-Propelled
Where built: BOAT TOWN, OTHER COUNTRY			Date Keel Laid/Started: 1963 / 2008

MAIN DIMENSIONS

Description	Registered Dimensions	Length	Breadth	Depth
Documented	☒	10.34 m 63.4 ft	7.01 m 23.0 ft	3.35 m 11.0 ft
Overall	☐	22.25 m 73.0 ft	m ft	m ft
Per 1990	☐	m ft	m ft	m ft

TONNAGES

Measurement System	46 CFR Subpart	Gross Tonnage	Net Tonnage
CONVENTION		69 GT ITC	47 NT ITC
REGULATORY	C	69 GRT	5 NRT

I CERTIFY that I was duly authorized by the United States Government to measure this vessel.

TARRYTOWN, NY SURVEYOR

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 38 and 52 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
Vessel Bridge-to-Bridge Radio Telephony Certificate	300 GRT or more*	Valid endorsement by technician
Marine Radio Operator Permit	300 GRT or more	Required if station power does not exceed 1500 watts peak envelop power
GMDSS Radio Operator License	300 GRT or more	2 GMDSS operators are required if the vessel has GMDSS
Cargo Ship Safety Radio Certificate	300 GRT or more	Valid endorsement by FCC technician. Lists GMDSS equipment and Sea Areas. Inspected annually
Radio Log Entries	300 GRT or more	Requirements identified in 47 CFR 80.409
Card of Instructions	300 GRT or more	Instructions include summary of radiotelephone distress procedure Displayed in view of principal operating station

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

BIG 8

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

REQUIREMENTS

Some vessels may have an exemption from this requirement. See page 87 (exemptions) for information.

The device must be of the proper size for the individual assigned.

CRITERIA—COLD WATERS	TYPE REQUIRED
All vessels on Coastal Waters[1] or beyond	Immersion suit (160.171) .
Vessels ≥40 feet, inside coastal waters	Wearable PFD approved under 160.055, 160.155, 160.176, or 160.255, or immersion suit[2].
Vessel < 40 feet, inside coastal waters	Wearable PFD approved under 46 CFR subchapter Q (160 series), or immersion suit[2].

*[1]**Arctic District**—A letter of non-enforcement from the immersion suit requirement is currently available for vessels carrying infants and children under 39" via request to Arctic District (dpi).*

[2]A commercial hybrid approved under former approval series 160.077 prior to January 6, 2025, may be substituted for a PFD approved under approval series 160.055, 160.155, 160.176, or 160.255 if it is in good and serviceable condition, used in accordance with the conditions marked on the PFD and in the owner's manual, and labeled for use on commercial vessels.

REQUIREMENTS

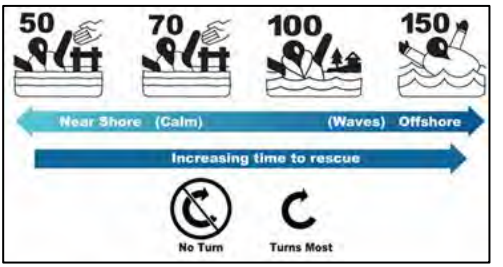
ITEM	REQUIREMENT
Stowage	Readily accessible to berthing and workstations (may require more than 1 device)
Condition	Good and serviceable condition; Properly maintained per manufacturer
Approved Personal Marker Light (PML) (161.012)	One on each suit or PFD, attached to front shoulder—vessels on coastwise or ocean voyages (beyond boundary line)
Retro-reflective mat.	200 cm^2 (31 in^2) front and back (each side)
Markings	Must be marked with the name of: - The vessel; **or** - The owner of the device; **or** - The individual to whom it is assigned.

IMMERSION SUITS/PFDS (Continued) #140

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

CHANGES TO PFD LABELING, APPROVAL, AND CARRIAGE REQUIREMENTS (2025)—PFD HARMONIZATION

The US and Canada harmonized the approval standards recognized by both countries. The final rule went into effect January 5, 2025, and was enforceable on June 4, 2025. The Coast Guard made changes to 46 CFR Subchapter Q and has retired the "Type" categories describing PFDs. In its place, it describes PFDs by performance categories that include levels of buoyancy (in Newtons) and turning (righting) characteristics.



**Existing PFDs that still possess the "Type" categories (and not the new labels) are still accepted if they are in good condition and does not require any action on the part of mariners who have approved PFDs onboard.*

EXAM CHECKLIST	
►	At least one device in serviceable condition and of the proper size per individual.
►	Each device stowed to be **readily accessible.**
►	Operate zippers, clips, etc.
►	PML attached & operational (when required).
►	PML battery not expired (#146).
►	Proper markings (#145)
►	Retro-reflective material; 31 sq. inches on each side (#145)
►	Immersion suits and inflatable PFDs must be maintained per manufacturers' standards to include periodic pressure testing or inflation tests. See APPENDIX for more info.
►	Excess PFDs/immersion suits should be maintained and in serviceable condition, marked "For Training Only", or removed from the vessel.

ALL VESSEL REQUIREMENTS

RING LIFE BUOYS #141

Carriage Requirements 46 CFR 28.115, 46 CFR 25.25; NVIC 1-92;
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 ≥60 ft of line* attached
65 feet or more	3 orange ring life buoys, 24 inch in diameter with ≥90 ft of line* attached to at least one ring life buoy.

*NVIC 1-92 recommends line should be non-kinking; ≥8 mm (5⁄16 inch) in diameter; breaking strength ≥5 kN (1,124 lbf); and is, if synthetic, a dark color or certified by the manufacturer to be resistant to deterioration from ultraviolet light.

COMMERCIAL LIFESLING Approval #160.050/152/1

Operators are encouraged to have devices to recover a person overboard. Per USCG 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 USCG Approval 160.050/152/1,
- Crew is trained in its proper use, **and**
- Device is stowed as per the instructions.

ACCEPTABILITY

- All cushions and ring life buoys required by regulation must be USCG Approved.

EXAM CHECKLIST	
►	Check for proper type and quantity.
►	Each device stowed to be **immediately available**.
►	CG approved, and in serviceable condition.
►	Retro reflective tape, 2” wide bands evenly spaced on both sides.
►	Marked with vessel’s name.
►	Line is attached and meets recommended specifications.
►	Electric Distress Lights on ring life buoys are not required and are considered excess equipment.
►	Excess ring life buoys should be maintained and in serviceable condition, marked "For Training Only”, or removed from the vessel.

SURVIVAL CRAFT #142

46 CFR 28.120; 46 CFR 28.135

Some vessels may have an exemption from this requirement. See page 87 (exemptions) for information.

ACCEPTABILITY

- The required survival craft is **on board**.
- The required survival craft is **Coast Guard Approved**.
  - 160.010—Buoyant Apparatus
  - 160.010—Inflatable Buoyant Apparatus
  - 160.027—Life Float
  - 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 15.
- The craft is **stowed properly**. (See page 11)
- Appropriate life raft equipment pack for the vessel's route (See page 12)
- 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, marked with vessel's name, has retro-reflective tape installed, 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 liferafts and inflatable buoyant apparatus (IBA) must be serviced no later than the month and year on its servicing sticker (if expired, see Termination guidance, p. 82). Extended service liferafts must be inspected annually by trained individual.
►	Check hydrostatic release for proper installation and expiration date (if expired, see Termination guidance, p. 82.)
►	Excess survival craft should be 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

UNDOCUMENTED (State or Tribal Registration)		
Length	**Area**	**Survival Craft Required**
< 36 ft	Inside/outside boundary line to 12 miles from coastline*	Buoyant apparatus (see note 2)
36 ft or more	Inside/outside boundary line to 12 miles from coastline*	Buoyant apparatus
Any length	>12 miles from coastline*	Inflatable buoyant apparatus

DOCUMENTED or ANY vessel with >16 POB		
< 36 ft	Inside/outside boundary line to 12 miles from coastline*	Buoyant apparatus (see note 2)
36 ft or more	Inside/outside boundary line to 12 miles from coastline*	Inflatable buoyant apparatus (see note 3)
Any length	12-20 miles from coastline*	Inflatable liferaft with Coastal Service pack
Any length	20-50 miles from coastline*	Inflatable liferaft with SOLAS B pack.
Any length	>50 miles from coastline*	Inflatable liferaft with SOLAS A pack.

***Coastline** means the territorial sea baseline as defined in 33 CFR 2.20.

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

1. Lifeboat
2. Inflatable or rigid liferaft with SOLAS A pack
3. Inflatable or rigid liferaft with SOLAS B 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: *per 46 CFR 28.120(b)* 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: *per 46 CFR 28.120(c)* 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*.

STOWAGE OF SURVIVAL CRAFT #143

46 CFR 28.125, NVIC 4-86; NVIC 1-92

REQUIREMENTS

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

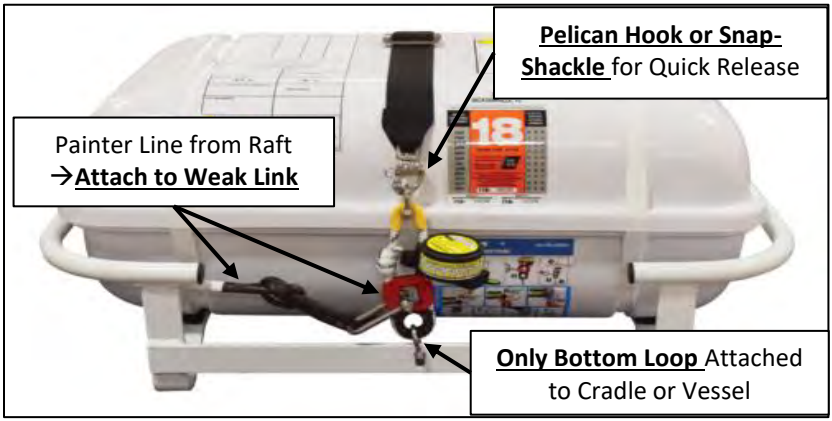
- Each inflatable liferaft with a **Coastal Service pack, inflatable buoyant apparatus,** and **any auxiliary craft** used in their place, must be kept **readily accessible** for launching **or** be stowed to float free in the event the vessel sinks.

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. An approved weak link may be used. See APPENDIX and NVICs 4-86 and 1-92.



SURVIVAL CRAFT EQUIPMENT #144

46 CFR 28.130; 46 CFR 160.051-9

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 (on 4-person liferafts “B PACK” is acceptable)
  - SOLAS A (on 4-person liferafts “A PACK” is acceptable)

- Life floats and buoyant apparatus must be fitted with:
  - Lifeline, pendants and painter
  - Floating electric distress light (161.010)
  - Weak-link approved for specific sized craft (46 CFR 160.073)

Some vessels may have an exemption from this requirement. See page 87 (exemptions) for information.

Note: Excess survival craft must meet guidelines in the Marine Safety Manual, Vol II (COMDTINST M16000.7B). See page 85.

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

For additional information and checklists for examining a rigid liferaft (Ovatek) see the APPENDIX.

ESCAPE ROUTES

46 CFR 28.140

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

ALL VESSEL REQUIREMENTS

LIFESAVING EQUIPMENT MARKINGS #145

46 CFR 28.135; 46 CFR 164.018; IMO Resolution A.658(16)

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 the owner of the immersion suit or PFD, or
  - Name of the person assigned to wear the immersion suit or PFD.

- Retroreflective markings must be with material approved under 46 CFR 164.018.
- Retroreflective marking arrangement must meet IMO Resolution A.658(16).

TABLE 46 CFR 28.135

ITEM	MARKINGS REQUIRED	RETROREFLECTIVE MATERIAL
Wearable PFD approved under 46 CFR subchapter Q (160 series), or Immersion 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, 2" wide bands, evenly spaced 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.

Type I Retroreflective Material: Used on flexible surfaces and rigid surfaces, except rigid surfaces that are continuously exposed.

Type II Retroreflective Material: Weather resistant material used on continuously exposed rigid surfaces.

MAINTENANCE / INSPECTION OF LIFESAVING EQUIPMENT #146

46 CFR 28.140, 46 CFR 160.151-57(n)

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
EPIRB	Monthly: Test	46 CFR 25.26-5
Immersion suits and PFD's	Annual: Inspect, clean, and repair as necessary†	46 CFR 28.140
Inflatable wearable PFD.	Annual: Servicing	46 CFR 28.140
Alkaline 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
Buoyant apparatus or life float	Annual: Inspect, clean, and repair as necessary†	46 CFR 28.140
Inflatable liferaft or Inflatable buoyant apparatus	Annual: Servicing (See Note 1)	46 CFR 28.140
Hydrostatic Release Unit (HRU), disposable	Replace by expiration date	46 CFR 28.140

† See APPENDIX for additional immersion suit service guidelines

* Water-activated batteries must be replaced after use. Some PMLs can have an extended battery expiration date per USCG approval. *See approval in CGMIX.*

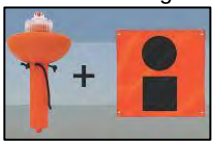
Note 1: A new inflatable liferaft and inflatable buoyant apparatus within two years of the manufacture date. This may be extended if specific conditions have been met. Extended service liferafts may have expirations up to 30 months from last servicing if annual onboard inspections are carried out. See 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 Inside Coastal Waters	None
Coastal Waters*	**Night:** one electric distress light (161.013); or 3 approved flares; **plus** **Day:** one distress flag (160.072); or 3 approved flares; or 3 approved smoke signals 
Ocean, 3-50 nm from coastline *(baseline)*	3 parachute flares (160.036 or 160.136) 6 handheld flares (160.021 or 160.121) 3 smoke signals (160.022, 160.122 or 160.037)
Ocean, more than 50nm from coastline *(baseline)*	3 SOLAS parachute flares (160.136) 6 SOLAS handheld flares (160.121) 3 SOLAS smoke signals (160.122) 

***Note:** 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 or .121 handheld red flare distress signal, 160.024 parachute red flare distress signal; 160.036 or .136 hand-held red rocket propelled parachute flare; 160.066 distress signal for boats, red aerial pyrotechnic flare.

ACCEPTABILITY

All required 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.”

EPIRB #148

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

APPLICABILITY

EPIRB ACTIVATION HOTLINE: 855-406-USCG

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

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.

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

All Cat 1 & 2 EPIRBs must be housed in an appropriate bracket.
*Cat 1s must be mounted free from overhangs or entrapments.

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. See page 87.

EXAM 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 (Enforced by FCC 47 CFR 80.1061(f))
►	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 15 for inspection and testing requirements.

ALL VESSEL REQUIREMENTS

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 20			

***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).
- Extinguishers with larger ratings or multiple letter designations may be used if they meet the minimum requirements of 46 CFR 25.30.
- Boats less than 26 feet in length with an OUTBOARD motor 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 CO_2 fire extinguishers are rated at 5-B:C
- 10, 15 & 20-lb CO_2 fire extinguishers are rated at 10-B:C

EXAM 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 indicators intact.
►	Rechargeable extinguishers serviced and tagged ANNUALLY by technician.
►	Non-rechargeable extinguishers replaced after use or 12 yrs.

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

EXTINGUISHER INSPECTION AND MAINTENANCE

NFPA-10 specifies annual maintenance and monthly inspections of portable fire extinguishers.

RECHARGEABLE extinguishers commonly have a steel cylinder and come in a wide variety of sizes and types. These require annual servicing by a certified technician and monthly inspections by vessel owner/operator. **Note:** The date on the servicing tag could be service date OR expiration date.

NON-RECHARGEABLE extinguishers have aluminum cylinders and are typically smaller in size. Annual servicing is not required; monthly inspections are performed by vessel owner/operator. Extinguishers are removed after use or 12 years from date of manufacture.

NON-RECHARGEABLE

RECHARGEABLE

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

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 in stairways)
Accessible baggage & storerooms (accommodations)	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.

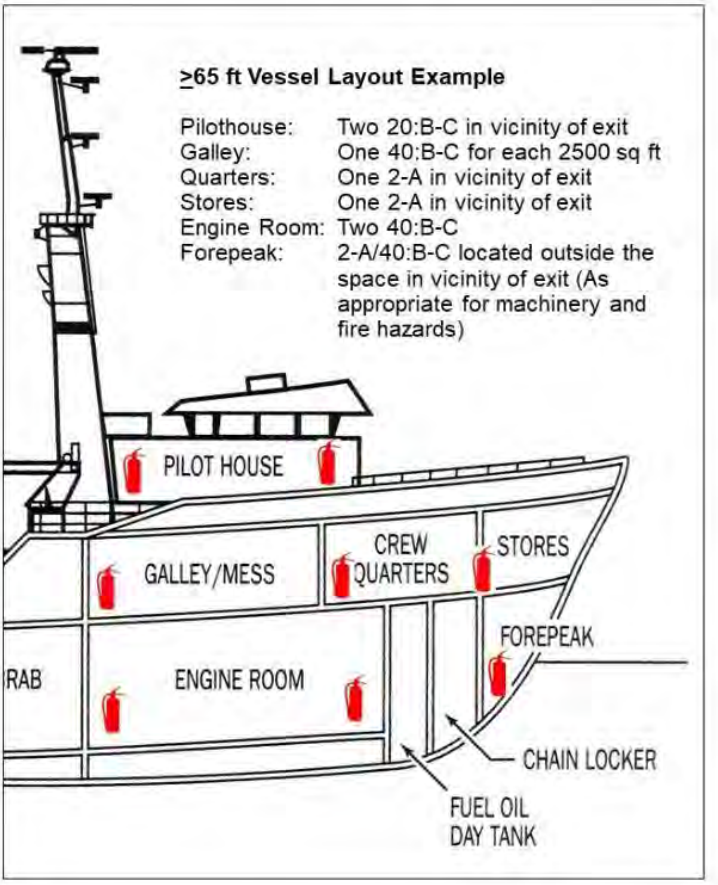
Note: 5-lb CO_2 fire extinguishers are rated at 5-B:C. 10, 15 & 20-lb CO_2 fire extinguishers are rated at 10-B:C

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

ADDITIONAL FIRE PROTECTION EQUIPMENT

Vessels >300 GRT must be fitted with a 160-B semi-portable fire extinguishing system (50-lb dry chemical wheeled unit, for example) or a fixed fire extinguishing system in the machinery space.



STABILITY (EHC-ALL VESSELS) #177

46 CFR 28.65(b)(5)

ALL VESSELS – 46 CFR 28.65(b)(5)

This section is applicable to all vessels and is intended to address serious hazards.

Vessels 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**.

VESSELS 79 FT or GREATER — 46 CFR 28.500

Stability Instructions and additional requirements may be applicable to vessels 79 ft or greater. See page 56.

BACKFIRE FLAME CONTROL #138

46 CFR 25.35-1

APPLICABILITY

All vessels with **installed gasoline engines** (not required on outboard 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 backfiring into the air chamber which might cause a fire or explosion.
- Devices must be installed on the engine, be clean and in good and serviceable condition.

ALL VESSEL REQUIREMENTS

VENTILATION **#139**
46 CFR 25.40

APPLICABILITY

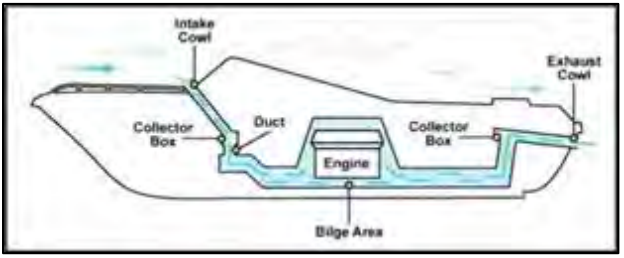
All vessels with closed compartments which use gasoline for electric generation, mechanical power, or propulsion.

REQUIREMENTS

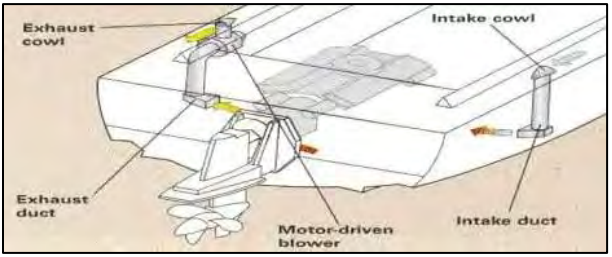
Vessels manufactured after 1940 must have adequate natural ventilation in each fuel and engine compartment having an ignition source.
Note: A fuel level sensing unit is **not** an ignition source.

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 recirculate fumes.



- **Power Ventilation, if equipped:**
  - Motor must be operational;
  - Ducting must be intact; and
  - System must discharge adequate volumes of air.



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.
- Reads the following information (no specific layout is required):

NOTICE

REPORT ALL INJURIES

United States law, Title 46 United States Code Chapter 106 Section 10603, requires each seaman on a fishing vessel, fish processing vessel, or fish tender vessel to notify the master or individual in charge of the vessel or other agent of the employer regarding any illness, disability, or injury suffered by the seaman when in service to the vessel not later than seven days after the date on which the illness, disability, or injury arose.

For more information contact your local U.S. Coast Guard Sector or District Commander

CG Boarding Officers and CFVS Examiners are encouraged to provide placards to the owner/operator.

Placards are available from the local Sector.

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.

CG Boarding Officers and CFVS Examiners are encouraged to provide placards to the owner/operator.

Placards are available from the local Sector.

ALL VESSEL REQUIREMENTS

WASTE MANAGEMENT PLAN #151
GARBAGE LOG—RECORD KEEPING REQUIREMENTS

33 CFR 151.57 Waste Management Plans
33 CFR 151.55 Recordkeeping Requirements
33 USC 1901 et seq., MARPOL Annex V MEPC.360(79)

WASTE MANAGEMENT PLAN APPLICABILITY

All oceangoing (beyond 3nm from baseline) 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,
- **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.

GARBAGE LOG—RECORD KEEPING APPLICABILITY

400 GRT & Greater	>3 nm from baseline	All manned US vessels
100 GRT & Greater	>3 nm from baseline	All manned US vessels engaged in voyages to ports of another Party to Annex V (Canada for example)

REQUIREMENTS

Applicable ships must record all garbage discharges (at sea or at a reception facility), garbage incineration, including accidental discharges. The entries must be maintained onboard in an appropriate Garbage Record Book and meet entry standards of 33 CFR 151.55.

ALL VESSEL REQUIREMENTS

GARBAGE PLACARD #156

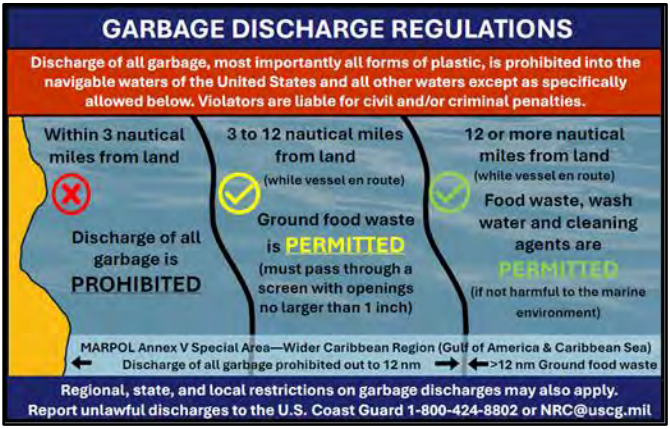
33 CFR 151.59

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 8” X 5” in size and legible.
- Must be made of durable material.



CG Boarding Officers and CFVS Examiners are encouraged to provide placards to the owner/operator.

Placards are available from the local Sector.

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.

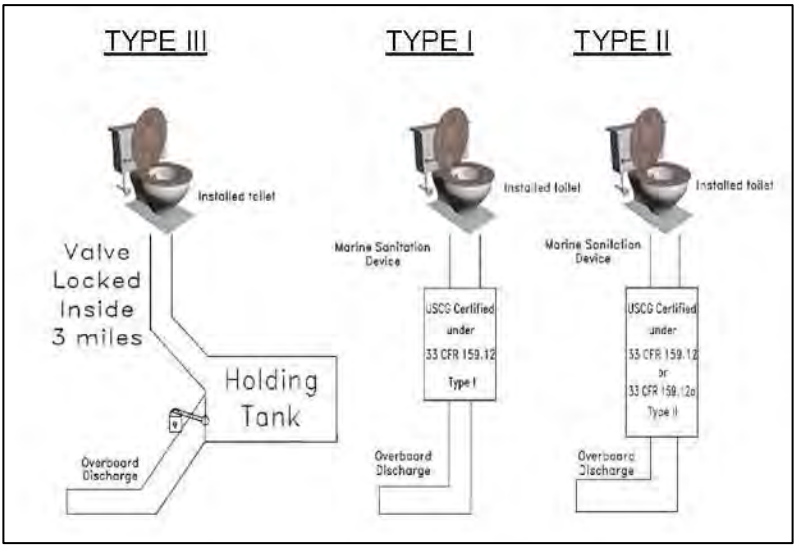
Secured means locked, tagged, wire-tied, zip-tied, or chained (or handle removed) in the closed position.

NO DISCHARGE ZONES

The State of Washington has declared the waters of Puget Sound a No Discharge Zone (Chapter 173-228 WAC). The discharge of ANY sewage (treated or untreated), from all vessels, is prohibited.

MARINE SANITATION DEVICE (Continued) **#152**
33 CFR 159

MSD TYPES:



Y-VALVE EXAMPLE:

INLAND NAVIGATION RULES #153

33 CFR 83.01(g), NVIC 1-16, CH-3

APPLICABILITY

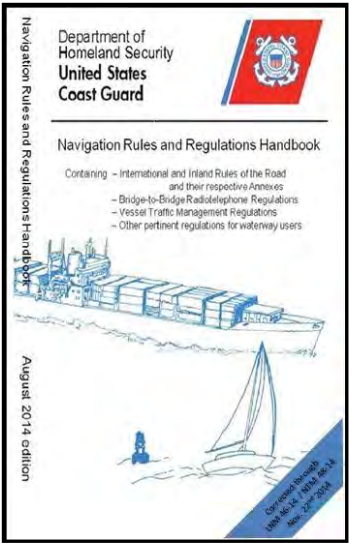
All self-propelled vessels greater than 12 meters (39.4 ft), overall length, operating on the **INLAND**[1] waters of the U.S. (waters inside the COLREGS Demarcation Lines).

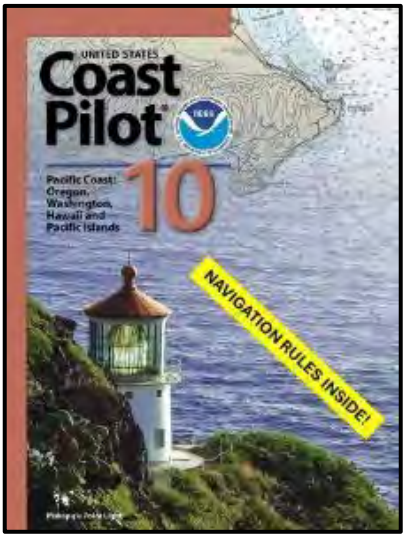
REQUIREMENTS

- Have on board for ready reference a current copy of the Inland Navigation Rules[2].
- May be a hard copy or easily accessible electronic copy.

Note 1: COLREGS applies to the waters of Puget Sound, Lake Union, and all of Alaska. Therefore, the carriage of this publication is not required while operating in these areas.

Note 2: The Navigation Rules are included in current copies of the Coast Pilot publication.





ALL VESSEL REQUIREMENTS

VESSEL TRAFFIC SERVICES (VTS) RULES

33 CFR 161.4, NVIC 01-16, CH. 3

APPLICABILITY

VTS Users are required to carry on board a ready reference of the applicable VTS Rules. May be in electronic format.

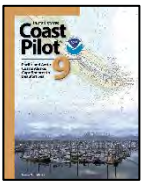
Fishing Industry Vessels within a VTS area are defined as VTS Users that are: *(20m (65.6 ft) or more in length)*

- Subject to the Vessel Bridge-to-Bridge Radiotelephone Act;
- Equipped with a required Coast Guard type-approved Automatic Identification System (AIS); or
- Required to participate in a Vessel Movement Reporting System (VMRS)*.

VTS AREAS

- Puget Sound
- Prince William Sound
- Canada (verify specific requirements)

REQUIREMENTS

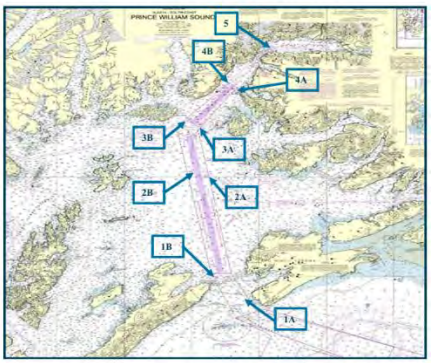


The **VTS Rules** may be kept in readily accessible electronic format and are contained in the applicable U.S. Coast Pilot or the respective VTS User's Manual. Available for download from NAVCEN website (*https://www.navcen.uscg.gov*).

***VMRS required Fishing Industry Vessels**:

- Every power-driven vessel of 40m (131.2 ft) or more in length

VTS Prince William Sound Reporting Points



ALL VESSEL REQUIREMENTS

NAVIGATION LIGHTS #154

Inland 33 CFR 83 & 84
International 33 USC 1602

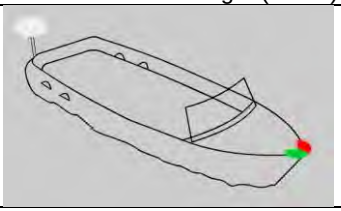
APPLICABILITY

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

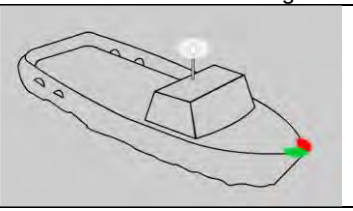
LESS THAN 12m (39.4 FT)

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

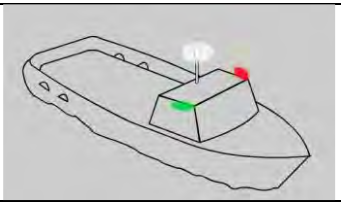
- Sidelights (**green** starboard/**red** port) 112.5° arc of visibility
- All-round mast light (**white**) or optional masthead and stern lights



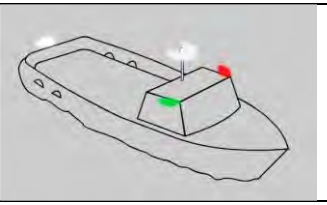
Option 1 with combined sidelights



Option 2 with all-round on top of cabin



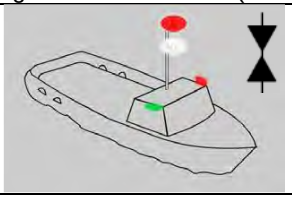
Option 3 with all-round white light with separate sidelights



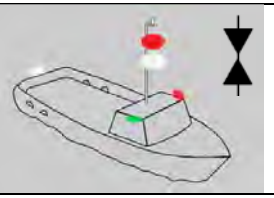
Option 4 with a masthead light, stern light and sidelights (sidelights may be combined)

Engaged in **fishing that restricts maneuverability**: **Rule 26**

- 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

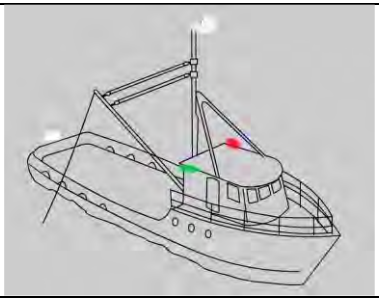
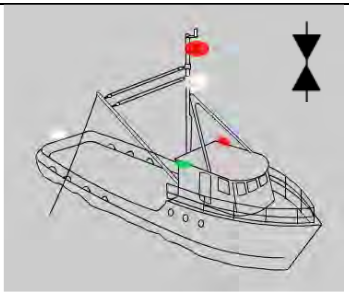


With stern light

NAVIGATION LIGHTS (Continued) **#154**

Inland 33 CFR 83 & 84
International 33 USC 1602

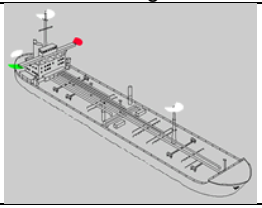
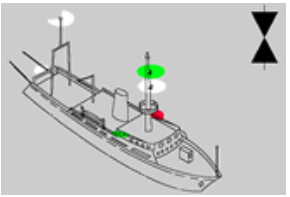
12m (39.4 FT) to 50m (164 FT)

Underway and **not fishing** must display: **Rule 23**	**Engaged** in **fishing and restricted** in ability to maneuver: **Rule 26**
• 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	• 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

NAVIGATION LIGHTS (Continued) #154

Inland 33 CFR 83 & 84
International 33 USC 1602

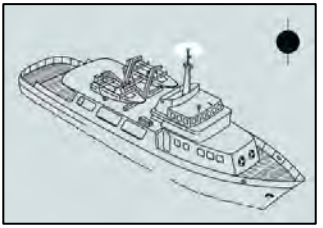
TECHNICAL REQUIREMENTS FOR NAVIGATION LIGHTS

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.

DAYSHAPE REQUIREMENTS

When engaged in **fishing that restricts maneuverability**, 2 black cones apex to apex must be properly displayed. Not required on trollers or single line pot vessels. Vessels at **anchor** must display a round black ball.



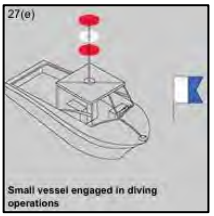
FISHING THAT RESTRICTS MANEUVERABILITY

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

<table>
<tr><th colspan="2">RESTRICTS MANEUVERING</th><th colspan="2">DOES NOT RESTRICT MANEUVERING</th></tr>
<tr><td>TRAWLING</td><td>SEINING</td><td>TROLLING</td><td rowspan="2">SINGLE-LINE POT VESSEL</td></tr>
<tr><td>GILL NETTING</td><td>LONGLINING</td><td rowspan="2">ROD & REEL</td></tr>
<tr><td colspan="2">CLAM/OYSTER DREDGING</td></tr>
</table>

DIVE HARVEST VESSELS—Rule 27(e)

Vessels engaged in diving shall exhibit (i) three all-round lights in a vertical line where they can best be seen. The highest and lowest of these lights shall be red and the middle light shall be white; (ii) a rigid replica of the International Code flag "A" not less than 1 meter in height. Measures shall be taken to ensure its all-round visibility



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.

Examiner or Boarding Officer should use good judgement on appropriateness of sound devices.

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 greater 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.

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 GRT 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.

For additional information see the APPENDIX.

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.

Example: (L) High freeboard; (R) COMAR MARK 1 Pilot Ladder

BIG 8

HIGH WATER ALARMS #168

46 CFR 28.250

APPLICABILITY

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

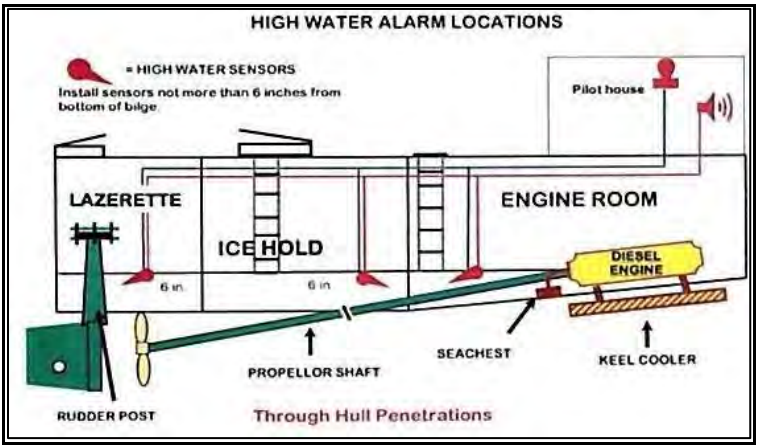
REQUIREMENTS

- **Visual** and **Audible** alarm at the operating station to indicate high water levels in normally unmanned spaces. **The visual alarm(s) should indicate high water for each applicable space.*

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

BIG 8

DRILLS, SAFETY ORIENTATION & TRAINING #171

46 CFR 28.270

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. *Note:* *Although highly encouraged, the logging of drills is NOT REQUIRED by this regulation.*

DRILLS, SAFETY ORIENTATION & TRAINING (Cont) #171

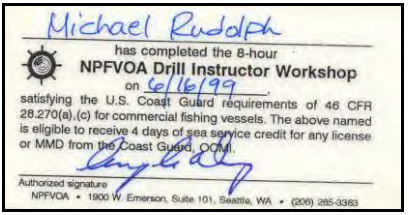
46 CFR 28.270

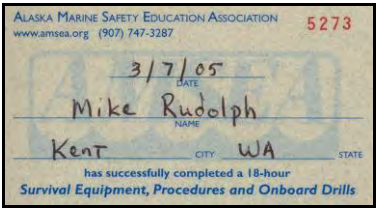
Safety Orientation — The master or individual in charge of a vessel must ensure that a safety orientation is given to everyone on board that has not participated in the required drills **before the vessel may be operated**.

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.

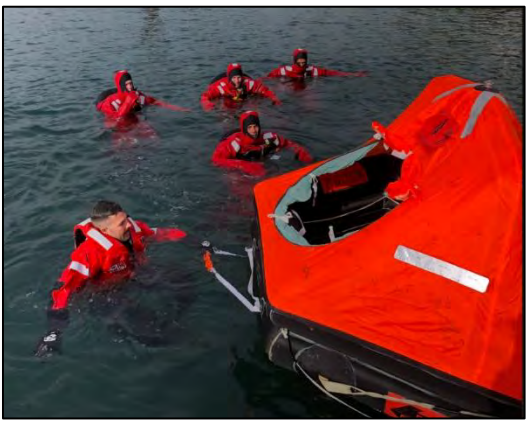
Note: The individual conducting the drills and instruction need not be the master, individual in charge of the vessel, or a member of the crew.

Drill training card examples:


Michael Rudolph
has completed the 8-hour
NPFVOA Drill Instructor Workshop
on 6/16/99
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, OCMI.
Authorized signature
NPFVOA • 1900 W. Emerson, Suite 101, Seattle, WA • (206) 285-3363


ALASKA MARINE SAFETY EDUCATION ASSOCIATION
www.amsea.org (907) 747-3287
5273
3/7/05
DATE
Mike Rudolph
NAME
Kent CITY WA STATE
has successfully completed a 18-hour
Survival Equipment, Procedures and Onboard Drills

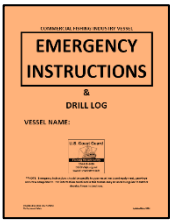
Examples of Drill Training providers:
North Pacific Fishing Vessel Owner's Association, Seattle, WA
Alaska Marine Safety Education Association, Sitka, AK
See the back of this guide for contact information.



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:

- Station Bill—Essential action to be taken in an emergency by everyone (POSTED).
- Emergency Signals—Fire, abandon ship and emergency signals (POSTED).
- Survival craft embarkation stations and the survival craft to which each person is assigned (POSTED).
- Immersion Suits—If immersion suits are provided, the location of the suits and illustrated instructions on the method for donning the suits (POSTED).
- MAYDAY Placard—Procedures for making a distress call (POSTED).
- *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. Examples of emergency instructions may be obtained from NPFVOA or AMSEA.

FIREMAN'S OUTFIT & SCBA #160

46 CFR 28.205

SELF-CONTAINED BREATHING APPARATUS (SCBA):

APPLICABILITY

ANHYDROUS AMMONIA

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, and
  - 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, and
  - 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

	Persons Certified	
# of POB	**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 Red Cross
- Coast Guard approved course†

Acceptable CPR Certificates:

- American Red Cross
- American Heart Association
- Coast Guard approved course†

† May be verified through the National Maritime Center

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.
- **Beware of courses available solely online (without an in-person, hands-on component). When in doubt, check the current list of approved courses with the National Maritime Center: https://www.dco.uscg.mil/national_maritime_center/**

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-3, 46 USC 3105, 33 CFR 161.4

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 3. 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**

  - **Coast Guard Light List (Pacific Coast and Pacific Islands)**
  - **Tide Tables**
  - **Tidal Current Tables**
- **Inland Navigation Rules:** Vessels ≥39.4 ft (12m) operating shoreward of the COLREG Demarcation Line. *Included in current Coast Pilot publications. *33 CFR 83.01(g)*
- **VTS User Manual** each VTS user shall carry on board a copy of the VTS rules *(VTS User's Manual is acceptable)*.

ACCEPTABILITY

- "Current" is considered corrected through the latest Notice to Mariners **or**: Chart (including Electronic Navigational Charts)—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, Inland Navigation Rules, Tide, and Current Tables are permitted.

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.

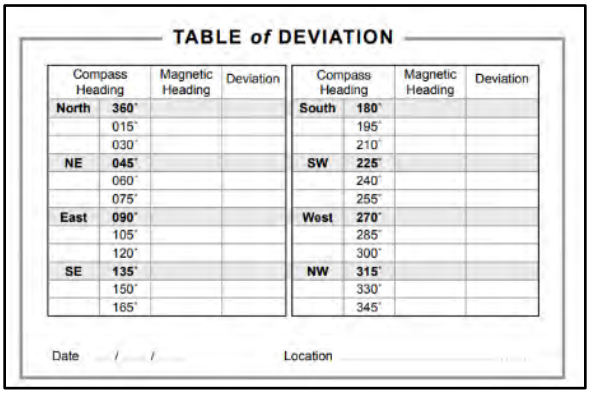


TABLE *of* DEVIATION

Compass Heading		Magnetic Heading	Deviation	Compass Heading		Magnetic Heading	Deviation
North	**360°**			**South**	**180°**		
	015°				195°		
	030°				210°		
NE	**045°**			**SW**	**225°**		
	060°				240°		
	075°				255°		
East	**090°**			**West**	**270°**		
	105°				285°		
	120°				300°		
SE	**135°**			**NW**	**315°**		
	150°				330°		
	165°				345°		

Date ___/___/___ Location _____

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.

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 6 nm 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.
- Cellular phones may substitute radios that operate in the 2 - 27.5 MHz range if their service and performance can be verified for the desired route (check with local Sector or District CFVS Coordinator).

Notes:

- A cellular phone may NOT substitute for 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.
- Verify the acceptability of new communications technologies with the District CFVS Coordinator.

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 or greater** 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.

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, 2023 NDAA (Pub. Law 117-263); 2026 NDAA (Pub. Law 119-60

APPLICABILITY: Fishing Industry Vessels operating seaward of the Boundary Line ***EXCEPT***

ANY VESSEL	Less than 79 feet (load line length)
	150 GRT or less, keel laid before January 1, 1986, and on a domestic voyage.
	Operating exclusively on the sheltered waters of Puget Sound, Canada, and SE Alaska *(46 CFR 42.03-35)*
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.

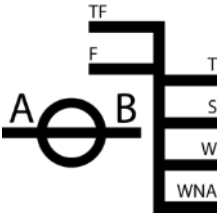
***The 2023/2026 NDAA established a period of non-applicability (through February 2029) for NWD or AD Fish Tenders that meet specific criteria. Contact the local Sector or District Coordinator for more information.*

LOAD LINE CERTIFICATES

- Issued by recognized 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

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.

STABILITY (VESSELS 79 FEET AND GREATER cont) **#177**

46 CFR 28.530 Instructions

MSIB 01-21 Improving Fishing Vessel Stability

STABILITY INSTRUCTIONS

- 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).

- Vessel's stability analyzed by the naval architect or qualified individual to meet stability criteria, *(not required to be included in stability instructions)* including: 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.

STABILITY INSTRUCTIONS EXAM CHECKLIST	
►	Ensure the information and format of the instructions is sufficient by discussing this with the master.
►	Verify instructions reflect vessel's current operations and characteristics.
►	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.*

ADDITIONAL REQUIREMENTS

STABILITY (VESSELS 79 FEET AND GREATER cont) **#177**

46 CFR 28.555 Freeing Ports
46 CFR 28.580 Unintentional Flooding

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.

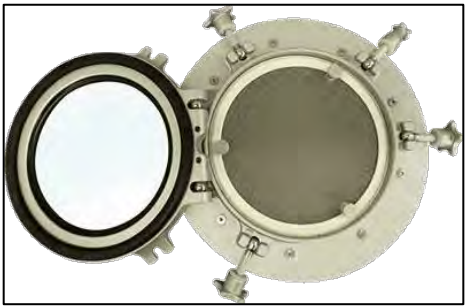
UNINTENTIONAL FLOODING

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.



COAMING HEIGHT/DEADLIGHT COVERS #178/179
WATERTIGHT AND WEATHERTIGHT INTEGRITY

46 CFR 28.560

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 *(fuel vent covers or ball checks)*.
  - 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 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

MATERIAL CONDITION #176

There are very few statutory standards for CFIVs covering the condition of the hull, machinery, propulsion, electrical, maneuvering and cleanliness. Therefore, CFVS Examiners and Boarding Officers must use good judgement when assessing a vessel's general condition and seaworthiness.

- Vessels shouldn't be actively taking on water (uncontrolled leakage).
- Vessel should have reasonable watertight soundness of the hull (no holes near the waterline).

Each occurrence of a material condition concern should be evaluated per the specific circumstances. I.e.: vessel's condition, season, weather, overall safety posture, experience of the owner/crew, etc.

Ex: Hole in the hull near the waterline. Outside and Inside View.

Document material condition concerns and contact nearest Sector. Sector CFVS Examiners and Marine Inspectors can assess the material condition of the vessel per OCMI policies and local good marine practices.

PROPER LOOKOUT (RULE 5) #199

Navigation Rules and Regulations Handbook, Rule 5 and Rule 27

PROPER LOOKOUT (Rule 5)

Every vessel shall **always** maintain a proper look-out by sight and hearing as well as by all available means appropriate in the prevailing circumstances and conditions so as to make a full appraisal of the situation and of the risk of collision. The term *look-out* implies watching and listening so that he/she is aware of what is happening around the vessel. The emphasis is on performing the action, not on the person.

WHAT ABOUT DRIFTING AT NIGHT?

At night, some fishing vessels will display two all-round red lights in a vertical line to signal the vessel is not under command (Rule 27). The operator incorrectly believes this is all that is needed for when everyone is asleep, and the vessel is drifting. This is an incorrect interpretation of the rule and is a violation of Rule 5.

Rule 3 defines the term *vessel not under command* as a vessel which through some exceptional circumstance is unable to maneuver as required by the Rules and is therefore unable to keep out of the way of another vessel. Examples include failures of the steering, propulsion, or electrical systems, or an onboard emergency such as fire or flooding that causes the vessel to be without control. Even under these exceptional circumstances, vessels are still required to have a proper lookout. *Sleeping is not considered an exceptional circumstance.*

Dockside Examiners should discuss the use of a proper lookout with the owner/operator, even when drifting at night while others are asleep.

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 or noncitizen national may be in command of a documented vessel *(46 USC 8103)* or serve as master, chief engineer, radio officer or officer in charge of a deck watch or engineering watch *(46 USC 12131)*. Non-compliance may lead to invalidation of COD and Federal fishery permits.

- At least 75% of the unlicensed seamen must be a US citizen, noncitizen national, 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**).

To calculate the percentage allowed for H-2B Work Visa members use the following formula:

  - Total # of Unlicensed Seamen on board x .25. Round DOWN the result to the next whole number. That number equals the # of H-2B Work Visa unlicensed seamen allowed.

- **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

75/25 Misconceptions: When encountering an undocumented illegal alien aboard a commercial fishing vessel, do not include them in the tally for the "75/25 Rule." An illegal alien is a violation of 46 USC 8103(i)(1). Whereas, if it is a 75/25 violation then it would be 46 USC 8103(i)(2) which relates to the limit of 25% of unlicensed seamen being non-US citizens. *CG-MLE-4*

ADDITIONAL REQUIREMENTS

MANNING

MSM Vol III, Chap 26; other cites listed below

- Documented, seagoing, self-propelled vessels ≥200 GRT, must be manned with a Master, Mate, Chief Engineer, and Assistant Engineer holding appropriate Merchant Mariner Credentials. *See next page.*
- The master is responsible for establishing adequate watches and lookouts *46 CFR 15.705*
- Fish Processors 100 GRT 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*

The following manning table is provided for easy reference:

	Fishing Vessel ≥200 GRT	Fish Tender 200-<500 GRT	Fish Tender (ATA)[1] 200-<500 GRT or <2500 GT ITC	Fish Processor[1] 200-<5000 GRT
Master *46 USC 8304(c) 46 CFR 15.805*	YES	YES	YES	YES
Mate *46 USC 8304(c) 46 CFR 15.810(c)*	YES[2]	YES[2]	YES[2]	YES[2]
Chief Engineer *46 USC 8304(c) 46 CFR 15.820(c)*	YES[3]	YES[3]	YES[3]	YES[3]
Asst. Engineer *46 USC 8304(c) 46 CFR 15.825(a)*	YES[3]	YES[3]	YES[3]	YES[3]
MMCs required *46 USC 8701(a)(6-7)*				YES[4]
% of crew required to be Able Seafarers *46 USC 8702(b)(2)*			50%[5]	50%[5]

[1]Two watches required for Aleutian Trade Act Fish Tenders that entered service before 9/9/1990; and Fish Processors >1600 GRT and <5000 GRT that entered service before 1/1/88; or Fish Processors <5000 GRT that entered service after 12/31/87 and having more than 16 individuals onboard, primarily employed in the preparation of fish or fish products. *46 USC 8104(l) & (o), 46 CFR 15.705*

Three watches required for Aleutian Trade Act Fish Tenders that entered service after 9/8/1990. *46 USC 8104(o)*

[2]A person in charge of navigating or maneuvering a documented, seagoing, self-propelled vessel 200 GRT or more must be licensed. *46 CFR 15.810(c)*

[3]A person on a seagoing mechanically propelled vessel performing the duties of Chief Engineer and one in charge of an engineering watch must be properly licensed. *46 CFR 15.820(b) and 825(a)*

[4]An MMC is required for each person on board except individuals employed primarily in the preparation of fish or fish products or in a support position not related to navigation. Every person employed in a rating other than Able Seafarer or QMED must hold an MMC endorsed as Wiper, Ordinary Seafarer, Steward's Department, or Steward's Department Food Handler (F.H.). *46 CFR 15.404*

[5]Applies to Fish Processors >1600 GRT and <5000 GRT that entered service before 1/1/88; or Fish Processors <5000 GRT that entered service after 12/31/87 and having more than 16 individuals onboard, primarily employed in the preparation of fish or fish products; and all Aleutian Trade Act Fish Tenders. *46 USC 8702(b)(2)*

ADDITIONAL REQUIREMENTS

LICENSING

46 USC 8304, 46 CFR 15, CG-CVC Policy Letter 11-11 (CH 1)

APPLICABILITY: Documented vessels 200 GRT or greater operating beyond the boundary line.

LICENSING:

- Documented, seagoing, self-propelled vessels ≥200 GRT, must be manned with a Master, Mate, Chief Engineer, and Assistant Engineer holding appropriate Merchant Mariner Credentials.
- STCW endorsements are required on pure Fish Processing vessels including Mothership operations. They are not required on Catcher-Processors.
- 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 GRT or greater propelled by machinery. A Designated Duty Engineer (DDE) may serve as Chief Engineer on vessels <500 GRT *(46 CFR 15.915)*. If any engineering space requires a watch for more than 24 hours, there must be appropriately licensed Assistant Engineer(s) on board.
- Automation in Lieu of Asst. Engineer—Owners may submit an automation compliance plan to the local OCMI for approval from carrying an Assistant Engineer. 46 CFR 15.715
- A higher rating may serve in a lower rated position. For example, A Master may serve as a Mate.

ONBOARD POSITION	MMC CAPACITY	LIMITATIONS	AREA
Master	Master	Tonnage	Near Coastal or Oceans
Mate	Mate (Any)	Tonnage	Near Coastal or Oceans
Chief Engineer	Chief Engineer	Tonnage and Horsepower	Near Coastal or Oceans
	DDE	<500 GRT and Horsepower	Near Coastal or Oceans
Asst. Engineer	Asst. Engineer (Any)	Tonnage and Horsepower	Near Coastal or Oceans

See APPENDIX for MMC compliance checklist and more information.

ADDITIONAL REQUIREMENTS

CREW CONTRACT

46 USC 10601

APPLICABILITY

All commercial fishing industry vessels of at least 20 GRT 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.

Fish Processors and Catcher/Processors that employ more than 25 crew:

- Provide adequate water and minerals.
- Provide 3 meals a day (3,100 kcals per day).

ADDITIONAL REQUIREMENTS

SEXUAL ASSAULT AND HARASSMENT SEXUAL MISCONDUCT REPORTING

46 USC 10104 Mandatory Reporting; MSIB 01-23
46 USC 11101 Accommodations for Seamen; Policy Letter 23-04
MSIB 13-23, CH-2

REPORTING:

The responsible entity of a vessel shall report to the Commandant any complaint or incident of harassment, sexual harassment, or sexual assault in violation of employer policy or law, of which such entity is made aware. Reports should be made to CGIS using the CGTips App, by email CGTips@uscg.mil or National Command Center 202-372-2100.

POSTED INFORMATION: (Applies to vessels 100 GRT and above):

The information should be displayed in easily accessible areas of the required spaces and should be placed at eye level for optimal visibility, appropriate size, and of durable material.

In each **CREW BERTHING AREA**:

- Policies prohibiting sexual assault and sexual harassment, retaliation, and drug and alcohol usage; and
- Procedures and resources to report crimes, including sexual assault and sexual harassment, including information on:
  - The telephone number, website address, and email address for reporting allegations of sexual assault and sexual harassment to the Coast Guard;
  - Vessel owner or company procedures to report violations of company policy and how to access resources;
  - Resources provided by outside organizations such as sexual assault hotlines and counseling;
  - The retention period for surveillance video recording after an incident of sexual harassment or sexual assault is reported; and
  - Additional items specified in regulations issued by the Coast Guard

In each **WASHING SPACE**:

- Display information regarding procedures and resources to report crimes that occur upon the vessel, including sexual assault and sexual harassment, and vessel owner or company policies prohibiting sexual assault and sexual harassment, retaliation, and drug and alcohol usage.

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 GRT and Aleutian Trade Act Fish Tenders <2500 GT ITC or <500 GRT 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.

CERTIFICATE OF COMPLIANCE

COMMERCIAL FISHING VESSEL SAFETY EXAMINATION

This certificate is awarded to

FV

Official No. :

This is to certify that the undersigned Marine Surveyor / Examiner as assigned by a U.S. Coast Guard "ACCEPTED ORGANIZATION" for the purpose of conducting U.S. Commercial Fishing Vessel Safety Examinations, has inspected and found the above-noted vessel to be in compliance with the specific requirements of the Commercial Fishing Industry Vessel Safety Act of 1988 also known as 46-CFR-28 and the related citations included in Supplement Form CG-5587B, which has been provided in with a copy of this Commercial Fishing Industry Inspection Report No.

Date of Issue : 08 May 2024 | Issued By :

Date of Expiry : 08 May 2026 | CFV Decal No.

Certificate Number :

Example

Note: A Fishing Safety Decal must also be issued to the vessel and **does not** take the place of the Certificate of Compliance.

ADDITIONAL REQUIREMENTS

CERTIFICATE OF CLASS

46 CFR 28.720, 46 USC 4502

APPLICABILITY

Fishing and Fish Tender Vessels:

- 50 feet overall in length and greater *(vessel 50 ft. to less than 180 feet registered length may opt for the Alternate to Class Option. See next two pages).*
- 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 *(less than 5000 GRT),*
- Built or has undergone a major conversion after July 27, 1990.

REQUIREMENTS

- Each vessel must be classed by either:
  - American Bureau of Shipping (ABS), Det Norske Veritas (DNV), RINA, 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 (i.e. annual surveys).

- 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 82.

Contact your District Fishing Vessel Safety Coordinator for an up-to-date list of similarly qualified organizations.

ADDITIONAL REQUIREMENTS

NEW CONSTRUCTION OF VESSELS

46 USC 4503, CVC-WI-015(2), CVC Policy Letter 24-02

The Coast Guard Authorization Acts of 2010, 2012, 2015, 2018 and 2022 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 that engages in the Aleutian trade.

REQUIREMENTS

LENGTH	BUILT*	STANDARD
<50 feet overall	After July 1, 2010	Built to comparable recreational vessel standards
50 feet overall and greater	After July 1, 2013	Meet survey and classification requirements
ALTERNATE TO CLASS OPTION 46 USC 4503(d)		
50 feet overall to <180 feet registered	After February 6, 2016	See next page
180 feet registered and greater	After July 1, 2013	Meet survey and classification requirements

*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. For a vessel greater than 79 feet overall in length, a keel is deemed to be laid when a marine surveyor affirms that a structure adequate for serving as a keel for such vessel is in place and identified for use in the construction of such vessel.

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. Contact your local Sector.

ADDITIONAL REQUIREMENTS

ALTERNATE TO CLASS OPTION-46 USC 4503(d)

46 USC 4503, CVC-WI-015(2), CVC Policy Letter 24-02

The 2015 CG Authorization Act provided for an alternate to class option for newly constructed Fishing Vessels and Fish Tenders 50 to less than 180 feet. The intent is to provide relief from full classification requirements and offer an acceptable alternative. However, this option has very specific criteria that must be followed from when the keel is laid and for the life of the vessel.

Examiners should familiarize themselves with CVC Policy Letter 24-02 (Application of Fishing Vessel Construction Requirements).

APPLICABILITY

- Operate more than 3nm from the baseline;
- More than 16 POB; or
- A Fish Tender that engages in the Aleutian trade; and
- 50 ft overall to <180 ft registered length.

NEW CONSTRUCTION REQUIREMENTS

- Designed by licensed engineer.
- Design incorporates class-equivalent standards.
- Construction overseen and certified by accepted surveyor.
- Loading mark installed on hull.
- Stability instructions.

POST-CONSTRUCTION REQUIREMENTS

- Alterations/Modifications designed/overseen by licensed engineer.
- Vessel surveyed at least twice in a 5yr period, not to exceed 3 yrs.
- Vessel has had at least one out of the water survey in a 5yr period.
- Records are maintained and available to the CG.

IMPORTANT!

Examiners should be on the lookout for any new construction projects within their areas. Builders, shipyards and vessel owners should be made aware of CVC Policy Letter 24-02. Examiners should proactively distribute any policy or guidance so that new vessels are complying and not in jeopardy of losing ability to operate more than 3nm from the baseline.

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.
  - A line diagram of the vessel's transfer piping, including the location of each valve, pump, control device, vent, and overflow.
  - 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 (DOI) for the past month (33 CFR 156.150).

ADDITIONAL REQUIREMENTS

FUEL OIL DISCHARGE CONTAINMENT

33 CFR 155.320

APPLICABILITY

All vessels 100 GRT 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 GRT 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 GRT: Fixed container or enclosed deck area of one-half barrel (21 gallons) or portable container of 5 gallons capacity.
  - 300 — 1600 GRT: Fixed container or enclosed deck area of one-half barrel (21 gallons) capacity.
  - Over 1600 GRT: 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

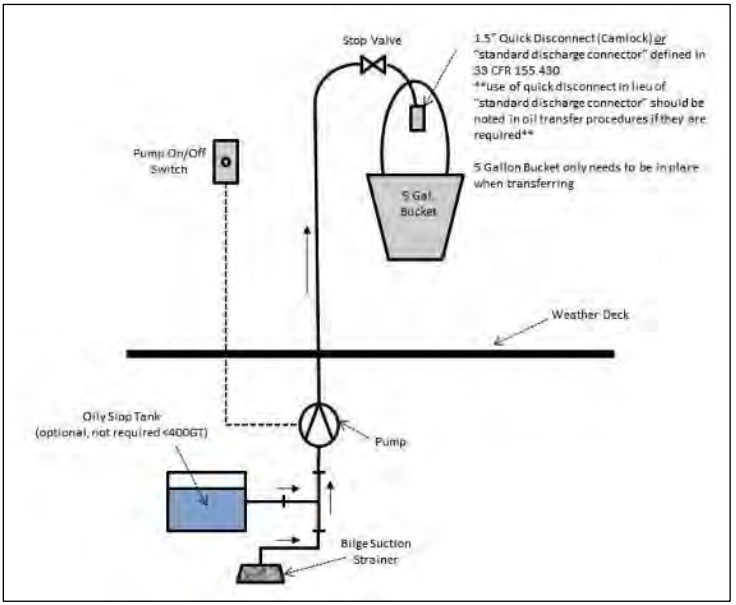
- Non-Oceangoing ships and Oceangoing ships less than 400 GRT must have the capacity to retain all oily mixtures on board and are equipped to discharge these oily mixtures to a reception facility. The vessel may retain all oily mixtures in the vessel's bilges.

- Oceangoing ships 400 GRT to less than 10,000 GRT

  - Fitted with an approved 15 ppm oily water separator with bilge alarm;
  - Sludge tank of adequate size; and
  - Fixed piping for sludge discharge.

FIXED PIPING SYSTEM FOR WASTE OIL

All vessels 100 GRT 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 GRT and greater. *33 CFR 138.15*

- **Oil Record Book, Part I (Machinery) –** vessels 400 GRT and greater. **Part II (Cargo) –** vessels 400 GRT and greater with Fish Oil or Fuel Oil used as cargo (46 CFR 105 applicability). *33 CFR 151.25*

- **International Oil Pollution Prevention Certificate (IOPP)** - vessels 400 GRT 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 GRT and greater built after January 1, 1982; or
  - No oil carried in a tank forward of collision bulkhead on vessels 300 GRT 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 oceangoing vessels 400 GRT and above.

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.
- Plan is current and **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 GRT	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; Form CG-2692B

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 O_2. 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 GRT tons or more;
- A discharge of oil of 10,000 gallons or more into the navigable waters of the United States;
- A discharge of a reportable quantity of a hazardous substance into the navigable waters of the United States; or
- A release of a reportable quantity of a hazardous substance into the environment of the United States.

Contact the local Sector ASAP

ADDITIONAL REQUIREMENTS

CHEMICAL TESTING PROGRAM

46 CFR 16

APPLICABILITY

All documented vessels of 200 GRT or greater

REQUIREMENTS

- Fishing industry vessels 200 GRT 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 GRT 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.

EXAM CHECKLIST	
►	Verify type of program: Consortium/Third Party or Owner Administered
►	Review pre-employment testing program
►	Review random testing program
►	Review presence of Employee Assistance Program
►	Substantial deficiencies should be referred to OCMI

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 GRT and greater (must fit to Sea Areas A3 (or A4) unless they remain restricted to within Rescue 21 VHF range of shore(A1)).

REQUIREMENTS:

- **INSPECTED** by certified technician and issued **CERTIFICATES**.
- **2 GMDSS Licensed Operators** on board (>100nm from shore).
- **VHF-FM Radio** with DSC*.
- **MF/HF Transceivers** with DSC* (1605-27.500 KHz).
- **VHF-FM Survival Craft Radios** .
  - 2 radios (300 GRT to <500 GRT); 3 radios (≥500 GRT).
- **SART (Search and Rescue Transponder)** located on each side of the vessel, ready to be taken to the survival craft.
  - 1 SART (300 GRT to <500 GRT); 2 SARTs (≥500 GRT).
- **NAVTEX Receiver** or INMARSAT enhanced group calling system or HF direct printing telegraphy.
- **INMARSAT** Safety Net Receiver.

*DSC capable radios are not required in Alaska nor transit to/from PNW.

MAINTENANCE

Ships must have 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 (Maintainer License required).

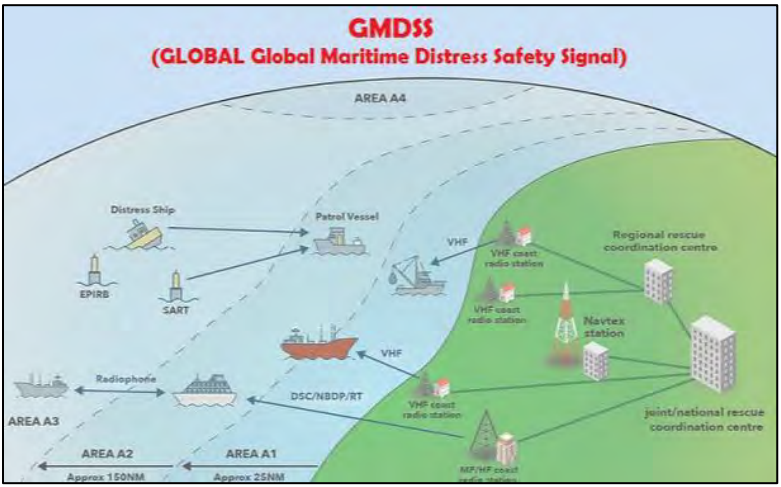
EXEMPTIONS

The FCC may issue GMDSS exemptions. These are issued to specific vessels with specific requirements. There are no blanket exemptions.

GMDSS EXAM CHECKLIST	
►	Current Cargo Ship Safety Radiotelephone Certificate
►	Current Bridge to Bridge Radio Certificate
►	GMDSS Operator licenses (onboard, current)
►	At-Sea Maintenance: Maintainer licenses (onboard, current)
►	GMDSS Suite equipment visual exam
►	SARTS mounted on each side of vessel (1 or 2); not expired
►	VHF-FM survival craft radios (2 or 3); not expired

GLOBAL MARITIME DISTRESS AND SIGNALING SYSTEM (GMDSS) (Continued)

47 CFR 80 Subpart W; NVIC 3-99
CG Authorization Act 2020 Public Law 116-283



Sea Area A1
Area within the radiotelephone coverage of a VHF coast station in which continuous digital selective calling (Ch. 70) alerting and radiotelephony services are available (Rescue 21 system). The Coast Guard declared Sea Area A1 operational for the West Coast, but not Alaska.

Sea Area A2
Area, excluding Sea Area A1, within the radiotelephone coverage of an MF coast station in which continuous DSC (2187.5 kHz) alerting and radiotelephony services are available. There are no A2 areas in the US.

Sea Area A3
Area, excluding sea areas A1 and A2, within the coverage of an IMO recognized mobile satellite service in which continuous alerting is available. As of 2023, this includes Inmarsat-C and Iridium LT-3100S ship earth station. Ships must carry these satellite systems or a DSC-equipped HF radiotelephone, in addition to equipment required for an A1 and A2 Area.

Sea Area A4
Area outside areas A1, A2 and A3. This covers the Polar regions of the globe above 74º N (approximately).

ADDITIONAL REQUIREMENTS

NAVIGATION SAFETY EQUIPMENT Vessels 1600 GRT or more)

33 CFR 164

APPLICABILITY

All vessels 1600 GRT and greater are required the following *(list is condensed and pertains only to Commercial Fishing Industry Vessels)*:

Citations are from 33 CFR 164

.15-Navigation bridge visibility—Vessels entering or departing US ports must have adequate visibility per this section.

.25-Tests before entering or getting underway—Testing of the following equipment no more than 12 hours before entering or departing:

- Primary and secondary steering gear including each remote steering gear control system; each steering position located on the bridge; main steering gear from alternate power supply, each rudder angle indicator in relation to the actual position; each remote steering gear control system power failure alarm; full movement of the rudder.
- All internal vessel control communications and alarms.
- Standby or emergency generator.
- Batteries for emergency lighting and power systems in vessel control and propulsion machinery spaces.
- Main propulsion machinery, ahead and astern.
- Emergency steering drill conducted within 48 hrs prior to entry and logged (unless done regularly every 3 months).

.35-Equipment—Each vessel must have:

- Marine radar system.
- Illuminated binnacle magnetic steering compass that can be read at vessel's main steer stand, including a deviation table.
- Gyrocompass and illuminated repeater mounted at the main steering stand.
- Illuminated rudder angle indicator.
- Maneuvering information fact sheet showing vessel's maneuvering characteristics that includes the warning label.
- Echo depth sounding device and recorder.
- Chart plotting tools.
- Block diagram and simple instructions for change-over procedures for remote steering.
- Propeller rate of revolution indicator readable from centerline.
- Controllable pitch and lateral thrust propeller information if equipped.
- Telephone or other means of communications between bridge and emergency steering station.

POLICY INFORMATION

TERMINATION OF UNSAFE OPERATIONS **#175**

NWD CFV Voyage Termination Guidance DTG R131700Z DEC 24
46 CFR 28.65; NVIC 12-91; MOC Policy Letter 04-08

NORTHWEST DISTRICT SPECIFIC REQUIREMENTS

An **Especially Hazardous Condition** (EHC), which warrants vessel termination, is described below. Any singular violation of items (1-9) should automatically result in termination. Violations of items (10-16) 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 *(include but not limited to)*:

AUTOMATIC	1.	An **insufficient number of lifesaving equipment** on board, to include unserviceable PFDs, unserviceable immersion suits, unserviceable or inadequate survival craft capacity.
	2.	**Liferaft servicing** past due by 5 months or more, when required.
	3.	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.
	4.	**Instability** resulting from overloading, improper loading or lack or freeboard.
	5.	Inoperable **bilge system**.
	6.	**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.
	7.	**Flooding** or uncontrolled leakage in any space.
	8.	A missing or expired **certificate of class**, as required by 46 USC 4503(a).
	9.	Missing or non-compliance with **Load Line Certificate**.
NON-AUTOMATIC	10.	Inadequate **firefighting equipment** on board.
	11.	Excessive **volatile fuel** (gasoline or solvents) or volatile fuel vapors in bilges.
	12.	A lack of adequate operable **navigation lights** during periods of restricted visibility.
	13.	**Watertight closures** missing or inoperable.
	14.	**Hydrostatic release units** expired 5 months or more, when required.
	15.	Inoperable or lack of **high water alarms** in required spaces.
	16.	Total lack of required **safety and emergency drill training** for vessel master or crew.

POLICY INFORMATION

TERMINATION OF UNSAFE OPERATIONS **#175**

46 CFR 28.65; NVIC 12-91; MOC Policy Letter 04-08
CGD17INST 16240.1D Authority to Terminate Vessel Voyages
SECJUNINST 16731.C Termination of Commercial Fishing Vessel Voyages

ARCTIC DISTRICT SPECIFIC REQUIREMENTS

Each sector has their specific process for terminating and releasing a commercial fishing vessel from a Termination Order and/or Captain of the Port Order. An **Especially Hazardous Condition** (EHC) includes, but is not limited to, operation with:

ESPECIALLY HAZARDOUS CONDITION *(46 CFR 28.65)*	
1.	Insufficient number of lifesaving equipment on board, to include serviceable PFDs, immersion suits, or adequate survival craft capacity.
2.	Inoperable EPIRB or radio communication equipment when required by regulation. There should be at least one operable means of communicating distress. When both are required, at least one must be in operable condition to avoid termination.
3.	Inadequate firefighting equipment on board.
4.	Excessive volatile fuel (gasoline or solvents) or volatile fuel vapors in bilges.
5.	Instability resulting from overloading, improper loading or lack of freeboard.
6.	Inoperable bilge system.
7.	Intoxication of the master or 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.
8.	Lack of adequate operable navigation lights during periods of reduced visibility.
9.	Watertight closures missing or inoperable.
10.	Flooding or uncontrolled leakage in any space.
11.	A missing or expired certificate of class, as required by 46 USC 4503(a) for a fish processing vessel.
12.	Missing or non-compliance with Load Line Certificate.

POLICY INFORMATION

POST SAR AND ADDITIONAL TERMINATION POLICY

NWD CFV Voyage Termination Guidance DTG R131700Z DEC 24

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 COTP.
- The 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 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
CGD17(dpi) Policy Letter 01-15; 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.

- Units under Arctic District TACON will not issue violations for excess equipment. *CGD17(dpi) Policy Letter 01-15*

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.

ALTERNATE COMPLIANCE and SAFETY AGREEMENT PROGRAM (ACSA)

G-PCV* Policy Letter 06-03; ACSA Program Guide (2026)

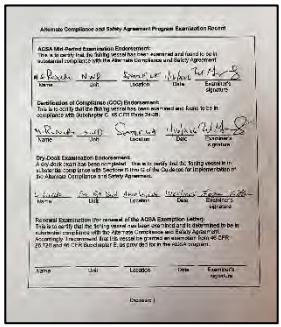
ALTERNATE COMPLIANCE and SAFETY AGREEMENT PROGRAM (ACSA)

A program that provides an alternative to classification and load line for specific fish processing head and gut (H & G) freezer longliners and trawlers (approx. 20 vessels) operating in the Bearing Sea and Aleutian Islands (BSAI) of Alaska. This program provides a high level of inspection and oversight into these vessels. It is managed by Northwest District, Sector Puget Sound, Arctic District and Sector Western Alaska & US Arctic.

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

REQUIREMENTS:
Enrolled ACSA vessels must be examined annually for compliance with the agreement that includes a CFVS Exam, witnessing and evaluation of onboard drills, machinery and fire system tests, among other things. Vessels also undergo periodic dry-dock, hull, internal structural exams and stability evaluations.

Boarding Officers should verify compliance with the items listed in the Certificate of Compliance and ACSA Exemption Letter. This includes verifying the ACSA Inspection Endorsements located on the back of the last page. Each section must be endorsed within the specified time periods listed on the first page. This includes:


Alternate Compliance and Safety Agreement Program Examination Record

ACSA Mid-Period Examination Endorsement:

Certification of Compliance (COC) Endorsement:

Dry-Dock Examination Endorsement:

Renewal Examination (for renewal of the ACSA Exemption Letter):

- **ACSA Mid-Period Exam Endorsement** (one year after letter issuance)
- **Certificate of Compliance Endorsement** (one year after letter issuance)
- **Dry-dock Exam Endorsement** (twice every 5 years not-to-exceed 3 years)
- **Renewal Examination** (at end of 2-year period for drafting an ACSA renewal exemption letter)

See www.FishSafeWest.info for more information and to view the ACSA Program Guide.

*G-PCV is now CG-CVC

POLICY INFORMATION

EXEMPTION LETTERS

46 CFR 28.60

The District Commander may exempt individual or a fleet 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 and requests should be routed to the District Commander via the cognizant Sector. Once an exemption is granted, the letter will often place other requirements upon the vessel to ensure an adequate level of safety. Examples may include additional equipment carriage, conditions of operations (wearing a PFD or PLB), and maintaining a current CFVS Decal. A copy of the letter must be on board the vessel.

Vessels claiming an exemption, the Boarding Officer should verify compliance with **ALL TERMS and CONDITION**S listed in the letter. If the vessel is not in compliance, then the Boarding Officer should consider the exemption invalid, and will enforce the applicable regulations as though the exemption letter didn't exist.

Northwest District Exemptions *(other exemptions may also apply)***:**

1. **ACSA:** Described on previous page. *updated January 2026*

2. **Puget Sound:** Commercial fishing vessels <36 ft in length, required by regulation to carry **immersion suits**, may instead carry approved Personal Flotation Devices while operating east of Angeles Point, WA and within the waters of Puget Sound. The exemption letter must be onboard, the vessel must meet the conditions outlined in the exemption letter and have a current CFVS decal. *updated February 2025*

3. **Oyster Industry Vessels:** Vessels engaged in the oyster industry within Puget Sound and specific bays on the coasts of Washington and Oregon are exempt from **survival craft** requirements while operating under specific conditions. The exemption letter must be onboard, the vessel must meet the conditions outlined in the letter and have a current CFVS decal. *updated January 2026*

4. **Pacific City Dory Vessels:** Specific dory-style commercial fishing vessels are exempt from **survival craft** requirements while operating under specific conditions. The exemption letter must be onboard, the vessel must meet the conditions outlined in the letter and have a current CFVS decal. *updated September 2021*

EXEMPTION LETTERS (Continued)

46 CFR 28.60

Arctic District Exemptions *(other exemptions may also apply)***:**

1. **Southeast Alaska:** Certain fishing vessels required by regulation to carry a **buoyant apparatus** survival craft may instead use a rigid or inflatable skiff. The skiff must be marked with retro-reflective tape, the vessel must maintain a valid CFVS decal, and a copy of the letter must be on board. This exemption is issued to individual vessels only, not to a fleet.

2. **Sitka Sound:** During the **Herring Sac Roe** fishery, persons onboard vessels that are operating in direct support of the fishery such as the handling of fishing gear/cork lines, sampling of fish or other administrative duties may elect to wear a U.S. Coast Guard approved **Type V Anti-Exposure Coverall** in lieu of carrying an immersion suit. These vessels are also exempt from **survival craft** requirements when operating within 3 nautical miles from shore. This exemption does not apply to seiners, seine skiffs, or tender vessels.

3. **Yakutak Bay:** Commercial setnet skiff fishermen have an exemption from the **immersion suit** requirements when certain conditions are met while operating in a specific area outlined in the letter.

4. **Kodiak, Nushagak, and Kenai Peninsula:** Commercial setnet salmon fisheries are exempted from the requirements to carry **immersion suits** provided they wear serviceable inflatable PFDs. Other conditions apply and can be found on individual exemption letters. This exemption may only be used during commercial salmon setnet season (summer).

5. **Cook Inlet:** Driftnetters have an exemption from the **survival craft** requirements during the salmon driftnet season (June-August). The exemption letter contains very specific conditions for this exemption; a copy of the letter must be carried on board.

EXEMPTION LETTERS (Continued)

46 CFR 28.60

Arctic District Exemptions (continued) *(other exemptions may also apply)***:**

6. **Bristol Bay:** Driftnet fishermen are granted a fleet exemption from the requirement to carry a **survival craft** if they have not more than 4 POB and operate within a specific geographical area outlined on the exemption letter. Participants must maintain a current CFVS decal and can only use this exemption during the commercial salmon driftnet fishery (summer). *updated October 2022*

7. **Bristol Bay:** Driftnet fishermen required to carry an **EPIRB** may instead carry a Personal Locator Beacon within a specific geographic area outlined in the exemption letter. This exemption only applies during the commercial salmon driftnet fishing season (summer).

8. **Norton Sound:** Commercial open skiff fishermen have an exemption from the **immersion suit** and **EPIRB** requirements when certain conditions are met while operating in a specific geographical area outlined in the letter.

9. **Coastal Villages:** Commercial open skiff fishermen have an exemption from the **immersion suit** and **EPIRB** requirements when certain conditions are met while operating in a specific geographical area outlined in the letter.

LETTER of NON-ENFORCEMENT

The Arctic District offers a Letter of Non-Enforcement for infant and toddler **immersion suits** aboard eligible fishing vessels. This is not an exemption per 46 CFR 28.60, but rather recognition by the District Commander that there are no USCG Approved immersion suits for infants and small children less than 39-inches in height. Commercial Fishing Vessels wishing to have infants and small children aboard must have a Letter of Non-Enforcement, issued to the specific vessel, onboard, and each infant and child must have a properly fitted USCG Approved PFD.

IDENTIFICATION OF UPVs, CFVs, and REC VESSELS FOR ENFORCEMENT PURPOSES

CGD17INST 16240.1D Authority to Terminate Vessel Voyages

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

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

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

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

2. **Commercial Fishing Vessels (CFVs):** A CFV is defined by its operation, which is a vessel commercially engaged in the catching, taking, or harvesting of fish, or an activity that can reasonably be expected to result in the catching, taking, or harvesting of fish. This also includes vessels assisting in handling fishing gear, and vessels acting as tenders or processors, including but not limited to: processing or preparation of fish or fish products; and transportation, refrigeration or storage of fish, fish products or fishery supplies. A **scientific research vessel** conducting research is otherwise regulated and is not a CFV (except if engaged in trade or commerce). NOAA will charter CFVs to conduct research and should have a current Letter of Examination on board. The District will generally interpret the definitions of fishing, fish processing, and fish

tender vessels (as defined in 46 USC 2101) in a liberal and inclusive manner. Note that any voyage or transit to or from any fishing grounds meets the definition of a CFV. Boarding Officers are typically able to clearly identify a vessel engaged in commercial fishing, however CFVs are frequently engaged as recreational vessels when transporting family or friends on subsistence hunting or fishing, winter supply runs, family outings, or for travel to other areas. Evidence of commercial intent, such as the presence of commercial gear, licenses, permits, or operation in customary fishing areas, should be considered when a claim of recreational use is made. CFVs may also operate as a UPV.

3. **Recreational Vessels (REC):** Recreational vessels are defined as a vessel manufactured or operated primarily for pleasure; or leased, rented, or chartered to another for the latter's pleasure. In the Arctic and Northwest Districts, recreational vessels are the most common boat on the water. When evaluating a recreational vessel, the entire voyage must remain recreational in nature. Recreational vessels have the most lenient safety carriage requirements, which are thoroughly covered by the BOJAK. Tribal vessels engaged in ceremonial or subsistence fishing are considered REC vessels.

If boarding units are unable to determine a vessel's activity, TACON should be consulted.

POLICY INFORMATION

NOAA NMFS CHARTERS

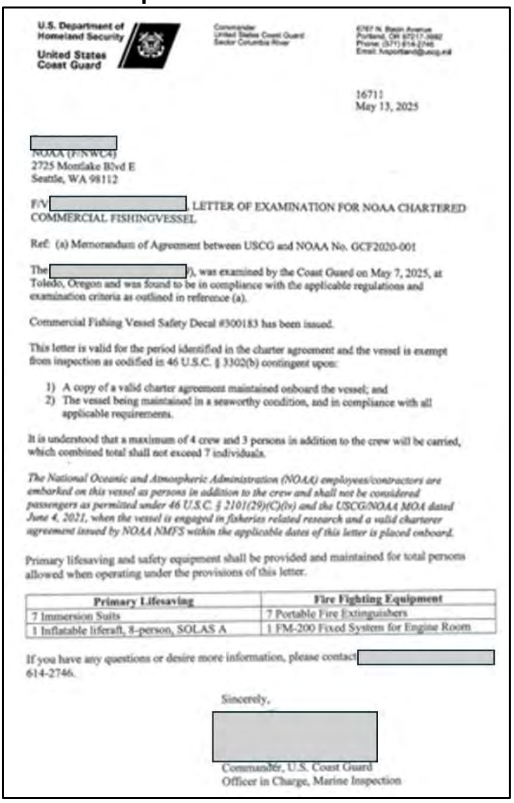
46 USC 3302(b); USCG/NOAA MOA No. GCF2020-001, Jun 4, 2021

The National Oceanic & Atmospheric Administration National Marine Fisheries Service (NOAA NMFS) charters commercial fishing vessels to conduct fishery related scientific research. A Memorandum of Agreement between the USCG and NOAA spells out responsibilities of each agency and how the vessel and persons on board will be defined.

The Coast Guard will examine each chartered vessel and issue a CFVS Decal and Letter of Examination. The letter outlines the maximum allowable persons on board, lists minimum lifesaving and firefighting equipment, and specifies the duration of the charter.

Per the MOA chartered vessels retain their commercial fishing vessel status for the duration of the applicable charter and NOAA NMFS employees and contractor personnel are considered non-passengers.

Example Letter of Examination:



U.S. Department of Homeland Security
United States Coast Guard

Commander
United States Coast Guard
Sector Columbia River

6767 N. Basin Avenue
Portland, OR 97217-3992
Phone: (971) 614-7746
Email: hsportland@uscg.mil

16711
May 13, 2025

[redacted]
NOAA (FSNWC4)
2725 Montlake Blvd E
Seattle, WA 98112

F/V [redacted], LETTER OF EXAMINATION FOR NOAA CHARTERED COMMERCIAL FISHINGVESSEL

Ref: (a) Memorandum of Agreement between USCG and NOAA No. GCF2020-001

The [redacted]), was examined by the Coast Guard on May 7, 2025, at Toledo, Oregon and was found to be in compliance with the applicable regulations and examination criteria as outlined in reference (a).

Commercial Fishing Vessel Safety Decal #300183 has been issued.

This letter is valid for the period identified in the charter agreement and the vessel is exempt from inspection as codified in 46 U.S.C. § 3302(b) contingent upon:

1) A copy of a valid charter agreement maintained onboard the vessel; and
2) The vessel being maintained in a seaworthy condition, and in compliance with all applicable requirements.

It is understood that a maximum of 4 crew and 3 persons in addition to the crew will be carried, which combined total shall not exceed 7 individuals.

The National Oceanic and Atmospheric Administration (NOAA) employees/contractors are embarked on this vessel as persons in addition to the crew and shall not be considered passengers as permitted under 46 U.S.C. § 2101(29)(C)(iv) and the USCG/NOAA MOA dated June 4, 2021, when the vessel is engaged in fisheries related research and a valid charterer agreement issued by NOAA NMFS within the applicable dates of this letter is placed onboard.

Primary lifesaving and safety equipment shall be provided and maintained for total persons allowed when operating under the provisions of this letter.

Primary Lifesaving	Fire Fighting Equipment
7 Immersion Suits	7 Portable Fire Extinguishers
1 Inflatable liferaft, 8-person, SOLAS A	1 FM-200 Fixed System for Engine Room

If you have any questions or desire more information, please contact [redacted] 614-2746.

Sincerely,

[redacted]
Commander, U.S. Coast Guard
Officer in Charge, Marine Inspection

APPENDIX

IMMERSION SUIT SIZING

Immersion Suit Sizing:

Examiners and Boarding Officers should ensure the immersion suit will properly fit the person to which it is assigned. Relying on the immersion suit label (example: “Adult-Universal fits persons 110-330 lbs”) is not an adequate indicator of a proper fit. Wearers should be donning the suit each month during drills.

Immersion Suit Bag Colors:

CHILD	YELLOW
ADULT-INTERMEDIATE	RED
ADULT-UNIVERSAL	ORANGE
ADULT OVERSIZE/JUMBO	GREEN

Examiners and Boarding Officers may use their discretion and have the person assigned don the immersion suit to ensure proper fit.

Immersion Suit sizing Mythbuster by AMSEA. Relying solely on the weight range on the label of an immersion suit is not a good indicator that it will in fact fit.

APPENDIX

IMMERSION SUIT SERVICING GUIDELINES

Immersion Suit Servicing Guidelines:

Each immersion suit manufacturer outlines the maintenance and servicing guidelines for their products. Maintaining the device in accordance with manufacturer's specifications is a function of the CG Approval.

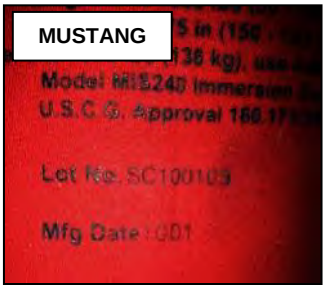
Immersion suits must be inspected by the owner on an annual basis (46 CFR 28.140) and maintained per manufacturer's servicing guidelines (CG Approval). The manufactuer also outlines procedures for proper repairs.

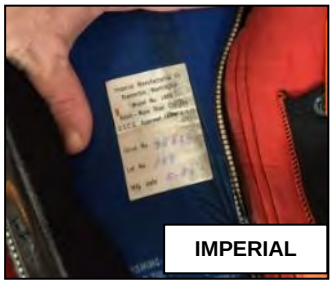
Manufacturer Servicing Intervals:

Imperial, Sterns, Kent and Mustang	Every 2 yrs until suit is 5 yrs >5yrs service annually
Viking	Every 3 yrs until suit is 10 yrs >10yrs service more frequently
Bayley Suits	Replace after 10 yrs (Stopped production in 2002)

How to determine the age of an immersion suit?
Check the inside of the suit. There should be a label noting the manufacture date.

Mustang Manufacture Date Code:
Models MIS210, 220, 230, 240 the date is MMYY.
Harness Models with 'HR' after the number the date is YYMM.

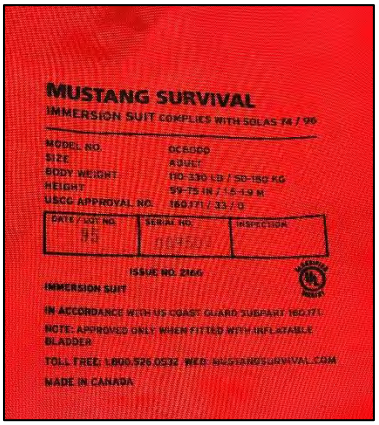




APPENDIX

IMMERSION SUIT SERVICING GUIDELINES

Mustang Ocean Commander Immersion Suits:



Non-neoprene suit with detachable gloves and a snap-in liner

No manufacture date is visible—must be looked up using lot and serial numbers from spreadsheets.

OCEAN COMMANDER EXAM CHECKLIST	
►	Verify age of suit by using spreadsheet look up of lot and serial numbers located on back flap of suit.
►	Ensure snap-in liner is properly attached paying close attention to wrist and ankle sections.
►	Removable gloves are stowed in correct pockets.
►	Suit is rolled and stowed IAW instructions.

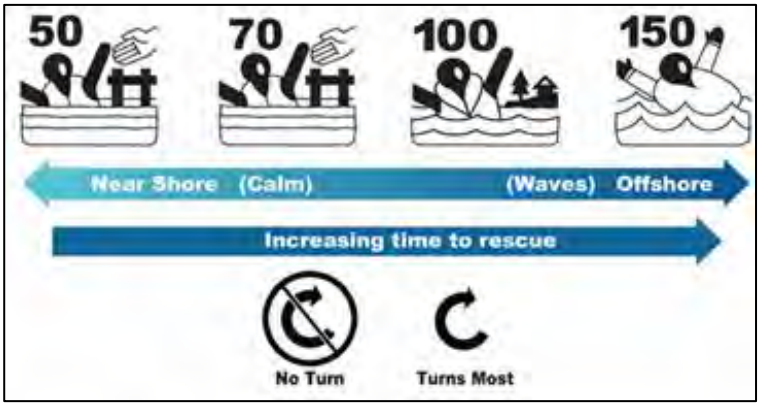
APPENDIX

PFD HARMONIZATION

USCG-2022-0120, 89 FR 97387, Dec. 6, 2024

The Coast Guard published a Final Rule in the December 6, 2024 Federal Register that harmonized the approval standards for Personal Flotation Devices. Instead of separate standards for the US and Canada, this establishes a single approval standard recognized by both countries. The rule took effect January 5, 2025, and was enforceable on June 4, 2025.

The Coast Guard made several changes to 46 CFR Subchapter Q and has retired the “Type” categories describing PFDs. In its place, it describes PFDs by performance categories that includes levels of buoyancy (in Newtons) and turning (righting) characteristics.



New PFD label is divided into 5 performance level categories: 50, 70, 100, 150, and 275 (not pictured); and whether it will turn a person faceup.

**Existing PFDs that still possess the “Type” categories (and not the new labels) are still accepted if they are in good condition and does not require any action on the part of mariners who have approved PFDs onboard.*

CARRIAGE REQUIREMENTS (Table 1 to 46 CFR 28.110)

CFIVs that operate on Inland or Inside Coastal Waters, may choose to carry PFDs. For vessels 40 feet or more, the examiner must verify the specific 160 approval number for acceptance (160.055, 160.155, 160.176, or 160.255).

For vessels less than 40 ft, any CG approved wearable PFD is accepted. Examiners must also evaluate the wearing of the PFD as a condition of approval for it to be accepted.

APPENDIX

COMMERCIAL LIFESLING

The Commercial Lifesling is a 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 #160.050/152/1 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

SURVIVAL CRAFT STOWAGE

Vessels required to have a SOLAS A or SOLAS B 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.

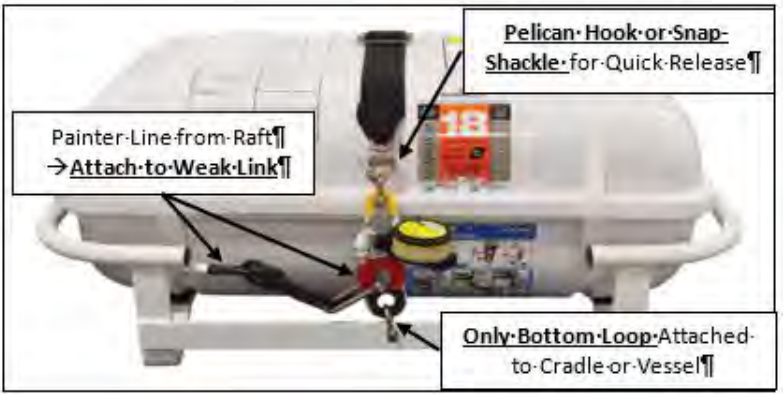
APPENDIX

HYDROSTATIC RELEASE UNITS (HRU)—Survival Craft

The most common disposable hydrostatic release unit seen on inflatable liferaft installations is made by Hammar. Other brands may include Seamate or Lalizas. All must be USCG Approved 46 CFR 160.062.

The HRU works by water pressure. After being submerged approx. 1.5-4 meters, atmospheric pressure acts on a diaphragm on the inside of the HRU causing it bend that releases a pin holding back a sharp knife on a spring. When the knife is released, it cuts the white strong line that releases the strap holding the raft in place. The raft floats away from the cradle and the painter line is paid out until inflating the raft.

After 500 ft-lbs of tension, the metal band located under the red plastic piece parts and the raft floats free from 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. EPIRBs must be mounted free from overhangs or other obstructions to prevent entrapment.

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

Older ACR or McMurdo	Jotron
 Note the “E” designator	 Orange top with “E” designator

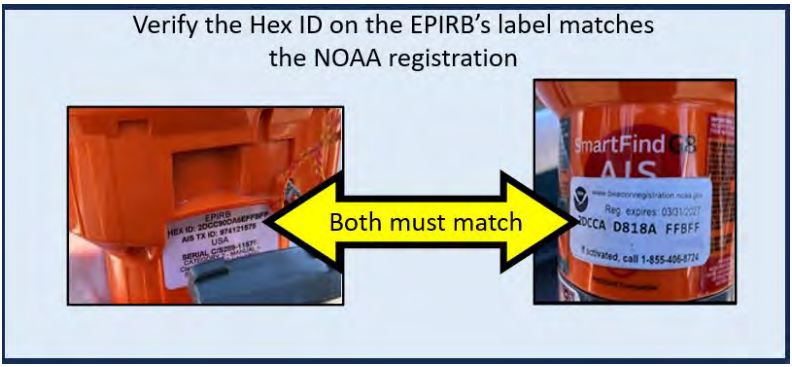
ACR SeaShelter	McMurdo/Kannad AIS/406	Ocean Signal
		

APPENDIX

EPIRBs—MISCELLANEOUS INFORMATION

Hex ID Mismatch

Examiners have noticed instances where the Hex ID on the NOAA registration doesn't match the EPIRB's label. This can typically happen when an EPIRB is replaced. The NOAA registration for the old EPIRB isn't deactivated with NOAA yet the owner continues to get renewal notices and simply puts the new sticker on the EPIRB.



Jotron EPIRBs

Examiners and Boarding Officers may encounter Jotron EPIRBs aboard fishing vessels. Examine these EPIRBs as you would other familiar brands.

EPIRBs—MISCELLANEOUS INFORMATION (Continued)

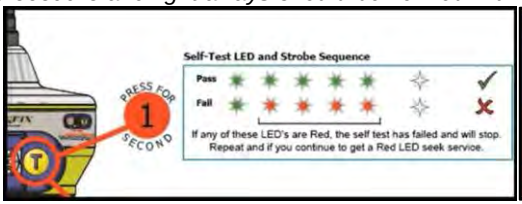
Issues with ACR EPIRBs and Brackets

Examiners have been reporting issues with ACR GlobalFix V4 EPIRBs and SeaShelter Category 1 brackets. The following is provided for your awareness and should be brought to the attention of your District CFVS Coordinator if encountered in the field.

EPIRB ACTIVATION HOTLINE: 855-406-USCG

Failed Self-Test

A proper 1-second self-test on the GlobalFix V4 EPIRB should return 5 green LED lights and then the strobe light. Any red lights in the sequence indicate a failure with an internal system and the unit should be removed from service. *Note—Self-Test procedure and light arrays should be verified with the EPIRB's manual.*

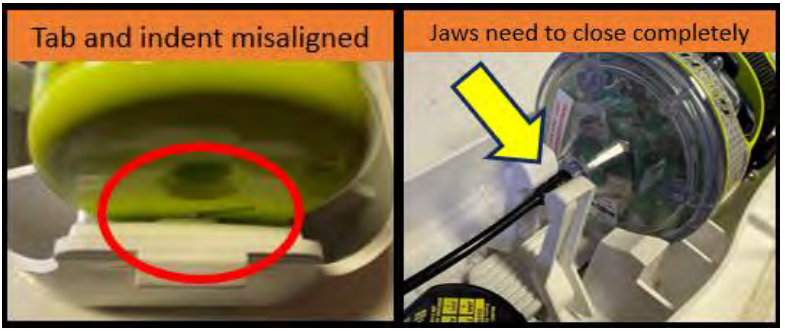


SeaShelter Category 1 Brackets

These brackets house GlobalFix V4, V5, V6 ACR EPIRBs and some earlier "square-body" models.

Seating the EPIRB properly in the bracket

Examiners must pay close attention to specific items to see if the unit is seated properly in the bracket. EPIRB stowed backwards. Jaws that aren't closed. Bottom alignment tab out of place. Seating fin on bracket is not seated in notch on back of EPIRB.



EPIRBs—MISCELLANEOUS INFORMATION (Continued)

Rusted magnet—Contained in the bracket is a magnet that, when the EPIRB is stowed, serves as a cut-off switch that prevents the EPIRB from activating while stowed in the bracket. On some magnets, the protective coating didn't prevent the magnet from rusting. When the magnet rusts, it swells and prevents the EPIRB from seating correctly in the bracket and can lead to false activations. If this happens, the bracket should be replaced.

Operation of lid release turn knob
Examiners have reported broken or failed release knobs on SeaShelter 3 and SeaShelter 4 category 1 brackets. The failures stem from a user pushing down on the lid and then turning the knob. The rod on top of the HRU is supposed to seat into a slot on the inside of the knob. To do this correctly, the user must turn the knob to the left and THEN set the lid down onto the rod and then release the knob (turns to the right) and thereby seating correctly. When users mash down on the lid and then try turning the knob, the cogs on the post are not in alignment and can cause the HRU to break. In this case, the HRU must be replaced.

APPENDIX

SURVIVAL CRAFTS

Buoyant Apparatus and Life Floats

Buoyant Apparatus USCG Approval 160.010	Life Float USCG Approval 160.027
	

- Life floats and buoyant apparatus must be fitted with:
  - Lifeline, pendants and painter
  - Floating electric distress light (161.010)
  - Weak-link approved for specific sized craft (46 CFR 160.073)

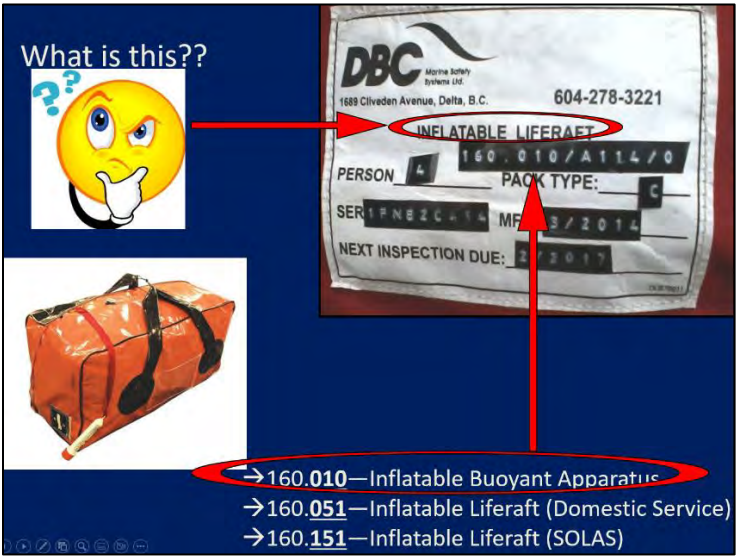
BUOYANT APPARATUS/LIFE FLOAT EXAM CHECKLIST	
►	Check proper type and size for area and # of POB.
►	Fitted with a Floating Electric Water Light (161.010).
►	Marked with vessel name.
►	Proper retroreflective tape.
►	Device is stowed readily accessible or float-free.
►	Weak-link is of proper size and attached to vessel and painter (NVIC 01-83).
►	Lift device to check weight for excess absorbed water.
►	Excess survival craft should be maintained and in serviceable condition, marked “For Training Only” and stowed separately from required equipment, or removed from vessel.

SURVIVAL CRAFTS (Continued)

Inflatable Buoyant Apparatus (IBA)

Inflatable Buoyant Apparatus—USCG Approval 160.010

What's in the bag? IBA or Liferaft?
Survival crafts that come in a bag (valise) may be an inflatable buoyant apparatus (IBA) 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.



Always verify the correct approval number.

SURVIVAL CRAFTS (Continued)

LIferaft (Domestic)—USCG Approval 160.051

Liferaft (SOLAS)—USCG Approval 160.151

SURVIVAL CRAFTS (Continued)

EXTENDED SERVICE LIFERAFTS

Viking offers extended service liferafts that can go up to 30 months between service intervals. These specially designed liferafts require onboard inspections every 12 months by certified persons onboard.



The liferaft is packaged in an aluminum protective sealed pouch which prevents water or humidity from getting in contact with the liferaft. The onboard inspection includes a visual inspection of the liferaft container and the environment inside the sealed pouch using a special wand. The inspection wand is placed inside the port located on the testing panel. Hold the wand inside the port for 5 seconds. Two green lights indicate proper CO_2 and humidity conditions inside the aluminum pouch. The test is now complete. If any other combination of lights is indicated, then a service station should be contacted and raft removed for service.

EXTENDED SERVICE LIFERAFT EXAM CHECKLIST	
►	Follow usual exam checklist for survival craft on page 9
►	Verify Viking Briefcase is onboard and 12-month inspections have been completed.
►	Verify certification of person conducting inspection.
►	Readings taken no more than 2-3 times per year.


CERTIFICATE

This is to certify that:

Mike Rudolph

Satisfactorily has completed:

VIKING S30 Liferaft Onboard Inspection

5 March 2026

Date of completion

SURVIVAL CRAFTS (Continued)

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

Although Ovatek rigid liferafts do not require annual servicing, the owner is responsible for ensuring annual and periodic maintenance is being performed as recommended by the manufacturer.

During CFVS dockside exams, examiners should verify the craft is in compliance, is serviceable (HRU and equipment pack items not expired), and arranged as per the regulations and manufacturer's guidelines. A recommended checklist is on the next page.

SURVIVAL CRAFTS (Continued)

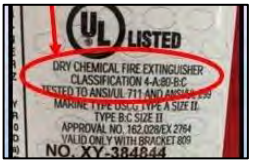
OVATEK EXAMINATION CHECKLIST	
EXTERIOR	
Craft is in a float-free location, clear of overhead obstructions	**Y N**
Cradle is well secured to the deck or stand	**Y N**
HRU is current and correctly installed (may use Hammar HRU)	**Y N**
Quick-snap release and SS wire are correctly routed and installed	**Y N**
Painter line is correctly attached to the HRU and front lug of survival craft	**Y N**
Sea anchor is attached to the front lug	**Y N**
Yellow tie-down belt is securely fastened	**Y N**
Lock bolts on the adjustable turnbuckle are tight	**Y N**
INTERIOR	
Hatch rubber seals are free from cracks and deterioration	**Y N**
Hatches should close securely with good latch overlap (min 3/16”)	**Y N**
Pump is stowed correctly	**Y N**
Paddles are stowed correctly	**Y N**
Front and rear vents are in the closed position	**Y N**
Batteries for interior and exterior lights not expired	**Y N**
Safety knife, bailer & sponge, sea anchor, quoit, operations manual and SOLAS kit stowed correctly	**Y N**
Release wire is routed properly and free from chafing	**Y N**
Additional equipment not originally provided with the craft should NOT be stowed inside the craft	**Y N**

Contact the District Coordinator for additional examination guides and references.

APPENDIX

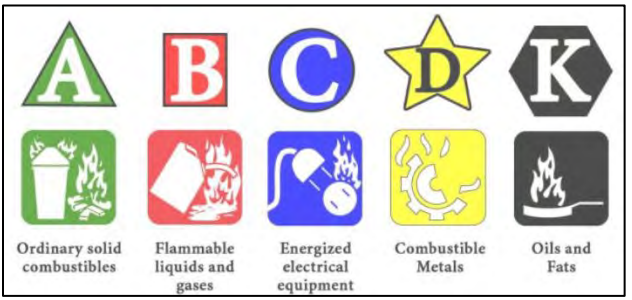
FIRE EXTINGUISHERS

UL RATINGS EXPLAINED



In 2016, the regulations that classify and rate portable fire extinguishers aboard vessels were harmonized with those commonly used in other industries and applications. Coast Guard weight-based “Type (I-V)” were replaced with the UL performance-based rating.

The UL rating is broken down into Class and Rating. Class is the class of fire.



The numerical rating indicates the extinguisher’s relative effectiveness: Class A numbers: Represent the water equivalency. Each number equals 1.25 gallons of water. Example: 4-A is equivalent to 5 gallons of water for Class A fires.

Class B numbers: Indicate the square footage of flammable liquid fire the extinguisher can cover. Example: 80-B can cover 80 square feet of a Class B fire.

Class C, D, and K do not have numerical ratings; the letter alone indicates suitability for those fire types.

APPENDIX

FIRE SUPPRESSION SYSTEMS

A **pre-engineered** fire suppression system is typically CG Approved as a complete system out of the box. They usually consist of a bottle (Fluoro-K™ (FK-5-1-12), 3M™ Novec™ 1230 and FM-200™ (HFC-227ea) or other clean agent), thermocouple, ventilation/engine shutdowns and possibly a remote actuator. These are mounted to the bulkhead or overhead in the space it is protecting.

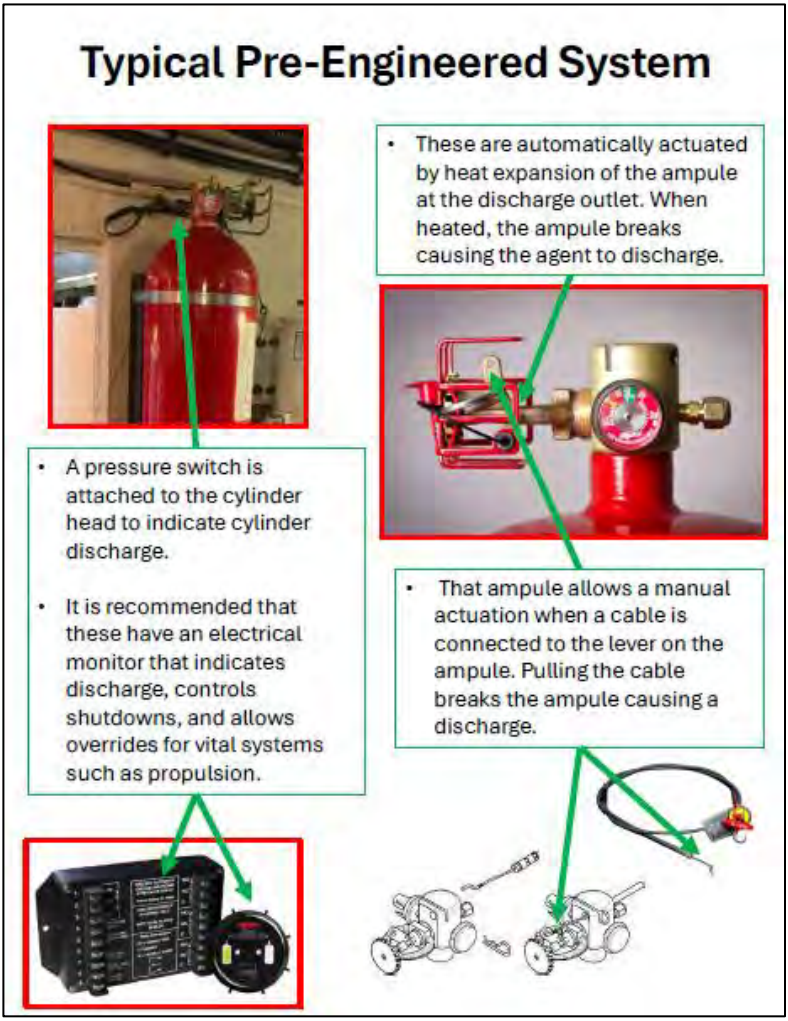
A **fixed system** usually has a series of bottles (CO_2, HFC 227ea or other clean agent), fixed piping for distributing the agent and remote actuator. Larger systems will have a time-delay, stop valve, alarm and an odorizer. Fixed systems are engineered and use CG Approved components and approved arrangements. Bottles are normally stored outside the space they are protecting.

FIRE SUPPRESSION SYSTEMS (Continued)

The following pages, developed by Mr. Steve Kee, provide further information on these systems and recommended examination tips.

CAUTION

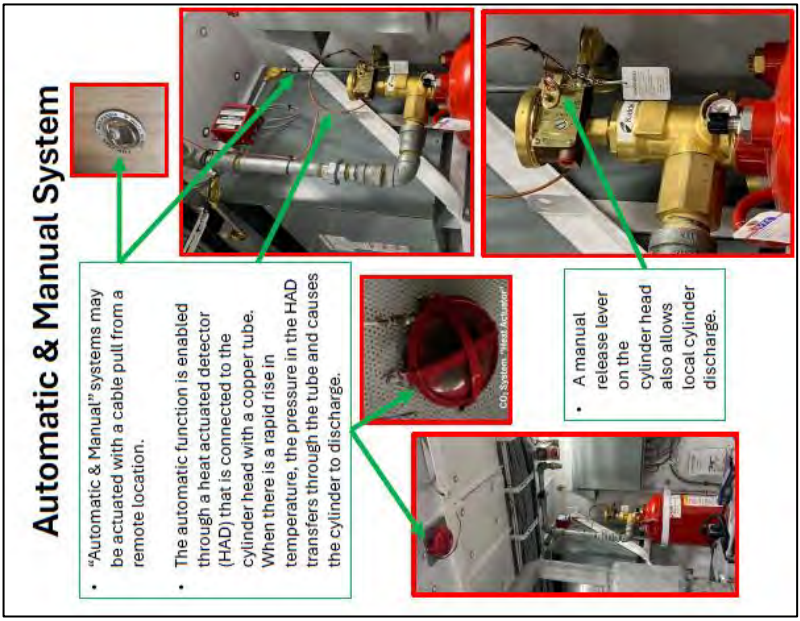
This information is general in nature and is not all-inclusive in details or descriptions, as all systems are unique. **ALWAYS use caution when working around suppression systems, especially CO_2**



FIRE SUPPRESSION SYSTEMS (Continued)

Automatic & Manual System

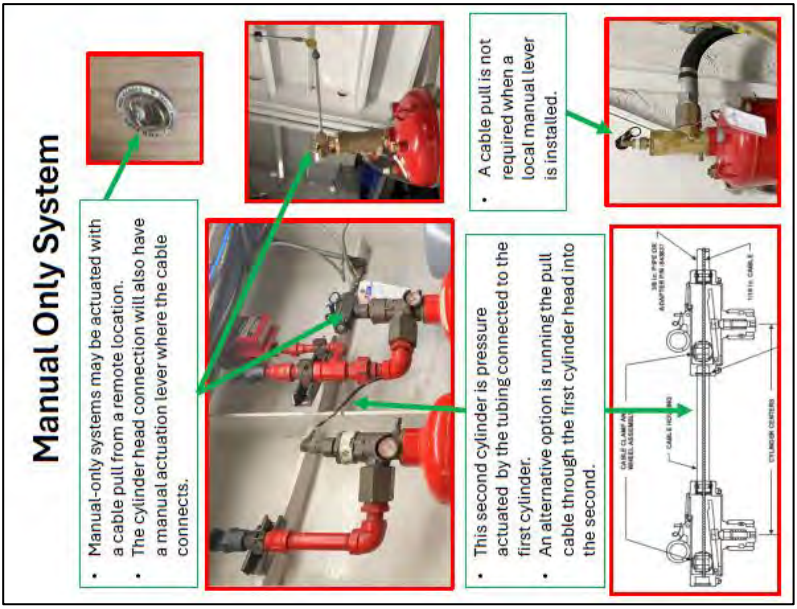
- "Automatic & Manual" systems may be actuated with a cable pull from a remote location.
- The automatic function is enabled through a heat actuated detector (HAD) that is connected to the cylinder head with a copper tube. When there is a rapid rise in temperature, the pressure in the HAD transfers through the tube and causes the cylinder to discharge.



- A manual release lever on the cylinder head also allows local cylinder discharge.

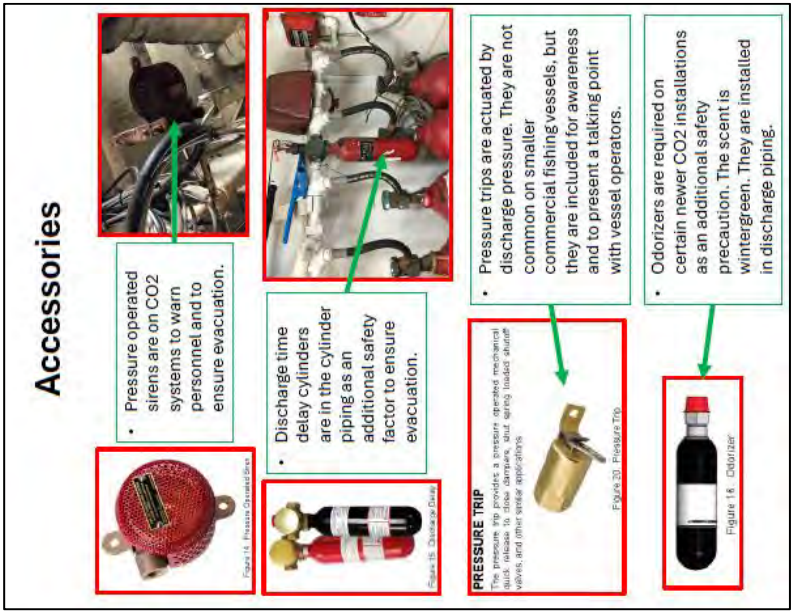
Manual Only System

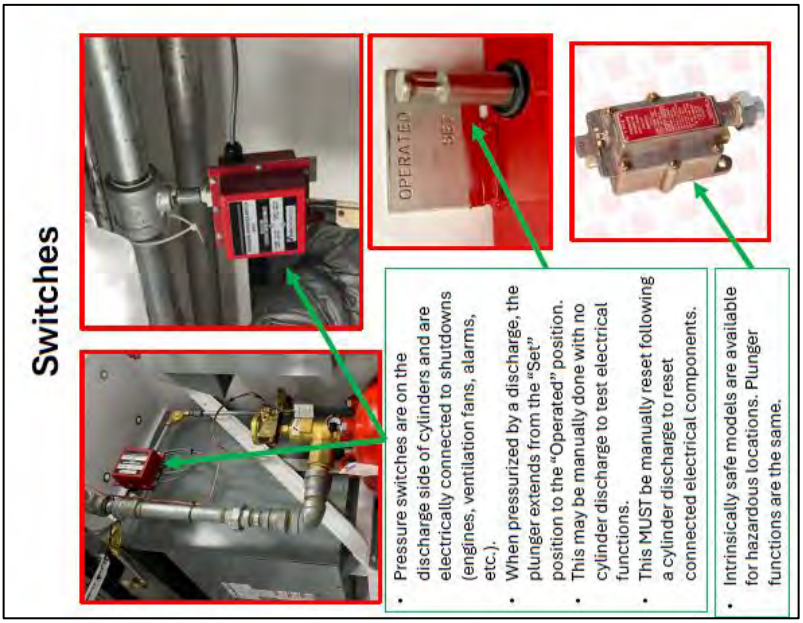
- Manual-only systems may be actuated with a cable pull from a remote location.
- The cylinder head connection will also have a manual actuation lever where the cable connects.



- A cable pull is not required when a local manual lever is installed.
- This second cylinder is pressure actuated by the tubing connected to the first cylinder.
- An alternative option is running the pull cable through the first cylinder head into the second.

FIRE SUPPRESSION SYSTEMS (Continued)





FIRE SUPPRESSION SYSTEMS (Continued)

Ventilation Covers

- *All fire suppression systems require a means of securing ventilation for the agent to achieve the proper concentration, to prevent agent escaping the space, and to prevent the introduction of additional oxygen to feed the fire.*
- Manual closures are the most common, but they may be controlled by pressure trips as shown on the previous slide.
- Although not a regulatory requirement for most commercial fishing vessels, the topic of ventilation should be included in discussion about fire suppression systems.

Misc. Controls

- Some controls look very similar. For example, the "Lever Operated Control Head" and the "Lever and Pressure Operated Control Head".
- It is common for cylinders to be actuated by pressure from other cylinders, especially in multi-cylinder banks such as the CO2 photo below.

Lever Operated Control Head
- Allows for manual operation of the cylinder.
- See datasheet K-85-6005

Lever and Pressure Operated Control Head
- Allows for either manual or pressure actuation of the cylinder.
- See datasheet K-85-0636

Pressure Operated Control Head
- Allows for pressure actuation of the cylinder.
- See datasheet K-85-0610

Electric Control Head
- Allows for electric actuation of the cylinder from a system control panel. Also offers manual operation at the cylinder.
- See datasheet K-81-8010

Electric and Cable Control Head
- Allows for electric actuation of the cylinder from a system control panel or remote operation through a cable system. Also offers manual operation at the cylinder.
- See datasheet K-81-8030

Cable Operated Control Head
- Allows remote operation of the cylinder through a cable system. Also offers manual operation at the cylinder.
- See datasheets K-85-0608 and K-81-8021

Pneumatic Control Head
- Allows remote operation of the cylinder by means of pressure pulses transmitted from heat-actuated detectors (HADs) via copper tubing. Also offers manual operation at the cylinder.
- See datasheet K-81-7010

FIRE SUPPRESSION SYSTEMS (Continued)

The following is a recommended checklist when examining these systems. Examiners should also consult with the service vendor and the system's service and installation manual.

Fire Suppression System Checklist	
Pre-Engineered System	
Current service inspection (annual)	O Yes O No O N/A
Gauge indicates proper charge (green)	O Yes O No O N/A
Pins in place with proper tamper seals	O Yes O No O N/A
Manual pull cable properly attached at cylinder head	O Yes O No O N/A
Manual pull cable properly mounted at pull station with handle	O Yes O No O N/A
Charged/Discharged indicator operating	O Yes O No O N/A
Shutdown (engine(s), ventilation) / Alarm system installed/operational	O Yes O No O N/A
Crew familiar with system operation	O Yes O No O N/A
Fixed System	
Current service inspection (annual)	O Yes O No O N/A
Gauge indicates proper charge (green)	O Yes O No O N/A
Pins in place with proper tamper seals	O Yes O No O N/A
Heat actuated detector (HAD) properly connected	O Yes O No O N/A
Pressure actuated switchbox for shutdown (engine(s), ventilation) / alarm system wired/operational	O Yes O No O N/A
Manual pull cable properly attached at cylinder head	O Yes O No O N/A
Manual pull cable properly mounted at pull station with handle	O Yes O No O N/A
Pressure trip(s) installed and properly set	O Yes O No O N/A
Crew familiar with system operation	O Yes O No O N/A
CO2 Fixed System (in addition to Fixed System)	
Pressure operated siren(s) installed in protected space(s)	O Yes O No O N/A
Discharge time delay cylinder in proper piping position	O Yes O No O N/A
Warning signs posted in/out of protected space	O Yes O No O N/A
Odorizer (wintergreen) installed	O Yes O No O N/A

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 manufactures 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 ≥10"
- >65'— block Arabic numerals ≥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 ≥14"

APPENDIX

VESSEL FISHERY NUMBERING STANDARDS (State)

STATE FISHERIES	
ALASKA (5 AAC 39,119)	• ≥12” ADF&G number ≥1” wide in contrast with background • On both sides of vessel hull, cabin, or mast
WASHINGTON **(**WAC 220-351-030)	• 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 • Federally Documented — 3” documentation number on both sides adjacent to current year decal • State-Registered — Numbers on each side of bow
CALIFORNIA (CFGC 7880)	• 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

In Washington state 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 Indian Tribe
JST	Jamestown S'Klallam Tribe
KWA	Quinault Indian Nation
KWL	Quileute Indian Nation
LEK	Lower Elwah Klallam Tribe
MKH	Makah Tribe
MST	Muckleshoot Tribe
NKK	Nooksack Tribe
PGK	Port Gamble S'Klallam Tribe
PUY	Puyallup Tribe of Indians
SKK	Skokomish Tribe
SST	Sauk-Suiattle Tribe
STL	Stillaguamish Tribe
SUN	Suquamish Tribe
SWN	Swinomish Tribe
SXN	Squaxin Island Tribe
TUL	Tulalip Tribes
XWL	Lummi Nation (*Xwlemi)*

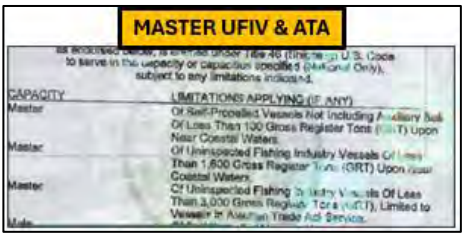
Quinault Indian Nation Example

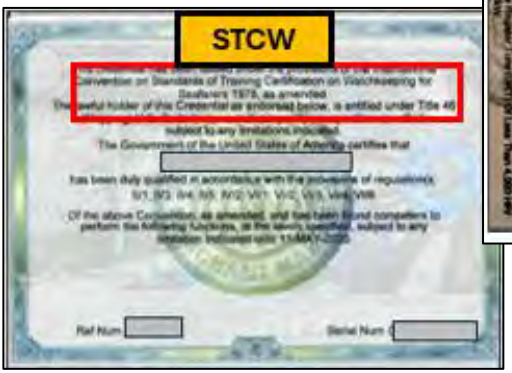
APPENDIX

LICENSING INFORMATION

When verifying MMCs, at minimum, check items 1-6 below:

Examiners should familiarize themselves with MMCs and the many variations of licenses, limitations and endorsements. Following examples are provided for awareness:





APPENDIX

REFERENCE TOOLS

USCG MARITIME INFORMATION EXCHANGE (CGMIX)
A searchable, publicly accessible database, for vessel information, lists of approved equipment, incident investigation information, vessel documentation status, among other topics. https://cgmix.uscg.mil/

PORT STATE INFORMATION EXCHANGE (PSIX)
A component of CGMIX to view vessel information. Information includes vessel's official number, length, tonnages, and list of certificates with expiration dates. A person can also search for Coast Guard interactions with the vessel (activities).

FCC LICENSE SEARCH
https://wireless2.fcc.gov/UlsApp/UlsSearch/searchLicense.jsp
This site allows a user to search for FCC Ship/Station licenses issued to vessels. This is helpful to verify validity of the FCC license, the vessel's Call Sign and MMSI number.

APPENDIX

BEST SAFETY PRACTICES GUIDE

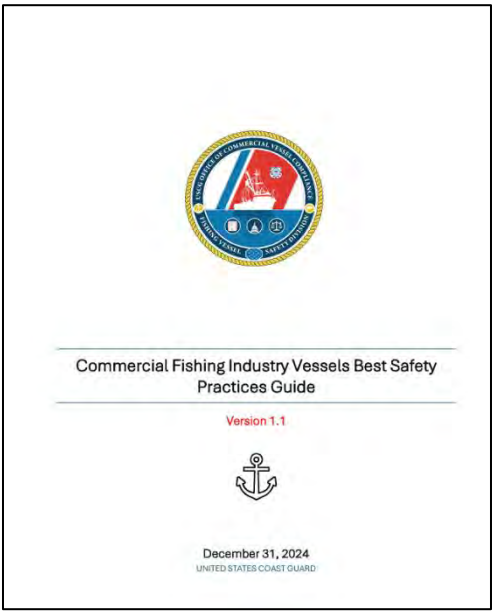
The Commercial Fishing Industry Vessel's Best Safety Practices Guide should be used as appropriate by the commercial fishing industry for voluntary best practice considerations when such practices are not otherwise addressed by statute or regulation.

Coast Guard personnel and Third-Party Organizations (TPO's) performing Fishing Vessel Dockside Safety Exams should promote and discuss these voluntary best practice measures during dockside safety exam discussions.

The guide contains recommended best practices based upon analysis of prior casualties, recommendations from National Institute for Occupational Safety & Health (NIOSH) and the National Commercial Fishing Safety Advisory Committee (NCFSAC).

Areas of emphasis include: Lifesaving, communications, deck safety, fire safety, machinery & electrical, material condition, flooding prevention, refrigerant safety, stability, vessel safety plan, combating fatigue, watch standing, fitness-for-duty, among others.

Copies of the guide and vessel checklists are available from District Coordinators.



APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in Northwest/Arctic Districts

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

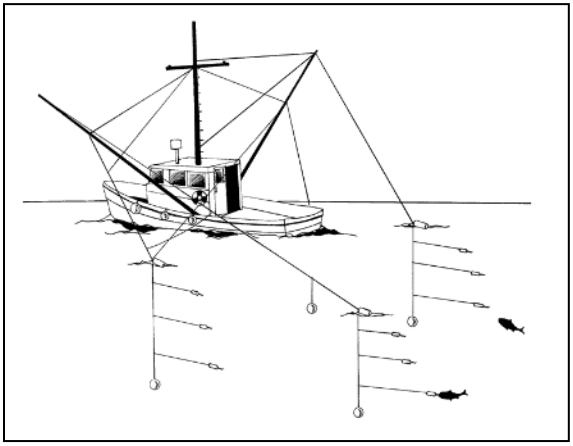
APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in Northwest/Arctic Districts

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 – 90 ft. Crew makeup may be 1 to 3 POB.



Target species include pelagic fish such as salmon and tuna.

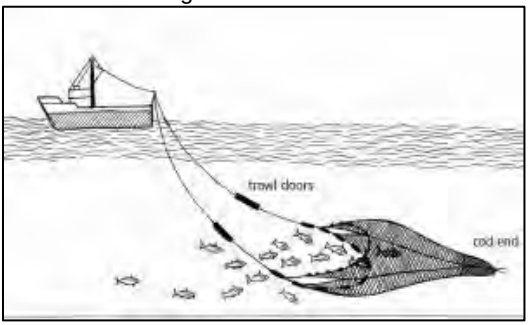
APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in Northwest/Arctic Districts

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.

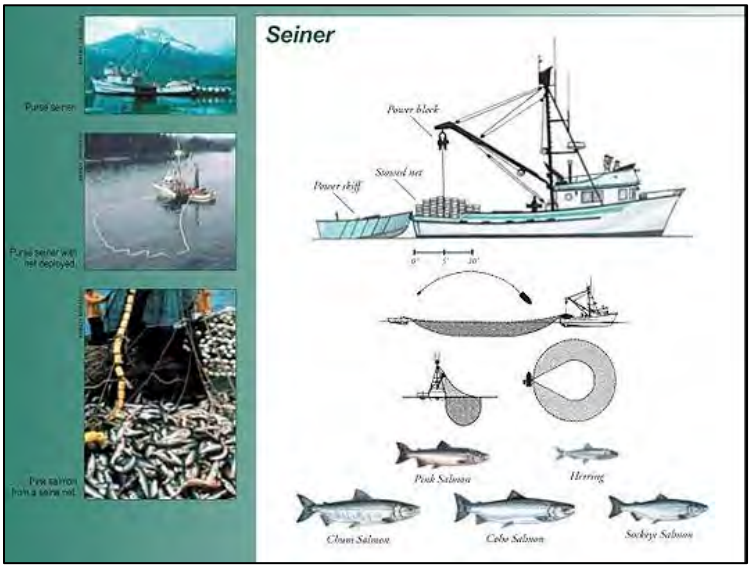
APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in Northwest/Arctic Districts

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

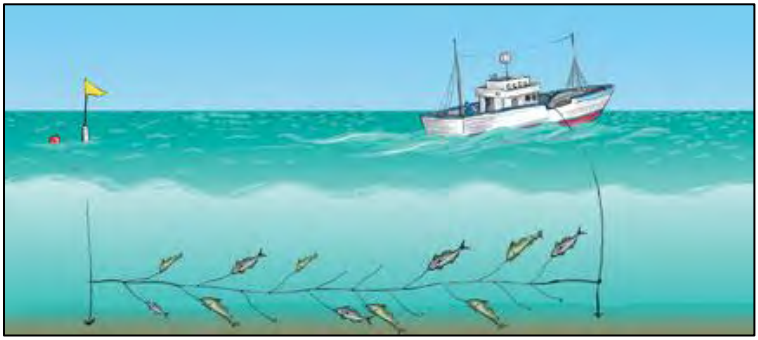
FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in Northwest/Arctic Districts

LONGLINER

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 Northwest/Arctic Districts

GILLNETTER or DRIFTNETTER

Gillnetters or driftnetters 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.

SETNET SKIFFS are open boats 16 to 28 feet long where the gillnet is attached one end to shore, bottom or fixed object and launched/retrieved by hand.

PACIFIC CITY DORY

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

APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in Northwest/Arctic Districts

DIVE HARVEST

Divers commercially harvest sea cucumbers, sea urchins, geoducks, and other shellfish in Alaska, Puget Sound, and bays along the west coast. Divers may use SCUBA gear or supplied air from the vessel. Vessels are usually 20 to 36 feet long and have a crew size of 2-4 POB.

OYSTER VESSELS

The oyster industry uses two types of vessels: Dredges and skiffs. Dredges are 65 feet long and have a crew of 2 POB. Skiffs are used to transport workers to and from the oyster beds. Skiffs are 19 to 35 feet long and have up to 9 POB. Most oyster dredges and skiffs operating in Northwest District utilize the Survival Craft Exemption Letter.

APPENDIX

FISHING INDUSTRY VESSEL TYPES

Common Examples of Vessels in Northwest/Arctic Districts

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 – 170 ft with a crew size of 3 to 5 POB.

ALEUTIAN TRADE ACT FISH TENDER (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 Northwest/Arctic Districts

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.

BOUNDARY LINE-NORTHWEST DISTRICT

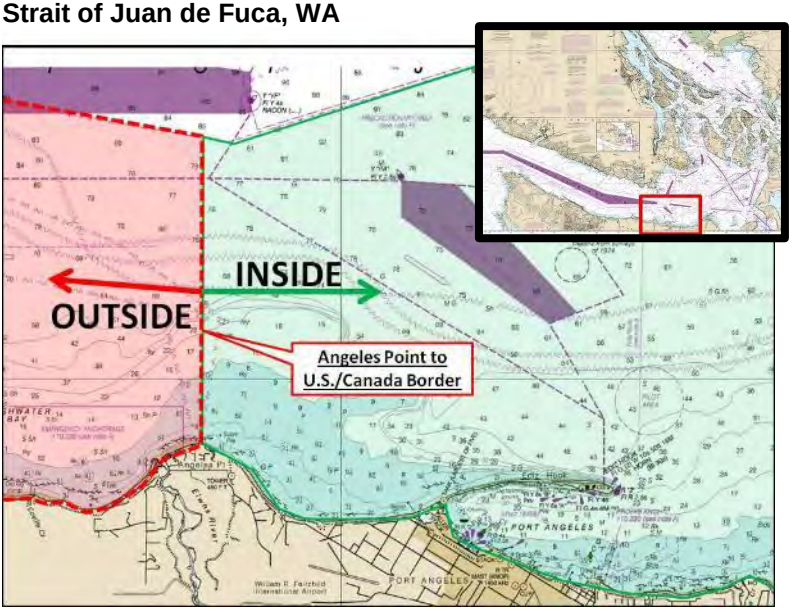
46 CFR 7(c)	General
46 CFR 7.140, 46 CFR 7.145	NWD Boundary Lines

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:

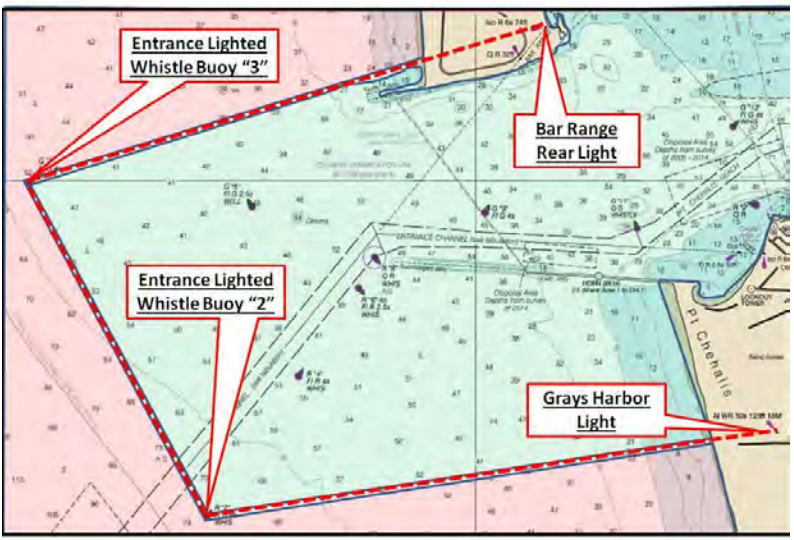
Specific details are listed on the following pages.

NORTHWEST DISTRICT CHARTLETS

BOUNDARY LINE-NORTHWEST DISTRICT
Strait of Juan de Fuca, WA

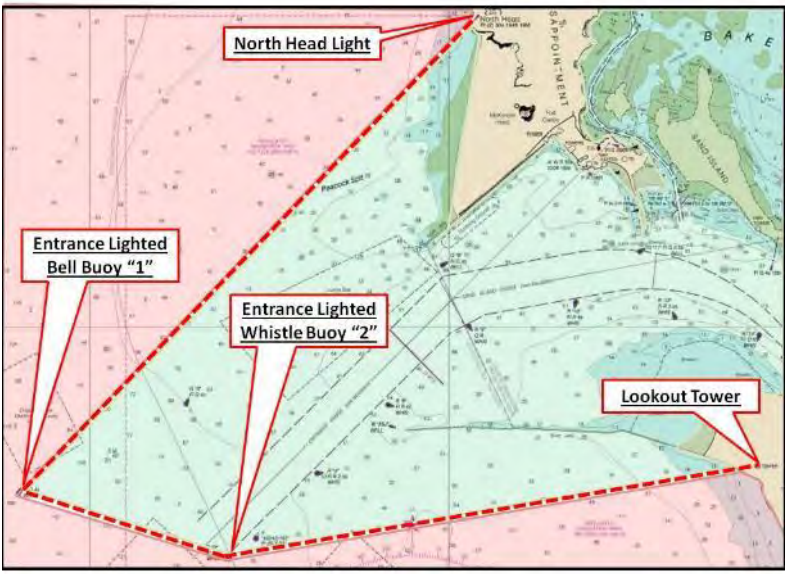


Grays Harbor, WA

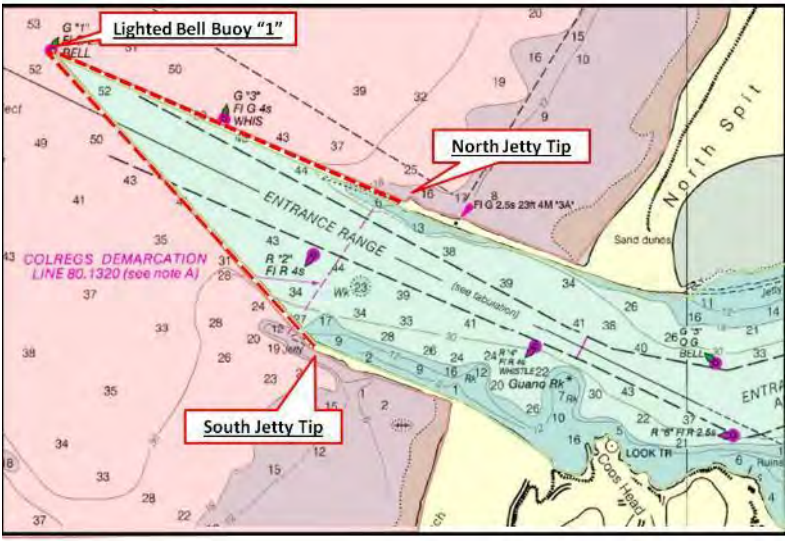


NORTHWEST DISTRICT CHARTLETS

BOUNDARY LINE-NORTHWEST DISTRICT
Columbia River, WA & OR



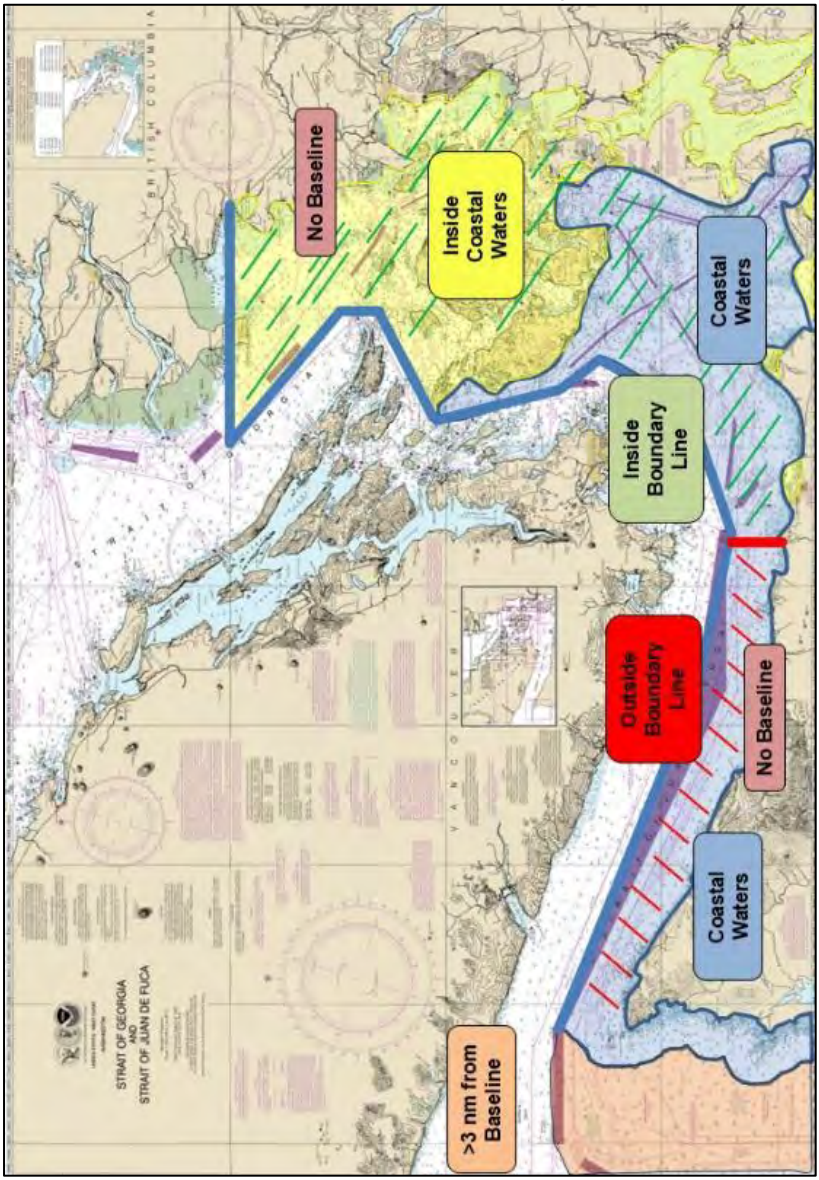
Coos Bay, OR



NORTHWEST DISTRICT CHARTLETS

BASELINE & COASTAL WATERS-NORTHWEST DISTRICT

Strait of Juan de Fuca and San Juan Islands, WA



NORTHWEST DISTRICT CHARTLETS

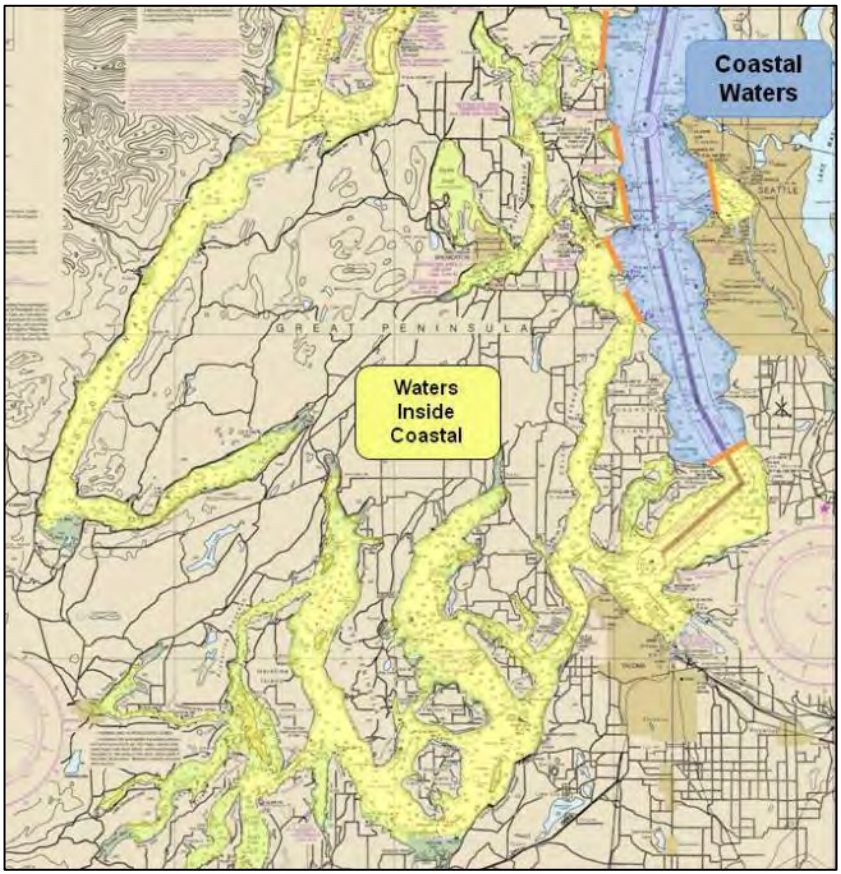
COASTAL WATERS-NORTHWEST DISTRICT

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.

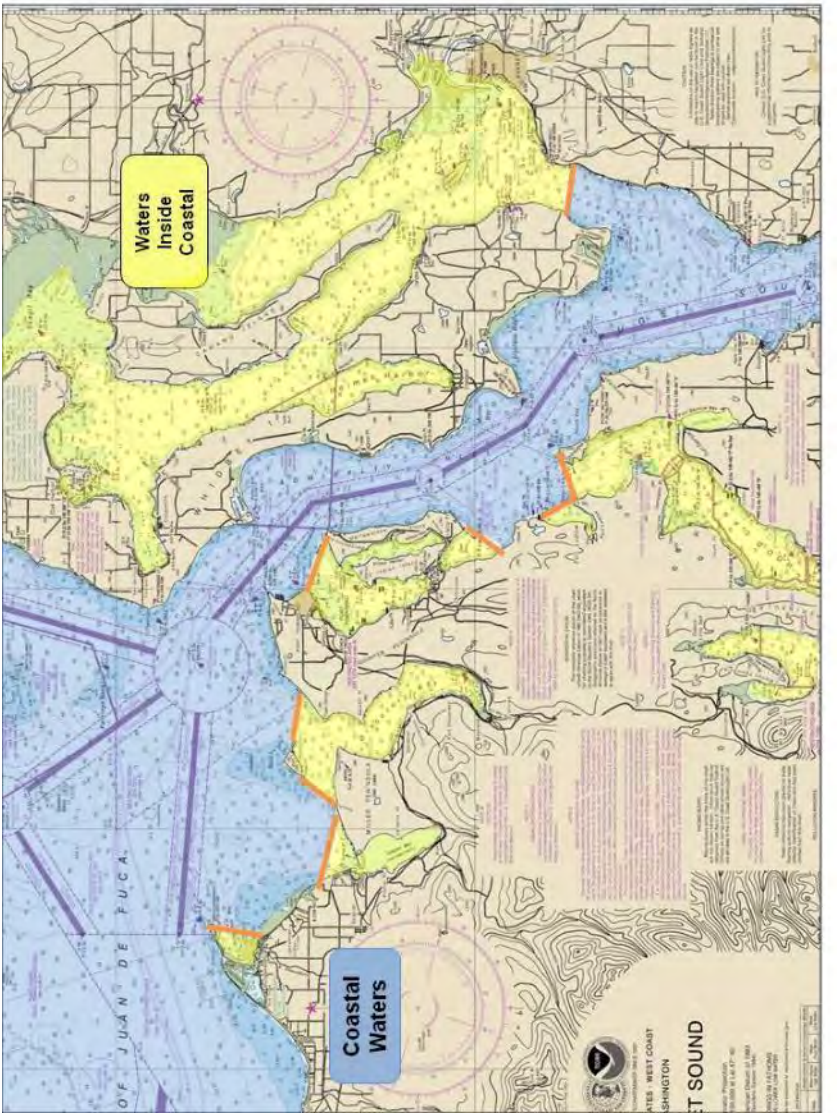
The following chartlets are provided for easy reference.

Southern Puget Sound, WA



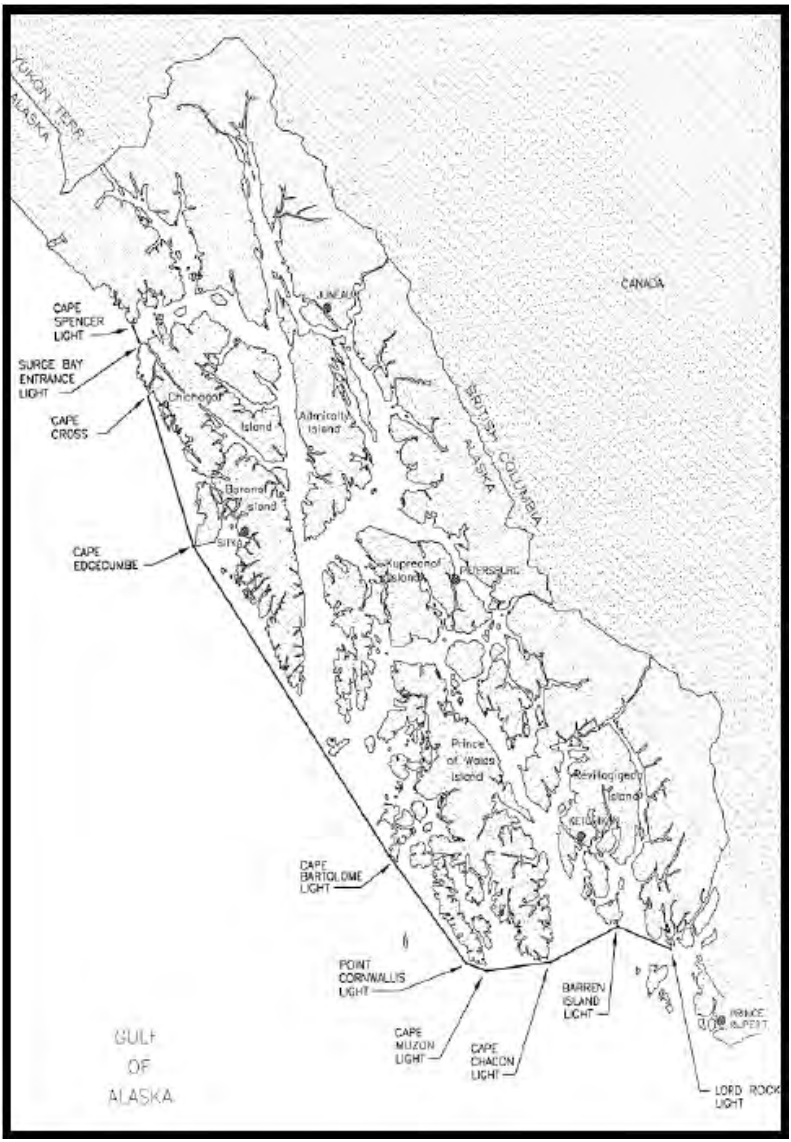
NORTHWEST DISTRICT CHARTLETS

COASTAL WATERS-NORTHWEST DISTRICT
Northern Puget Sound, WA



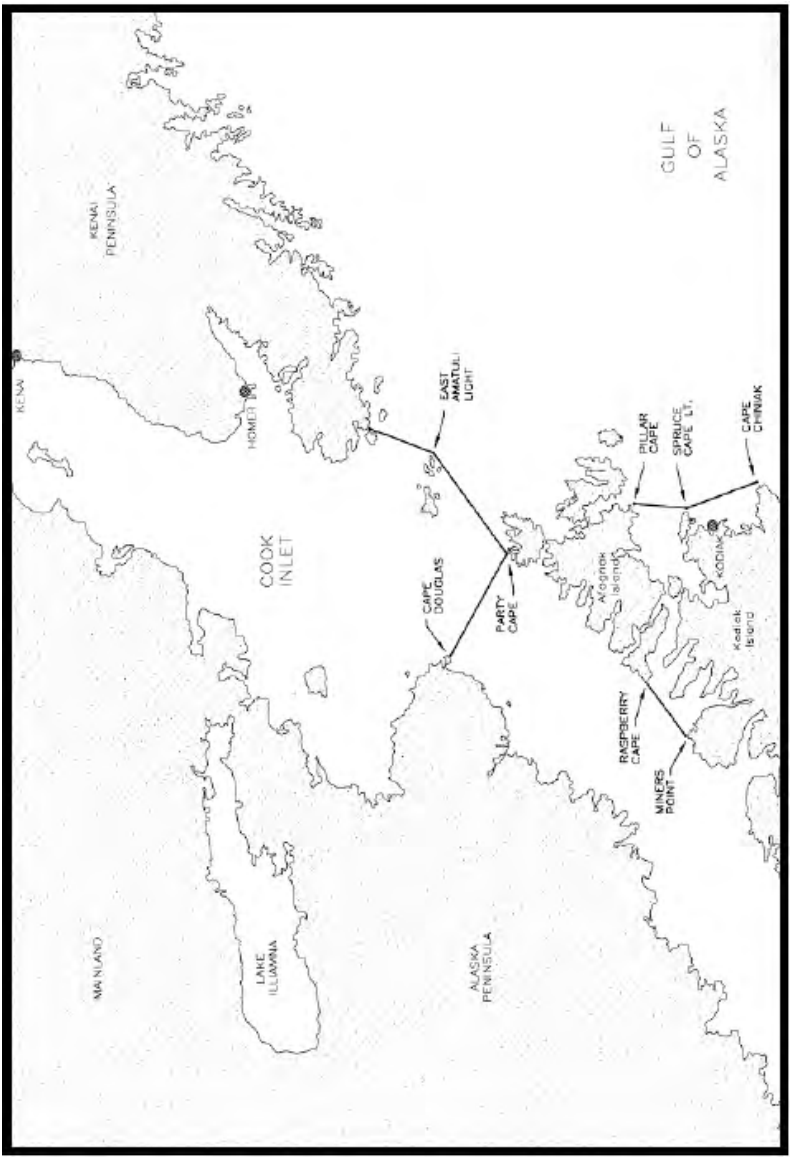
ARCTIC DISTRICT CHARTLETS

BOUNDARY LINE-ARCTIC DISTRICT
Southeast Alaska 46 CFR 7.150, .155



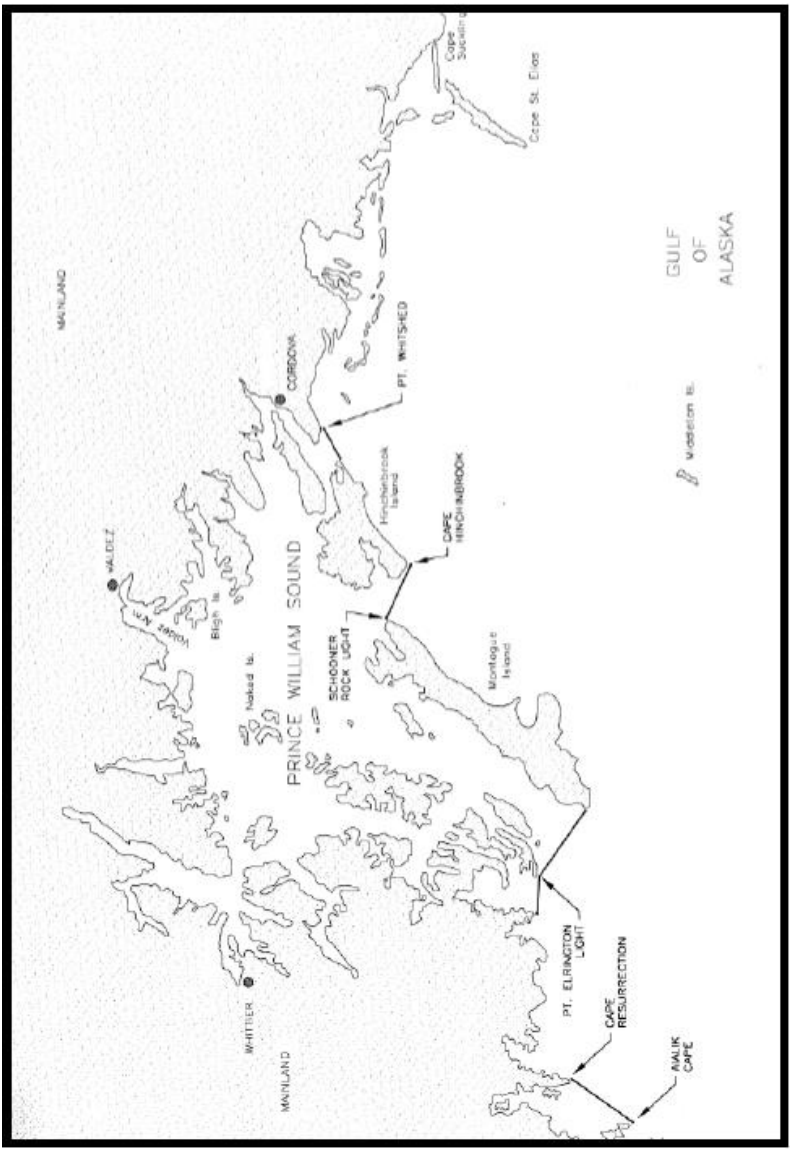
ARCTIC DISTRICT CHARTLETS

BOUNDARY LINE-ARCTIC DISTRICT
Cook Inlet and Northern Kodiak Island 46 CFR 7.165



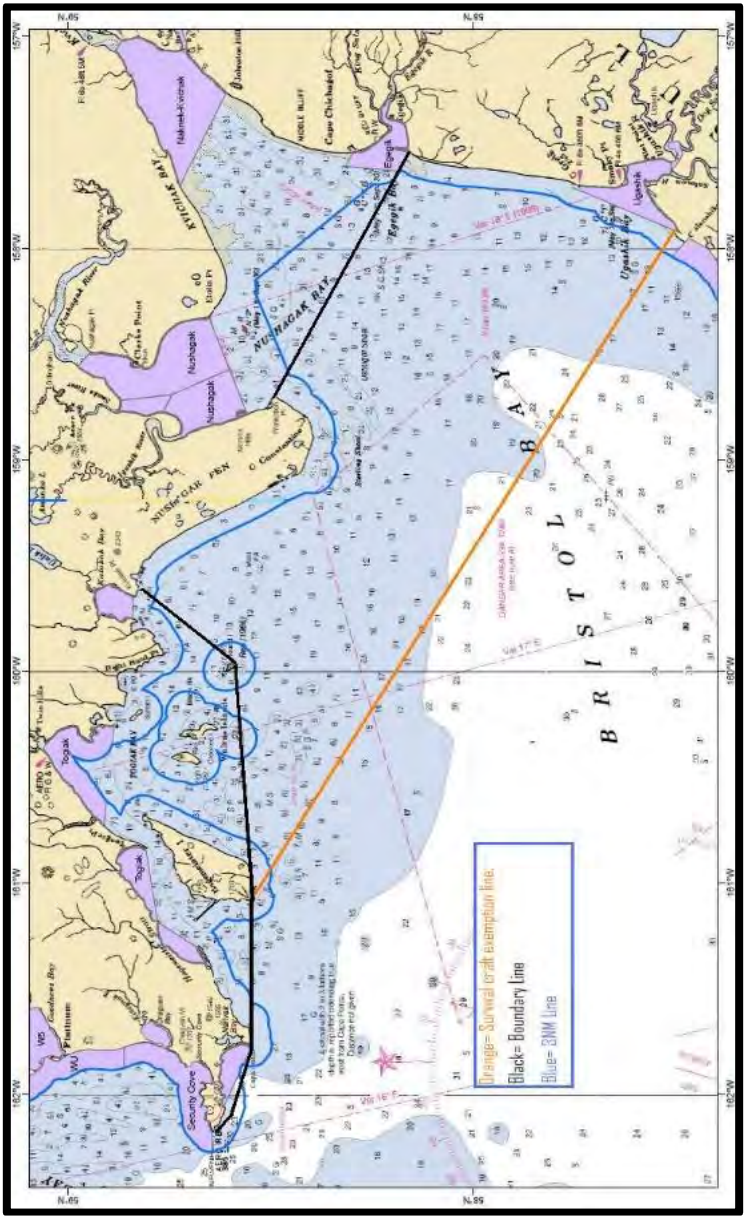
ARCTIC DISTRICT CHARTLETS

BOUNDARY LINE-ARCTIC DISTRICT
Prince William Sound 46 CFR 7.160



ARCTIC DISTRICT CHARTLETS

BOUNDARY LINE-ARCTIC DISTRICT
Bristol Bay 46 CFR 7.175



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
50 N (buoyancy)	11 lbf (pound-force)
70 N (buoyancy)	15.7 lbf
100 N (buoyancy)	22.5 lbf
150 N (buoyancy)	33.7 lbf

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Fishing Vessel Safety Coordinators & Examiners	
Northwest District Coordinator	206-815-6429
Northwest District ACSA Coordinator	206-815-6429
Northwest District LMR Specialist	425-420-0541
Sector Puget Sound	206-217-6208
Sector Columbia River	503-313-6193
DDO North Bend, OR	503-957-4794
Arctic District Coordinator	571-607-2838
Sector Western Alaska & US Arctic	907-764-5071
MSU Unalaska	206-815-6842
MSU Kodiak	206-815-7145
MSD Homer	206-815-6992
MSU Valdez	907-795-5885
Sector Southeast Alaska	907-465-7627
MSD Sitka	907-302-8513
MSD Ketchikan	907-617-2523
Southwest District Coordinator	510-437-5931
Sector San Francisco	206-815-4262
MSD Humboldt Bay	707-481-0048
Station Monterey	831-647-7357
Sector Los Angeles/Long Beach	310-521-3744
MSD Santa Barbara	805-966-3093
Sector San Diego	619-278-7249
Oceania District Coordinator	808-554-6949
CFVS Training Providers	
NPFVOA, Seattle, WA	206-285-3383
AMSEA, Sitka, AK	907-747-3287
Command Centers	
Northwest District Command Center	866-498-0713
Sector Puget Sound JHOC	833-449-0369
Sector Columbia River CC	833-769-8724
Arctic District Command Center	800-478-5555
Sector Southeast Alaska CC	866-759-6061
Sector Western Alaska & US Arctic CC	866-396-1361
Southwest District Command Center	800-246-7236
Sector Humboldt Bay CC	833-710-5839
Sector San Francisco CC	833-825-8988
Sector LA/LB CC	800-221-8724
Sector San Diego CC	800-854-9834

CONTACT INFORMATION

Additional Numbers	
National Response Center	888-424-8802
NOAA EPIRB Registration	888-212-7283
EPIRB Activation Hotline (nearest District CC)	855-406-USCG
National Vessel Documentation Center	800-799-8362
National Maritime Center	888-427-5662
FCC	888-225-5322
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 Distributors, Portland	503-243-2258
Viking Life-Saving, Auburn	206-783-3900
Allen Marine Safety Services, Juneau	907-523-7782
Eagle Enterprises Inc., Homer	907-235-7908
Alaska Marine Safety, Dutch Harbor	907-581-2030

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