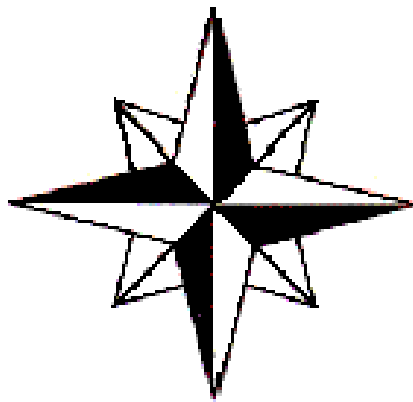
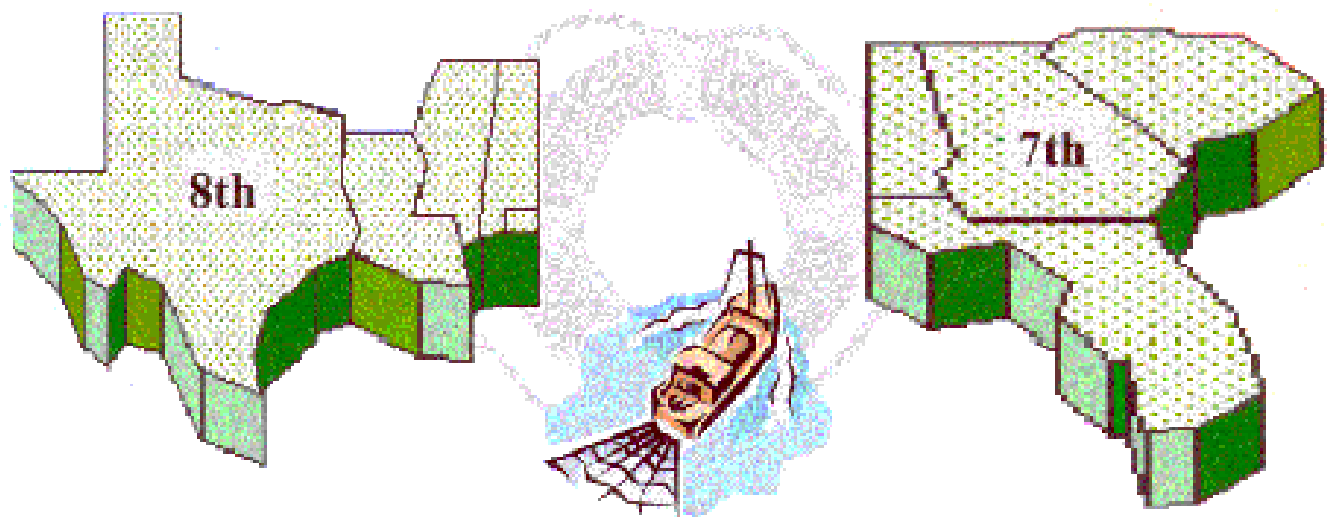


# Commercial Fishing Vessel

IN PARTNERSHIP WITH A COMMON GOAL



## Examination Guide Book



COAST GUARD DISTRICTS  
7th AND 8th

Revised May  
02

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**Warning:**

THIS GUIDEBOOK IS NOT MEANT TO BE A COMPLETE REFERENCE GUIDE. THE REQUIREMENTS THAT APPLY TO YOUR VESSEL MAY CHANGE FROM ONE DISTRICT TO ANOTHER. TO INSURE THAT YOUR VESSEL IS IN FULL COMPLIANCE, CALL YOUR LOCAL DOCKSIDE EXAMINER FOR INFORMATION ON THE REGULATIONS THAT PERTAIN TO YOUR VESSEL.

## GENERAL INFORMATION

This guide addresses the requirements of 46 Code of Federal Regulations (CFR) Part 28, which apply to U.S. un-inspected commercial fishing vessels which are engaged in the catching, taking, or harvesting of fish, and then selling their catch. It also includes fish tender vessels and fish processing vessels. Furthermore, this guide has been tailored for specific use in the Eighth and Seventh Coast Guard District waters only as defined in 33 CFR part 3.

### Applicability

This section applies to all United States flag vessels not inspected under this chapter that are commercial fishing, fish processing, or fish tender vessels. This includes documented vessels and vessels numbered by a State or the Coast Guard.

These regulations do not apply to sport fishing vessels, recreational vessels, charter boats carrying passengers for hire (less than six), head boats, inspected passenger vessels, head boats engaged solely in sport fishing even though the fish which their passengers catch are sold, or tugs.

### Casualty Reporting

The operator must submit a written report (CG-2692) to nearest CG Marine Safety Office (MSO) within five days whenever a vessel is involved in a marine casualty consisting in an unintended grounding or an unintended strike of (allison with) a bridge; An intended grounding, or an intended strike of a bridge; A loss of main propulsion; An occurrence materially and adversely affecting the vessel's seaworthiness or fitness of service; A loss of life; An injury that requires professional medical treatment (treatment beyond first aid) and renders the individual unfit to perform his/her duties; An occurrence causing property damage in excess of \$25,000.00, this damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry-docking, or demurrage (46 CFR 28.80).

If **not** required to be reported to the Coast Guard on form CG-2692. (46 CFR 4.05). Report casualties to your insurance company any; Loss of life; An injury that requires professional medical treatment (treatment beyond first aid) and that renders the individual unfit to perform his or her routine duties; Loss of vessel; Damage to or by a vessel, its cargo, apparel or gear, except for fishing gear while not on board a vessel, or that impairs the seaworthiness of the vessel or that is initially estimated at \$2,500.00 or more.

**NOTE:** In addition to reporting the incident to the insurance company a report **must** be filed with Marine Index Bureau Inc. 67 Scotch Road, Ewing, NJ, 08628-2504

The operator should also report damage to buoys, or Aids to Navigation that are not working properly to the nearest MSO. (46 CFR 4.05)

### Notice To Mariners

These Notices are free of charge and will assist you in maintaining your charts and navigational information up to date. Your request will place your name on the distribution list and you will receive these notices as they are printed. To receive your copy (single copy per address) of the local Notice to Mariners contact:

Commander (oan)  
Seventh Coast Guard District  
909 S.E. 1st Avenue  
Miami, FL. 33131-3050  
(305) 536-5621

Commander (oan)  
Eighth Coast Guard District  
Hale Boggs Federal Bldg.  
501 Magazine St.  
New Orleans, LA. 70130-3396  
(504) 589-6277

## DEFINITIONS

**Accommodations** - include messrooms, lounges, sitting areas, recreation rooms, quarters, toilet spaces, shower rooms, galleys, berthing facilities or clothing changing rooms.

**Berthing Space** - a space that is intended for sleeping and provided with installed bunks and mattresses.

**Boundary Line** - the lines set forth in 46 CFR 7. In general, they follow the trend of the seaward high water shorelines and cross entrances to small bays, inlets and rivers. In some areas, they are along the 12-mile line, which marks the seaward limits of the contiguous zone, and in other areas they come ashore.

**Coastal Waters** - the territorial seas of the U.S (3 miles from the Coast); and those waters directly connected (bays, sounds, harbors, rivers, inlets, etc.) where any entrance exceeds 2 nautical miles. (Coastal waters only extend inland to the first point where the largest distance between shorelines narrows to two nautical miles.)

**Coastwise Voyage** - includes waters of any ocean, or the Gulf of Mexico, 20 nautical miles or less offshore.

**Cold Waters/Warm Waters** – cold waters means water where the monthly mean low water temperature is normally 59 F (15 C) or less. Warm waters mean water where the monthly mean low water temperature is above 59 F (15 C). Cold water areas change throughout the year with seasonal water temperature variations. 7<sup>th</sup> and 8<sup>th</sup> districts are considered warm waters year round. See the chart on page vii.

**Commercial Fishing Vessel Safety Dockside Examinations** - are strictly a voluntary examination conducted at the request of the fishing vessel owner/operator. The dockside examination carries no civil penalties for any equipment that is found deficient.

**Documented Vessels** - a vessel for which a Certificate of Documentation has been issued under the provisions of 46 CFR 67. These vessels are U.S. built, U.S. owned and are greater than 5 net tons.

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

**Good and Serviceable** – The Commandant has defined this term as: being able to operate for its intended purpose.

1. **Government Printing Office (GPO)** - The public may purchase a copies of Government Publications from the GPO via:
2. Ordering **by phone**: (202) 783-3238
3. Ordering **by mail**: Superintendent of Documents  
U.S. Government Printing Office  
Washington, D.C. 20402

## DEFINITIONS

4. **Purchasing directly** from Government Printing Office bookstores:  
Houston, TX (713) 228-1187  
Seattle, WA (206) 553-4270  
Portland, OR (503) 221-6217  
San Francisco, CA (415) 252-53

**Inland Waters** - are those waters inside the COLREGS Demarcation Lines shown on nautical charts. The COLREGS Demarcation Line is not normally the same as the Boundary Line.

**Immediately Available** – The commandant has defined this term as: being able to produce in less than five seconds.

**High Seas** - means all waters seaward of the territorial seas, as defined in 33 CFR 2.05.1.

**Master/Captain of a Fishing Vessel** - a documented US vessel used for commercial fishing can only be under the direct control of a United States Citizen. Title 46 of the United States Code prohibits resident aliens or aliens employed under work permits to captain U.S. documented vessel.

**Navigation and Inspection Circulars' (NVIC)** - are internal Coast Guard publications, which further define Coast Guard Regulation. NVIC's can be ordered from:

Director, US Coast Guard Maritime Center  
4200 Wilson Boulevard, Suite 510  
Arlington, VA 22203-1804  
**Attention:** NVIC  
Back issues, phone number (703) 235-0002.  
There is a nominal charge for these publications.

**Ocean Voyage** - includes waters of any ocean, or the Gulf of Mexico, more than 20 nautical miles offshore.

**Readily Accessible** – The Commandant has defined this term as: easily retrievable within a reasonable amount of time.

**Territorial Seas** - means the waters from 0-3 nautical miles from the coast of the United States.

**Volatile Fuel** - fuels or solvents with a flash point of 110° F or less (*gasoline*).

**SECTION 1, REQUIREMENTS FOR ALL VESSELS**

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# TELEPHONE NUMBERS FOR LOCAL EXAMINERS AND ADDRESSES FOR DISTRICT OFFICES

If you have any questions, about the information in this guidebook, want additional copies of this guidebook, or if you would like to have your vessel undergo a courtesy dockside examination, please call the examiners nearest you from those listed below.

## **Eighth Coast Guard District**

Corpus Christi, TX  
1-800-434-9486

Galveston, TX  
1-800-378-2097

Port Arthur, TX  
1-800-422-3762

New Orleans, LA  
1-800-891-1197

Morgan City, LA  
1-800-884-8724

Mobile, AL  
1-800-880-3193

## **Seventh Coast Guard District**

Tampa, FL  
813-228-2196 ext. 136

Miami, FL  
305-535-8734

Jacksonville, FL  
904-232-3287 ext. 138

Savannah, GA  
912-652-4371 ext. 215

Charleston, SC  
843-724-7630

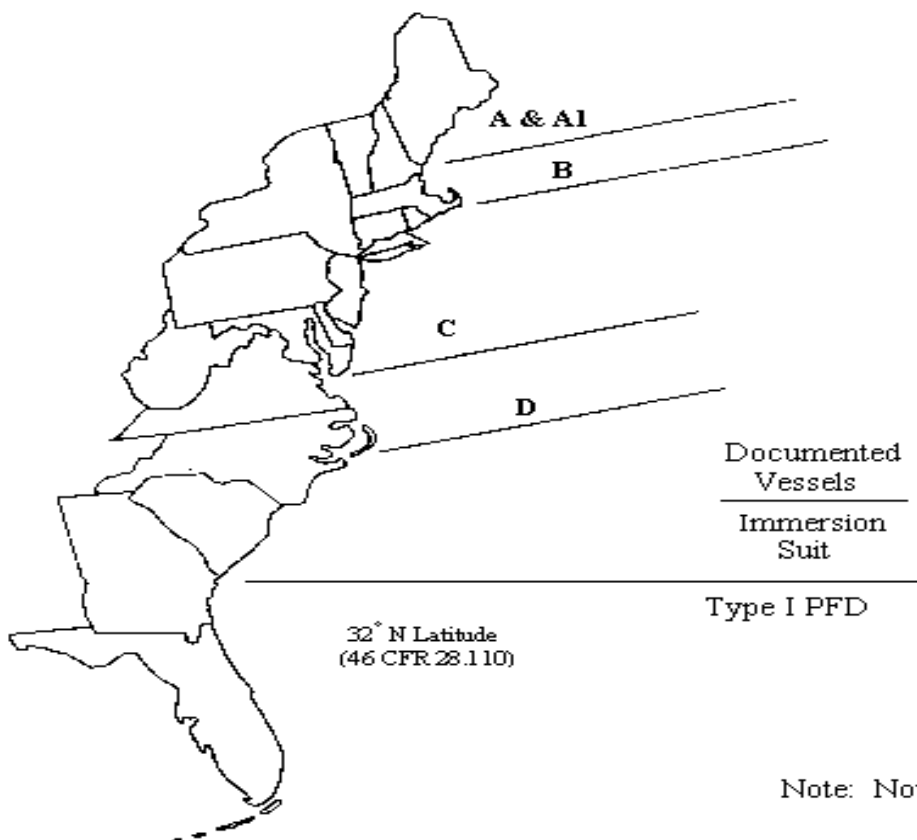
San Juan, PR  
787-706-2421

## **Or to call the District Coordinators office**

Commander (moc-1)  
Eighth Coast Guard District  
Hale Boggs Federal Bldg.  
501 Magazine St.  
New Orleans, LA 70130-3396  
(504) 589-4554  
Fax: (504) 589-4999

Commander (mc-2)  
Seventh Coast Guard District  
909 S.E. 1st Avenue  
Miami, FL 33131-3050  
(305) 415-6868  
Fax: (305) 415-6875

Variable Cold/Warm Water Survival Craft Chart  
 And Documented Vessel PFD/Immersion Suit Line



**The cold water areas in the Atlantic Ocean are as follows for the indicated months of the year.**

- |   |  |
|---|--|
| August, September                         | A - North of Halifax, Nova Scotia (Chebucto Head Light, 44°30.4'N latitude), not including Bay of Fundy; North of Isle of Shoals Light. New Hampshire.(42°58'N latitude) 20 or more nautical miles offshore.                 |
| July                                      | A1 - North of Halifax, Nova Scotia (Chebucto Head Light, 44°30.4'N latitude), not including the Bay of Fundy; north of Cape Cod, Massachusetts (Highland Light, 42°02.4'N latitude) 20 or more nautical miles offshore.      |
| June, October                             | B - North and East of a line which is drawn bearing 150° True from Watch Hill Light. Rhode Island (41°18.2'N latitude, 71°51.5'W longitude); North of Ambrose Light (40°27.6'N latitude) 20 or more nautical miles offshore. |
| May, November                             | C - North of Cape Charles, Virginia (Cape Charles Light, 37°07.4'N latitude).  |
| December, January, February, March, April | D - North of Cape Hatteras, North Carolina (Cape Hatteras Light, 35°15.3'N latitude).  |



**Applies To:**

All Vessels over 5 net tons engaged in commercial fishery are required to be documented and must have fishery license endorsement.

---

**Acceptability Requirements:**

- No documented vessel shall be commanded by other than a United States citizen.
- The Certificate of documentation must be kept aboard and produced when requested by a public official. The Document must be valid and with current renewal decal affixed.
- The name of the vessel must be marked in clearly legible letters not less than four (4) inches in height on some clearly visible exterior part of the port and starboard bow and the stern of the vessel.
- The hailing port of such vessels must be marked in clearly legible letters not less than four (4) inches in height on some clearly visible exterior part of the stern of the vessel.
- The official number of the vessel must be permanently marked in blocked type Arabic Numerals not less than three (3) inches in height on some clearly visible interior structural part, of the hull preceded by the abbreviation "No".

**Applies To:**

- All undocumented (**State registered**) fishing vessels that, are equipped with propulsion machinery.
- 

**Requirements:**

- A valid certificate of number issued by the state in which vessel is principally used must be onboard the vessel when the vessel is underway.
- 

**Acceptability:**

- Numbers to be permanently displayed on each side of the forward half of vessel.
  - In plain vertical block characters not less than three (3) inches in height.
  - Must be in contrast with the color of the background.
  - Spaces the width of a letter (except for the letter I or the number 1) must be placed in between the letters and numbers as shown in the following example.
- 

**Example:**

**TX 1234 AB**

**Type Required:**

- Every *gasoline* engine with a carburetor installed in a motorboat or motor vessel except outboard motors, shall be equipped with an acceptable means of backfire flame control.
- 

**Acceptability Requirements:**

- Are all items in good and serviceable condition?
  - Are flame arrestors and attachments to the carburetor securely mounted?
  - Are flame arrestors and air/fuel induction systems Coast Guard, SAE Marine, or UL Marine Approved?
- 

**NOTE:**

The Coast Guard has discontinued approval of the backfire control device by incorporating the SAE J1928 and UL 111 standards into regulations and deleting the approval specifications found in 46 CFR 162.

**Type Required:**

- All motorboats or motor vessels, except open boats the construction or decking over of which commenced after April 25, 1940, and which use fuel having a flash point of 110° F, or less, shall have at least two ventilator ducts, fitted with cowls or their equivalent, for the efficient removal of explosive or flammable gases from the bilges of every engine and fuel tank compartment.
- 

**Acceptability Requirements:**

- There shall be at least one exhaust duct that extends to the lower portion of the bilge.
  - There shall be at least one intake duct extending to a point at midway to the bilge or at least below the level of the carburetor air intake.
  - The minimum size of the duct must be 2 inches in diameter or have a cross section of at least 3 square inches.
- 

**EXCEPTIONS:**

- Boats built after July 31, 1980 or which are in compliance with 33 CFR 183.
- Boats built after July 31, 1978 whose fuel tank compartments contain permanently installed fuel tanks if each electrical component is ignition protected in accordance with 33 CFR 183.41 0(a) and contain fuel tanks that vent to the outside of the boat.

**Type Required:**

<b><u>Vessel Size</u></b>	<b><u>Type Required</u></b>
Vessel less than 40 feet	Type I, II, III, V
Vessel 40 feet or more	Type I, V

---

**Acceptability Requirements:**

- Wearable PFD of proper size for individual.
  - Each device stowed as to be readily accessible.
  - Coast Guard approved.
  - Condition is good and serviceable.
  - An approved PFD light securely attached to shoulder area.
- 

**Immersion suits:**

***Documented vessels:  
Required seaward of the boundary line and North of 32 degrees latitude.***

***Undocumented vessels:  
Operating beyond 3 NM in cold waters.***

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**NOTE:**

**Readily Accessible:**

The Commandant has defined this term as easily retrievable within a reasonable amount of time.

**Immediately Available:**

The Commandant has defined this term as able to produce in less than five seconds.

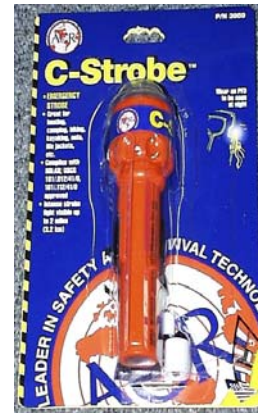
**Good and Serviceable Condition:**

The Commandant has defined this term as being able to operate for its intended purpose.

**(Continued next page)**

**Type Required:**

- An approved PFD light securely attached to shoulder area.



**NOTE:**

The PFD lights shown are not the only lights available, check for an approval number.

**Type Required:**

<u>Vessel Size</u>	<u>Type Required</u>
Vessel under 16 feet (4.9 Meters)	None required
Vessel 16 feet (4.9 Meters) to less than 26 feet (7.9 Meters).	1 buoyant cushion, or ring life buoy (Type IV PFD)
Vessel 26 feet (7.9 Meters) to less than 65 feet (18 Meters)	1-ring life buoy approval number starting with 160.009 or 160.050; orange in color; at least 24 inch in diameter (0.61 meter) in size
Vessel 65 feet (18 Meters) or more	3 ring buoys, with approval number 160.050; orange in color; at least 24 inch in diameter (0.61 meter) in size

**Acceptability Requirements:**

- Vessels 16 feet to less that 26 feet      One, 20 inch or larger orange ring with 60 feet of line  
**or**  
Type IV throwable cushion
  
- Vessels 26 feet to less than 65 feet      One, 24 inch orange ring with 60 feet of line
  
- Vessels 65 feet or more      Three, 24 inch orange rings with at least one ring having 90 feet of line



**Type Required:**

- With 3 or fewer POB less than 36 ft. within 12 miles of the coast      None required
  - Less than 36 feet with floatation and within 12 miles of the coast      None required
  - For documented and all other vessels in the Gulf of Mexico refer to following table.
- 

**Documented Fishing Vessel:**

- Over 50 miles      Inflatable liferaft with SOLAS A pack
  - 20 to 50 miles      Inflatable liferaft with SOLAS B pack or Coastal pack
  - 12 to 20 miles      Life Float with light and line
  - Less than 12 miles      None
- 

**State numbered Fishing Vessel with crew of 16 or less:**

- Over 20 miles      Inflatable buoyant apparatus
  - 12 to 20 miles      Life float light with approval number 160.101 and 100 ft of sea painter
  - Less than 12 miles      None
- 

**State numbered Fishing Vessel with crew of 17 or more same as for Documented Fishing Vessel.**

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**NOTE:**

This page applies to vessels operating in the Gulf of Mexico where boundary line is 12 nautical miles. For other areas see Tables A and B on the following pages.

**(Continued next page)**



TABLE 46 CFR 28.120(a) - SURVIVAL CRAFT FOR DOCUMENTED VESSELS**TABLE A**

<b>OPERATING AREA</b>	<b>VESSEL TYPE</b>	<b>SURVIVAL CRAFT REQUIRED</b>
Beyond 50 miles of Coastline	ALL	Inflatable life raft with SOLAS A pack
Between 20 and 50 miles of Coastline, WARM waters	ALL	Inflatable life raft with Coastal Service pack
Beyond the Boundary line, within 20 miles of Coastline, WARM waters	ALL	Life float
Beyond the Boundary line, within 12 miles of Coastline, WARM waters	36 feet or more in length with 3 or less people onboard	Buoyant apparatus (See note)
Within 12 NM of coast WARM waters	Less than 36 feet in length with 3 or less people onboard	None required
Inside the Boundary line, WARM waters	ALL	None required

**NOTE:**

46 USC 4506(b) exempts vessel less than 36 feet in length with flotation that meet the requirements of 33 CFR 183, and not operating on the high seas (beyond 12 nautical miles of the coast) from this requirement.

(Continued next page)

**TABLE 46 CFR 28.120(b) - SURVIVAL CRAFT FOR UNDOCUMENTED (STATE REGISTERED) VESSELS WITH 16 OR LESS PERSONS ON BOARD.**

**TABLE B**

<b>OPERATING AREA</b>	<b>VESSEL TYPE</b>	<b>SURVIVAL CRAFT REQUIRED</b>
Beyond 50 miles of Coastline	ALL	Inflatable buoyant apparatus
Beyond the Boundary line, within 20 miles of Coastline, WARM waters	ALL	Life float
Beyond the Boundary line, within 12 miles of Coastline, WARM waters	36 feet or more in length with 3 or less people onboard	Buoyant apparatus <b>(See note)</b>
Beyond the Boundary line, within 12 miles of Coastline, WARM waters	Less than 36 feet in length with 3 or less people onboard	None required
Inside the Boundary line, WARM waters	ALL	None required

<p><b>The hierarchy of survival craft in descending order is:</b></p>
<ol style="list-style-type: none"> <li>1. Lifeboat</li> <li>2. Inflatable life raft with SOLAS A or Oceans pack</li> <li>3. Inflatable life raft with SOLAS B or Limited pack</li> <li>4. Inflatable life raft with Coastal service pack</li> <li>5. Inflatable buoyant apparatus</li> <li>6. Life float</li> <li>7. Buoyant apparatus</li> </ol> <p>A survival craft higher in the hierarchy may be substituted for any survival craft required in the table.</p>

**NOTE:**

46 USC 4506(b) exempts vessels less than 36 feet with flotation that meet the requirements of 33 CFR 183, and not operating on the high seas (that operate within 12 nautical miles of the coast) from this requirement.

**(Continued next page)**

**Type Required:****NOTE:**

Each inflatable Liferaft is required to be serviced annually after the first **TWO** years from date of manufacturer, except, on a **NEW** liferaft the first inspection date of the liferaft **can be extended** by the servicing facility by up to six months beyond the date of manufacturer. The servicing facility will place a durable label on the container indicating: serial number, capacity, and next service date due on the liferaft. No other exemption applies.

Unapproved survival craft installed prior to 15 Sep 1991 may be used to meet the requirements provided it is in serviceable condition and equipped with the required pack and passes the manufacturer's approved instructions to "grandfather" the Liferaft into commercial fishing vessel service.

An auxiliary craft carried on board a vessel, which is necessary to normal fishing operations will satisfy all requirements for survival craft, except for an inflatable Liferaft, provided it is capable of carrying all individuals on board.

All safety and lifesaving equipment in excess of that required by 46 CFR Part 28, whether an approved type or not carried onboard any commercial fishing industry vessel must be:

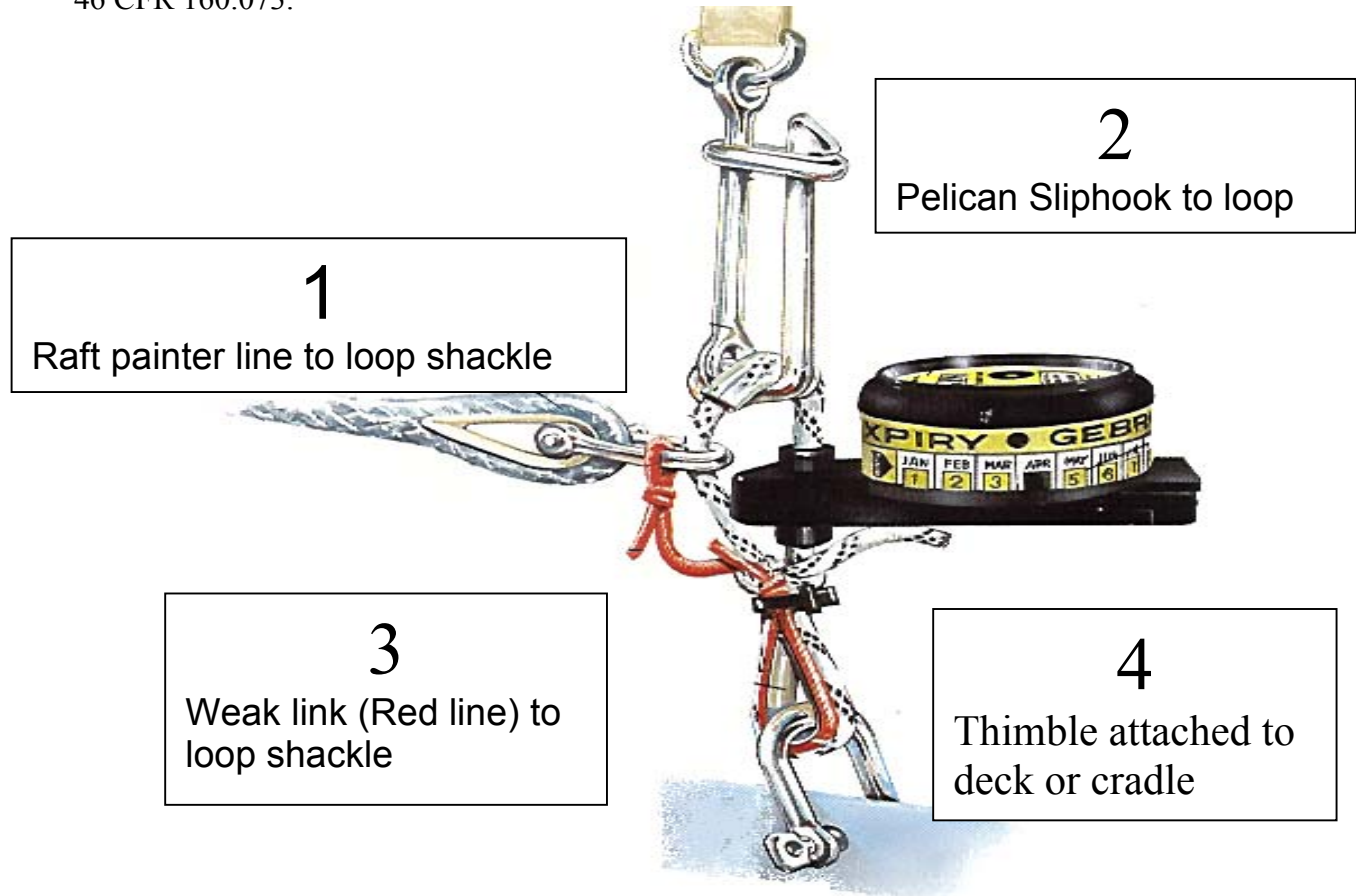
1. Maintained and inspected as required by regulation and in compliance with the manufacturer's guidelines; **or** distinctly and permanently marked "**For Training Only**" it is to be used only for training if not meeting the maintenance and inspection standards, above; or
2. Removed from the vessel if not meeting the maintenance and inspection standards or marked for training as listed above.
  1. 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.

## Type of Stowage Required:

- Each inflatable liferaft required to be equipped with a SOLAS A or SOLAS B equipment pack must be stowed so as to float free and automatically inflate in the event the vessel sinks.
- Each inflatable liferaft, inflatable buoyant apparatus, and any auxiliary craft used in their place, must be kept readily accessible for launching or be stowed so as to float free in the event the vessel sinks.

## Acceptability Requirements:

- Each hydrostatic release unit used in a float-free arrangement must be approved under 46 CFR 160.062.
- Each float-free link used with a buoyant apparatus or with a life float must be certified to meet 46 CFR 160.073.



## NOTE:

Each disposable hydrostatic release is valid for two years from date placed in service.

**Type Required:**

Inflatable liferaft must have one of the following equipment packs:

**Coastal Service**

- SOLAS B**            "Formerly Limited Service"
- SOLAS A**            "Formerly Ocean Service"

- Accessory equipment must:
- Be of good quality.
- Be secured to the survival craft.
- Life floats or buoyant apparatus must be fitted with lifeline, pendants, painter, and floating electric light (approved under 46 CFR 161.010).



**NOTE:**

The equipment required by this section will not normally be seen except by the servicing facility. If inspection date is current then the equipment is considered in compliance.

Liferafts for less than six people will remain "Ocean Service".

**Type Required:**

- Block CAPITAL letters must be used to mark all lifesaving equipment.
- Liferings must be marked with the vessel's name.
- Personal Flotation Device's (PFD) must be marked with **one** of the following:

Name of vessel.

**or**

Name of owner of PFD.

**or**

Name of person assigned to wear the PFD.

---

**(Continued next page)**

**Table of Lifesaving Equipment Markings  
as required by 46 CFR 28.135**

Item	Markings Required	Retro-reflective Material
Wearable personal floatation device (Type I, II, III) or exposure suit	Yes	Type I or II (See note <sup>1</sup> )
Ring life buoy	Yes	Type II (See note <sup>2</sup> )
Inflatable Life raft	(See note <sup>3</sup> )	Type I
Inflatable buoyant apparatus	(See note <sup>4</sup> )	Type I
Life float	Yes	Type II
Buoyant apparatus	Yes	Type II
Auxiliary craft	Yes	Type II
EPIRB	Yes	Type II

**NOTE:**

1. Each item required to have retro-reflective material must have at least 200 sq. cm. (31 sq. in) of material attached to its backside and if the item is reversible 200 sq. cm. of material on each of its reversible sides.
2. Retro-reflective tape of sufficient width (approximately 5 cm.) 2 inches shall be fitted around or on both sides of the body of the buoy at four evenly spaced points.
3. No markings other than that provided by the manufacturer and the servicing facility is required.
4. Retro-reflective material must be approved under Title 46 of the Code of Federal Regulations, Subpart 164.018. There are two different types of retro-reflective material. They are defined in 46 CFR, Subpart 164.018 as follows.

Type I – intended for flexible surfaces not continually exposed to the elements.

Type II – intended for rigid surfaces continually exposed to the elements.

**Requirements:**

- The master or individual in charge of a vessel must ensure that each item of lifesaving equipment be in good working order, ready for immediate use and readily accessible before the vessel leaves port; and at all times when the vessel is operated.
- Except for an inflatable liferaft or an inflatable buoyant apparatus less than two years of age, each item of lifesaving equipment, including not approved equipment, must be maintained and inspected in accordance with Table 46 CFR 28.140 (See table next page).
- An escape route from a space where an individual may be employed or an accommodation space must not be obstructed.
- Table for Scheduled Maintenance and Inspection of Lifesaving Equipment required by 46 CFR 28.140 is on next page.
- Maintenance and inspection must be done in accordance with:
  - The manufacturer's guidelines.
  - An inflatable liferaft or inflatable buoyant apparatus must be serviced at a facility specifically approved by the Commandant.

**(Continued next page)**



**Table for Scheduled Maintenance and Inspection  
(from previous page)**

Item	Interval		Regulation
	Monthly	Annually	
Inflatable wearable personal flotation device (Type V commercial hybrid)		Servicing	46 CFR 28.140
Personal flotation devices, exposure suits and immersion suits		Inspect, clean and repair as necessary	46 CFR 28.140
Buoyant apparatus and life float		Inspect, clean and repair as necessary	46 CFR 28.140
Inflatable life raft		Servicing	46 CFR 28.140
Inflatable buoyant apparatus		Servicing	46 CFR 28.140
Hydrostatic release		Servicing	46 CFR 28.140
Disposable hydrostatic release		Replace on or, before expiration date	46 CFR 28.140
Undated batteries		Replace	46 CFR 28.140
Dated batteries and other items		Replace on or, before expiration date	46 CFR 25.26-5 46 CFR 28.140
EPIRB	Test		46 CFR 25.26-5

**NOTE:**

Water activated batteries must be replaced whenever they are used.

**Type Required:**

Area	Parachute Flares		Hand Flares		Smoke Flares
<b><u>Coastal waters</u></b>					
Day	3	or	3	or	3 or 1 Distress Flag <sup>1</sup>
Night	3	or	3	or	An Electric Distress Light <sup>1</sup>
<b><u>Oceans</u></b>					
3-50 miles <sup>2</sup>	3	and	6	and	3
More than 50 miles <sup>3</sup>	3	and	6	and	3

**Parachute flare** with approval numbers:

46 CFR 160.036

or

46 CFR 160.136



**Hand flares** with approval numbers:

46 CFR 160.021

or

46 CFR 160.121



**Smoke flare** with approval numbers:

46 CFR 160.022, 46 CFR 160.122

46 CFR 160.037



or



(Continued next page)

Acceptability Requirements:

Coastal Waters<sup>1</sup>

- 1. Distress Flag must be in accordance with 46 CFR 160.072.
- 2. Electric Distress Light must be in accordance with 46 CFR 161.013.

Waters 3-50 Nautical Miles<sup>2</sup>

1-Flares must be approved in accordance with 46 CFR

- |                             |  |                      |
|-----------------------------|--|----------------------|
| 160.036 or 160.136          |  | for Parachute Flares |
| 160.021 or 160.121          |  | for Hand Flares      |
| 160.022, 160.122 or 160.037 |  | for Smoke Flares     |

Waters for over 50 Nautical Miles<sup>3</sup>

1-Flares must be approved in accordance with 46 CFR

- |         |     |                      |
|---------|-----|----------------------|
| 160.136 |     | for Parachute Flares |
|         | and |                      |
| 160.121 |     | for Hand Flares      |
|         | and |                      |
| 160.122 |     | for Smoke Flares     |

**NOTE:**

For *coastal* waters if combination day/night flares are carried, the same 3 flares can be counted for daytime flares and nighttime flares.

Flares must be replaced by their expiration date.

# 148 EMERGENCY POSITION INDICATING RADIO BEACON (EPIRB)

46 CFR 28.150  
46 CFR 25.26

## Applies to:

- All fishing vessels 11 Meters (36 feet) or more operating more than three nautical miles from the coast requires a Category 1.
- On vessels less than 11 Meters (36 Feet), or more than 11 Meters in length with a builders certificate that the vessel is constructed with sufficient inherently buoyant material to keep the vessel afloat, shall insure that a Category I or Category II installed in a readily accessible location at or near the principal steering station.

## Type required:

### CATEGORY I

May be deployed and activated automatically by built-in hydrostatic float free release or by manual release and activation.



### CATEGORY II

May be deployed and activated by manually releasing and manually activating.

## Exceptions:

- Skiff or workboat that is stored aboard a mother ship when not working and the mother ship carries an EPIRB.

## NOTE:

All EPIRB's must be registered with NOAA. To register your EPIRB free of charge, contact NOAA at:

NOAA/NESDIS  
Direct Services Division, E/SP3  
4700 Silver Hill Rd. Stop 9909  
Washington DC, 20233- 9909  
Phone 1-888-212-SAVE  
Fax. 1-301-568-8649

If you change your address or telephone number or change the name of your boat, you must re-register your EPIRB.

The registration decal must be attached to the EPIRB and not the protective cover.

“Certain F/Vs registered in Puerto Rico are exempt from the EPIRB requirement. Check with the local examiner for details”

See page E9 for a copy of the registration application or call your local Fishing Vessel Examiner.

Type Required:Vessel Size

- Less than 26 feet
- 26 feet and over but less than 40 feet
- 40 feet and over but less than 65 feet
- Vessels greater than 65 feet

Type and number required

- Require one B-1 fire extinguisher
- Require two B-I fire extinguishers or one B-11
- Require three B-I fire extinguishers **or** one B-II and one B-I fire extinguishers
- See Table Next Page

NOTE:

Vessels less than 26 feet with an outboard motor need not carry such portable fire extinguisher if construction will not permit entrapment of explosive or flammable gases or vapors.

All fire extinguishers must be identified by the markings decal as a Marine Type, USCG Approved with approval Number....., Size....., Type..... When mounted fire extinguishers must be mounted using a Marine Type Bracket.

One B-II fire extinguisher may be substituted where two B-I are required and one C-II fire extinguisher can be substituted where two C-I are required, but two B-I fire extinguishers **cannot** replace one B-II, nor, will two C-I fire extinguishers replace one C-II fire extinguishers.

Underwriters Laboratory (U.L.) fire extinguishers are acceptable if they are approved for “**Marine Use**”.

A Coast Guard approved *installed* system for the engine room replaces one B-I fire extinguisher.

**(Continued next page)**

**TABLE 46 CFR 28.160  
PORTABLE FIRE EXTINGUISHERS FOR VESSELS  
65 FEET (19.8 METERS) OR MORE IN LENGTH**

<b>Space</b>	<b>Class</b>	<b>Quantity and Location</b>
Safety areas, communicating corridors	A-II	1 in each main corridor not more than 150 feet (49.2 Meters) apart Maybe located (in stairways)
Pilothouse	C-I	2 in vicinity of the exits
Galley, Service spaces	B-II	1 for each 2,500 square feet (269.1 sq. meters) or fraction thereof suitable for hazards involved
Paint Lockers	B-II	1 outside the space in the vicinity of exit
Accessible baggage and storerooms	A-II	1 each 2,500 sq. feet (269.1 sq. Meters) or fraction thereof, located in the vicinity of exits, outside or inside the spaces
Workshops and similar spaces	A-II	1 outside the space in the vicinity of exit
Machinery spaces internal combustion propelling machinery	B-II	1 for each 1,000 brake horsepower or fraction thereof but not less than 2 nor more than 6
Electric propulsion motors or generator units of open type	C-II	1 for each propulsion motor generator unit
Auxiliary spaces	B-II	1 outside the space in the vicinity of exit
Internal combustion machinery	B-II	1 outside the space in the vicinity of exit
Electric emergency motors or generators	B-II	1 outside the space in the vicinity of exit

Type Required:

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

Placard To Read

# REPORT ALL INJURIES

UNITED STATES LAW, 46 UNITED STATES CODE 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 TO THEIR 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.

**Applies To:**

- All vessels 40 feet or over on an ocean voyage, the master or individual in charge of a vessel must ensure that a written waste management plan is aboard vessel.

**Acceptability Requirements:**

- Provides for collection, processing, storage, and discharging of garbage and waste.
- Designate who is responsible for carrying it out.

- A log listing location and disposal method of all garbage generated aboard the vessel. This log must include, the vessels name, Official Number and signature.

**For garbage discharged ashore**, a record of volume only.

OR

**For garbage discharged at sea**, record by category & volume.

Category I - Plastic (Discharge prohibited except ashore)

Category II - Floating dunnage, lining or packing material

Category III - Ground paper products, rags, glass, metal, bottles etc.

Category IV – Un-ground paper products, rags, glass, metal bottles, etc.

Category V - Incinerator ash

### Sample of Garbage Log

Discharge		Location  Port, Lat/Long or Name of Vessel that garbage transferred to.	Volume discharged in Cubic Meters							Signature of Person in Charge
Date	Time		Distance Offshore	Cat I	Cat II	Cat III	Cat IV	Cat V	Total	



**Applies to:**

All vessels with installed toilet facility must be equipped with an operable Marine Sanitation Device.

**Acceptability Requirements:**

Type I, Type II devices must have a certification label as required under 33 CFR 159.16.

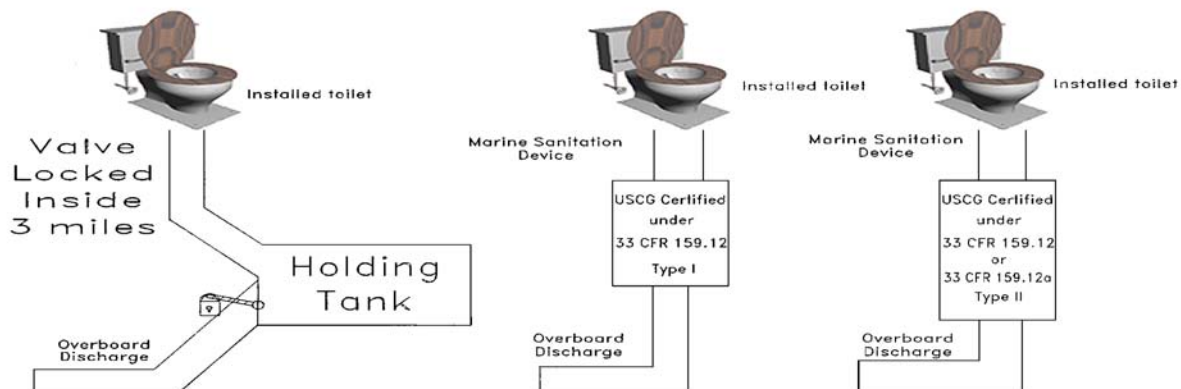
An operable Type I MSD's that has a label on it under 159.16 or that is certified under 33 CFR 159.12 if the vessel is 19.7 meters (65 feet) or less in length.

Type II and Type III MSD's are certified under 33 CFR 159.12 or 33 CFR 159.12a.

A Type III (holding tank) requires no labeling.

In US territorial waters (inside 3 nautical miles), if used, the "Y" valve to the overboard discharge for MSD's must be secured by:

1. Closing the overboard discharge valve and removing the handle.
2. Padlocking the seacock in the closed position.
3. Using a non-releasable wire-tie to hold the seacock in the closed position; or
4. Locking the door handle to the space enclosing the toilet with a padlock or door handle key lock applies to Type I and Type II only.

**NOTE:**

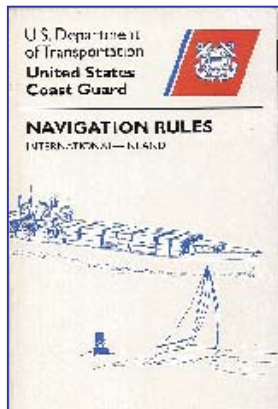
A portable toilet (port-a-potty) is not considered installed and are not subject to MSD regulations.

**Applies to:**

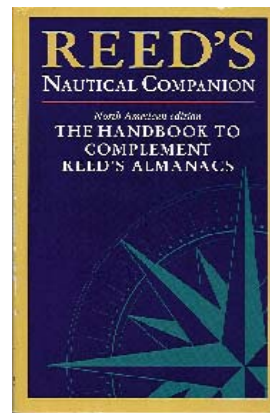
- All self propelled vessels greater than 12 Meters (39.3 feet) operating on the inland waters of the United States.
- 

**Acceptability Requirements:**

- Have on board for ready reference a copy of the Inland Navigation Rules book.



OR



**NOTE:**

Inland waters are those waters inside the COLREGS Demarcation Lines.

Copy of Navigation Rules book or the Companion book to Reeds Nautical Almanac is an acceptable substitute for the Navigation Rules book.

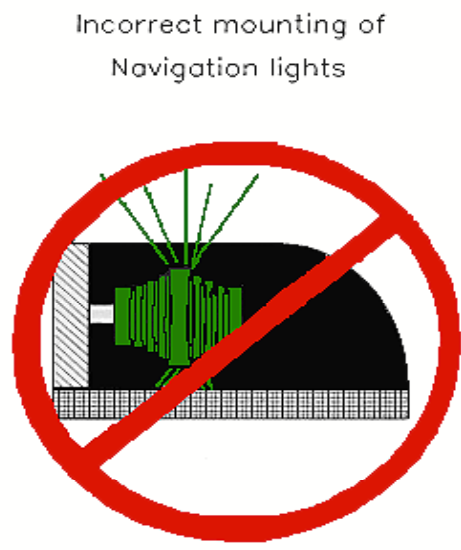
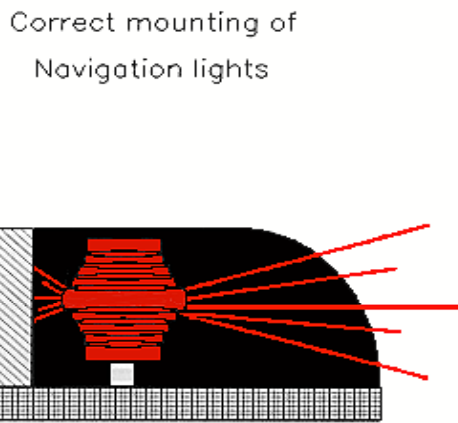
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Acceptability requirements:

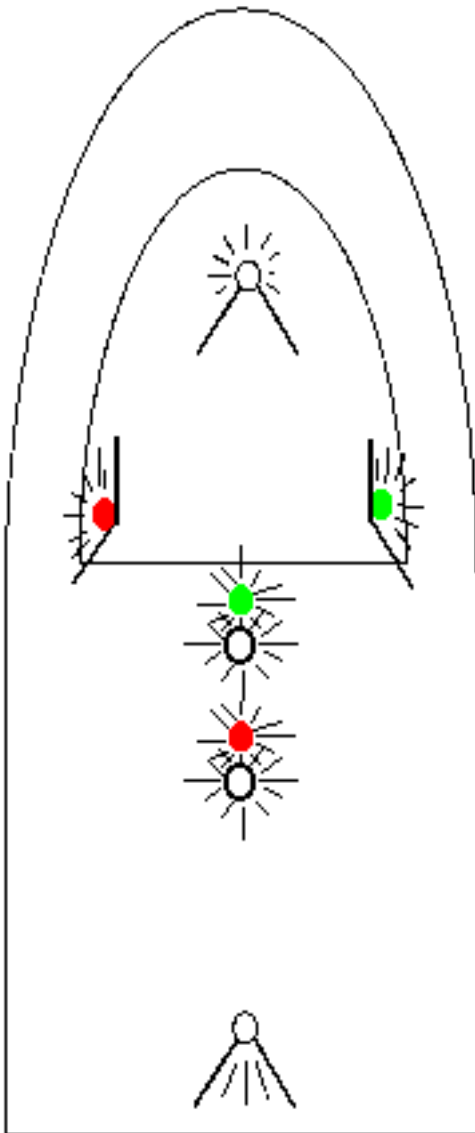
- Proper Range of Visibility.
  - Proper Arc of Visibility.
  - Proper Light Configuration.
- 

Rule 26                      Trawling - green over white.  
Fishing – red over white.

Rule 22/23                      For vessels over 20 Meters (65'6"), sidelights and stern light. If vessel is over 20 meters sidelight screens must be painted black.



(Continued next page)



**Masthead light:** A white light placed over the fore and aft centerline of the vessel showing an unbroken light over an arc of the horizon of 225 degrees abaft the beam on either side of the vessel (**See note**).

**Side lights:** A green light on the starboard side and a red light on the port side each showing an unbroken light over an arc of the horizon of 112.5 degrees and so fixed as to show the light from right ahead to 22.5 degrees abaft the beam on its respective side.

**A vessel trawling:** shall exhibit two all-round lights in a vertical line, the upper being green and the lower white, or a shape consisting of two cones with their apexes together in a vertical line one above the other.

**A vessel fishing:** other than trawling shall exhibit two all round lights in a vertical line the upper being red and the lower white or a shape consisting of two cones with their apexes together in a vertical line one above the other.

**Stern light:** Means a white light placed as nearly as practicable at the stern showing an unbroken light over an arc or the horizon of 135 degrees and so fixed as to show the light 67.5 degrees from right aft on each side of the vessel.

**NOTE:**

Except that on a vessel of less than 12 meters in length the masthead light shall be placed as nearly as practicable to the fore and aft centerline of the vessel.

Fishing vessels when not actually conducting fishing operations must display the white masthead light, port and starboard running lights and a stern light to indicate that they are a motor vessel underway. When the fishing vessel is actually conducting fishing operations then they must show the port and starboard running lights, the stern light and the green over white lights while trawling.

Acceptability requirements:

**- Proper Sound signals**

Rule 33                      Less than 12 Meters (39'4") a sound signal (Police whistle) 12 Meters (39'4") and over a whistle (horn), and bell.



**- Bell Size**

33 CFR 86.23              Fishing vessels **39.4** feet but less than **65.6** feet (12 to 20 Meters) requires a 7.9 inch (200mm) bell.

33 CFR 86.23              Fishing vessels **65.5** feet (20 Meters) or over requires an 11.8 inch (300mm) bell.

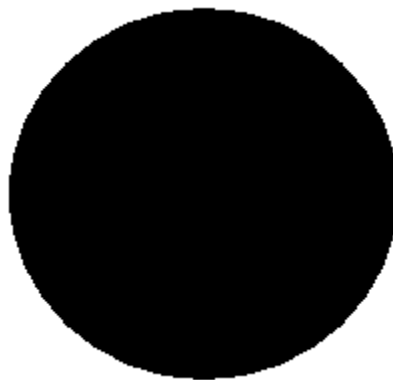


**- Proper Navigation Day Shapes****- Rule 20**

For fishing/trawling vessels operating during daylight hours, a day shape consisting of two cones with their apexes together in a vertical line one above the other. The base of the cone shall have a base diameter of not less than 0.6 meters (23.6 inches).

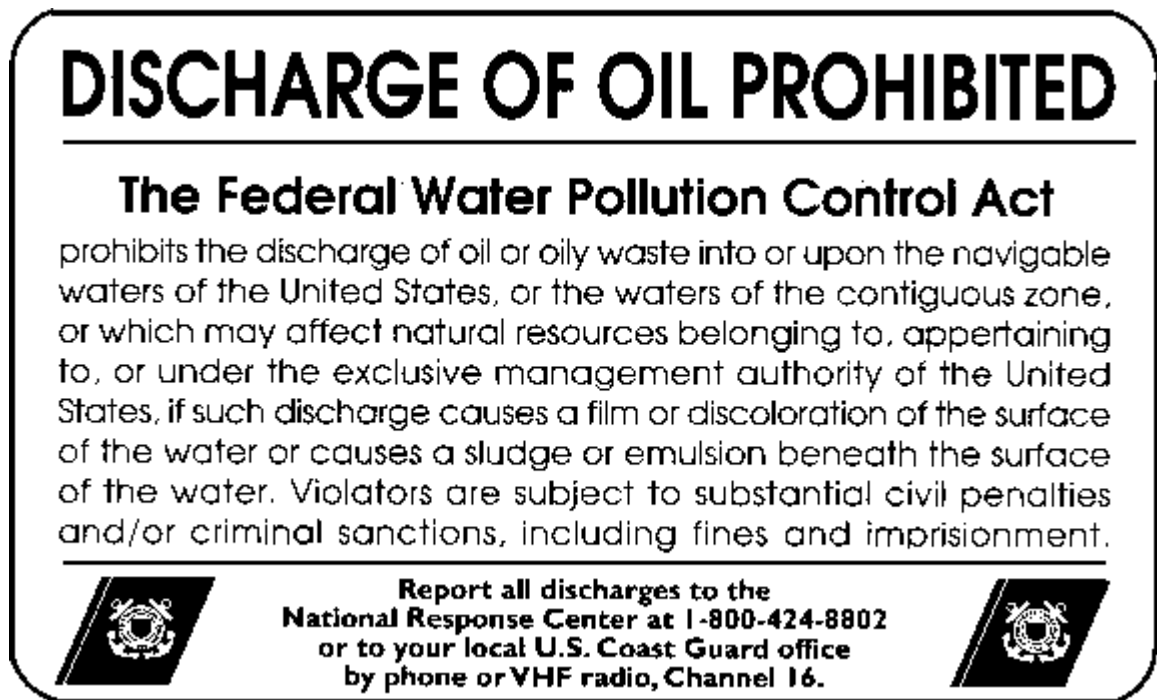
**- Rule 30**

A vessel at anchor shall exhibit where it can best be seen in the fore part, an all round white light at night or one ball during daylight hours. The ball shall have a diameter of not less than 0.6 meters (23.6 inches).



**Type Required:**

- For vessels 26 feet and over.
- Placard must be at least 5 X 8 inches.
- Made of durable material.
- Language that crew understands.
- Must be permanently affixed in machinery space or near bilge pump operating switch.

**Placard to Read****NOTE:**

The vessel's bilges may be used to store oily mixtures. Oil mixtures that do not contain volatile materials (gasoline, or solvents) are not normally expected to create an unsafe condition warranting termination.

No person may intentionally drain oil or hazardous materials into the bilge of a vessel (33 CFR 155.770).





**Type Required:**

- For vessels 26 feet or more.
- Placard must be at least 4 X 9 inches.
- Lettering at least 1/8 inch.
- Located in Food Service Facilities, Garbage Handling Spaces and common spaces on deck.
- As many as needed as to be read by the crew and passengers.

**Acceptability Requirements:**

Wording on the placard is not mandatory, but the placard must notify the reader that:

- Discharge of plastic or garbage mixed with plastic into any waters is prohibited.
- The discharge of all garbage is prohibited in the navigable waters of the United States and in all other waters within three nautical miles of the nearest land.
- The discharge of dunnage, lining and packing materials that float is prohibited within 25 nautical miles of the nearest land.
- Other ungrounded garbage may be discharged beyond 12 nautical miles from the nearest land.
- Other garbage ground to less than one inch may be discharged beyond three nautical miles of the nearest land.
- A person who violates the above requirements is liable for a civil penalty of up to \$25,000.00, a fine of up to \$50,000.00 and imprisonment for up to five years for each violation.

### GARBAGE DUMPING RESTRICTIONS

	Navigable waters & within 3 nautical miles offshore	3-12 nautical miles offshore	12-25 nautical miles offshore
<p>Under Federal law, it is illegal to discharge plastic or garbage mixed with plastic into any waters. Regional, state or local regulations may also apply. All discharge of garbage is prohibited in the Great Lakes and their connecting or tributary waters.</p> <p>Violators are subject to substantial civil penalties and/or criminal sanctions, including fines and imprisonment.</p> <div style="display: flex; justify-content: space-around; align-items: center;"> <div style="text-align: center;">   <b>United States Coast Guard</b> </div> <div style="text-align: center;">   <b>Center for Marine Conservation</b> </div> </div>			

See a marine pollution violation? Record all details of vessel, location and garbage thrown overboard and call the National Response Center at 1-800-424-8802 or your local Coast Guard office by phone or VHF radio, channel 16.

**NOTE:**

Region, State and Local restrictions on garbage discharges also may apply.

**Requirement:**

- If vessel is required by regulations to have a Radio, then the vessel is required to have a valid radio station license (**original**) onboard and all transmitting equipment is required to be listed.
- 

**Acceptability:**

- All transmitting frequencies are listed and the license must be posted or available for inspection.
- 

**NOTE:**

The EPIRB, all radio frequencies, RADAR, must be listed on your license.

Use FCC form 601 Schedule B to apply for a new license or to modify a Ship Radio Station license.

Application forms can be obtained by calling the FCC forms distribution Center at (888) 225-5322 Toll Free.

---

**Applies To:**

- Each commercial fishing industry vessel which is 79 feet (24 meters) or more in length that is not required to be issued a load line under Subchapter E, and that-
    - a. Has its keel laid or is at a similar stage of construction or undergoes a major conversion started on or after September 15, 1991.
    - b. 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-these vessels need only comply with 28.501; or
    - c. Has been substantially altered on or after September 15, 1991.
- 

**Stability Instructions:**

- Each vessel must be provided with stability instructions, which provide loading constraints and operating restrictions.
  - Stability instructions must be developed by a qualified individual.
  - Stability instructions must be in a format easily understood by the master or individual in charge of the vessel.
- 

**Watertight and Weathertight Integrity:**

Each opening in a deck or bulkhead that is exposed to weather must be fitted with a weathertight or a watertight closure device.

1. Each opening in a deck or a bulkhead that is exposed to weather must be fitted with a watertight coaming as follows:
  - For a vessel 79 feet or greater in length, the coaming must be at least 24 inches in height.
  - For a vessel less than 79 feet, the coaming must be at least 12 inches in height.
  - A coaming to a fish hold that is under constant attention when the closure is not in place need only be 6 inches in height.
  - The coaming of an opening fitted with a quick-acting watertight closure device need only be sufficient height to accommodate the device.
2. 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.

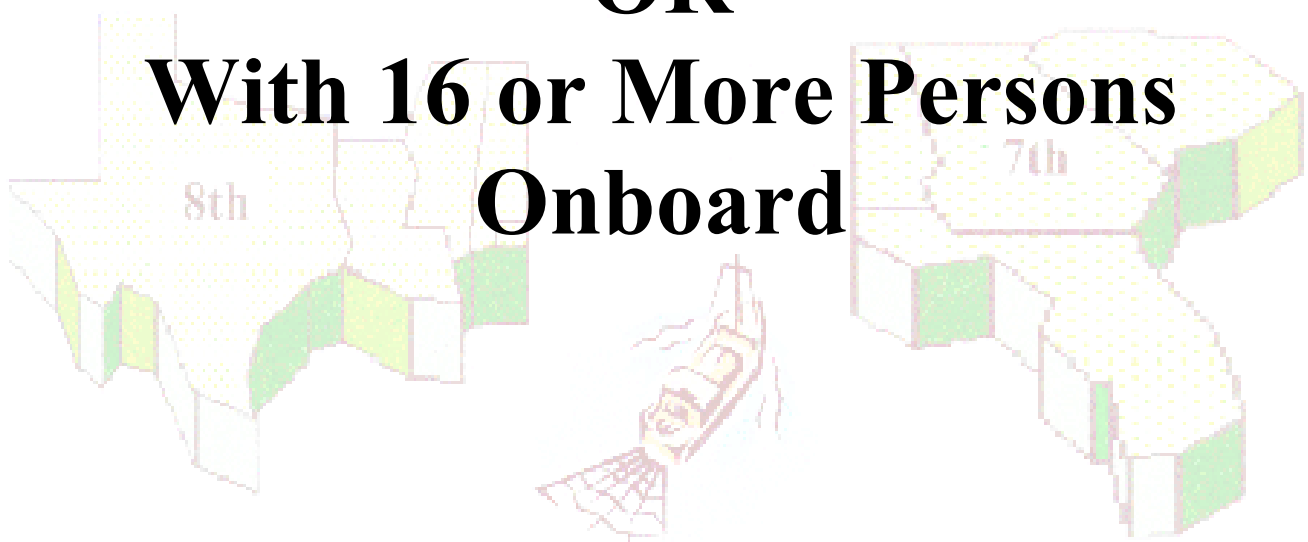
# Commercial Fishing Vessel

## Section Two

### Requirements For Documented Vessels That Operate Beyond the Boundary Line

Examination Guide Book

### OR With 16 or More Persons Onboard



COAST GUARD DISTRICTS  
7th AND 8th

Revised May  
02

## 160 FIREMAN'S OUTFIT

46 CFR 28.205

---

### **Applies To:**

- All documented commercial fishing vessels that operate with more than 49 individuals onboard must be equipped with at least.
- 

### **Requirements:**

- Two fireman's outfits.
- 

### **Acceptability Requirements:**

- Fireman's outfit needs:
    - Self-contained breathing apparatus (SCBA) with lifeline attached
      - 1 flashlight
      - A rigid helmet
      - Boots
      - Gloves
      - Protective clothing
      - 1 fire axe
  - Be stowed in widely separated locations.
- 

### **NOTE:**

See next page for SCBA acceptability requirements.

**Applies To:**

- All documented commercial fishing vessels that have **ammonia-based** refrigeration systems must be equipped with at least.
- 

**Requirements:**

- Two Self Contained Breathing Apparatuses (SCBA).
- 

**Acceptability Requirements:**

- Self-contained breathing apparatus must:
    - Be widely separated.
    - Have as a minimum, a 30 minute air supply.
    - Have a full-face piece.
    - Have at least 1 spare air bottle for each SCBA.
    - Be approved by Mine Safety and Health Administration (MSHA) and National Institute for Occupational Safety and Health (NIOSH).
-

**Requirements:**

- Complete First Aid Manual.
- Medicine Chest.
- Approved First Aid and CPR Certification.

**Acceptability Requirements:**

- First Aid Manual and Medicine Chest of size suitable for number on board. Stored in a readily accessible location.



- First Aid and CPR Certification per standards set in 46 CFR 28.210.

-Each vessel must have the following:

<b><u>If Operating with</u></b>	<b><u>The Certification requirement is</u></b>
More than 2 persons	1 in First Aid; 1 in CPR
More than 16 persons	2 in First Aid; 2 in CPR
More than 49 persons	4 in First Aid; 4 in CPR

**A certificate indicating completion of:**

- Acceptable First Aid courses provided by the American National Red Cross or other Coast Guard approved course.
- Acceptable CPR certificates provided by the American National Red Cross, American Heart Association or other Coast Guard approved course.

**NOTE:**

The Regulation requires initial certification only. While not required, annual recertification is strongly encouraged.

An individual certified in both First Aid and CPR may be counted against both requirements.

### **Requirements:**

- Suitable hand covers, guards, or railings must be installed in the way of machinery, which can cause injury to personnel.
- 

### **Examples:**

- Gearing
  - Chain or belt drives
  - Rotating shafts
  - Exhaust pipes from an engine in reach of personnel must be insulated or guarded to prevent burns.
- 

### **NOTE:**

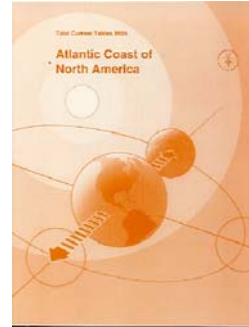
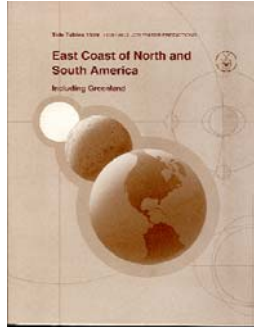
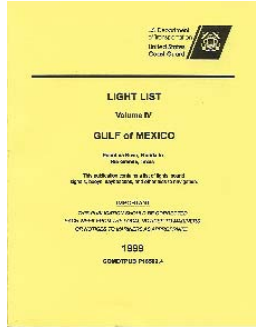
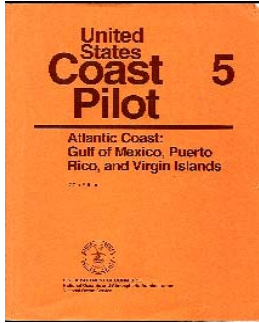
These guards are not meant to restrict access to fishing equipment such as, winches, drums and gurdies.



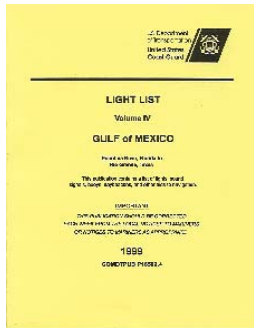
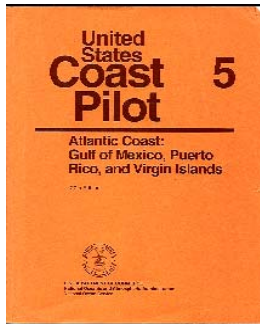
**Requirements:**

- Each vessel must have:
  - Marine charts of the area to be transited.
- and**
- For the area where operating, a copy of, or extract of the following:

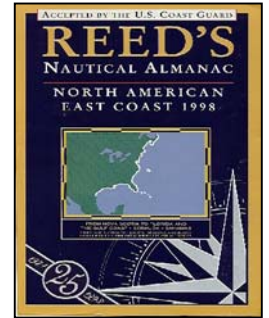
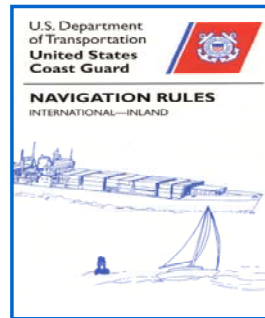
**U.S. Coast Pilot    Coast Guard Light List    Tide Tables/Tidal    Current Tables    Navigation Rules**



**OR**



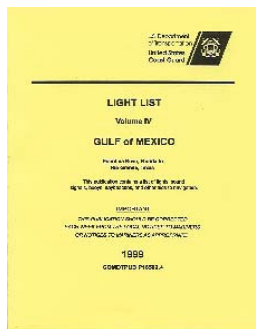
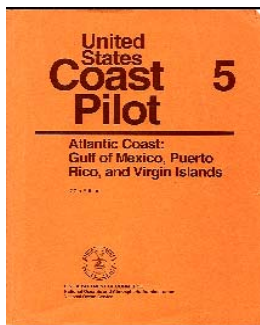
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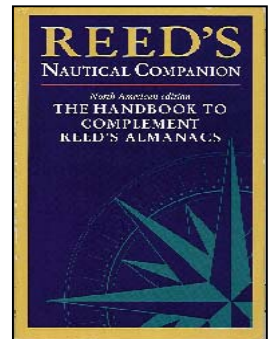
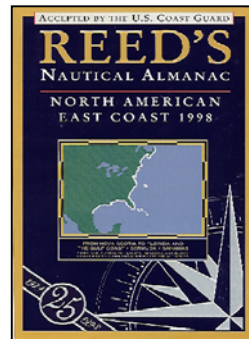
**U.S. Coast Pilot    Coast Guard Light List    Navigation Rules    Reed's Almanac**

**MUST PROVIDE A FIRST-AID MANUAL WITH THE ABOVE SETS OF PUBLICATIONS**

**OR**



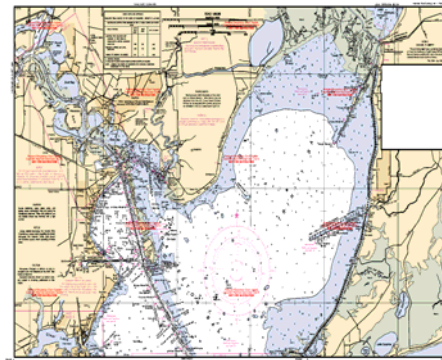
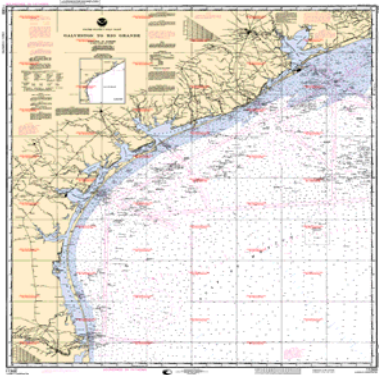
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**U.S. Coast Pilot    Coast Guard Light List    Reed's Almanac    Reed's Companion**

(Continued next page)

### Charts



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#### **Acceptable Requirements:**

Charts should be of large enough scale to safely navigate the area and currently corrected.

---

#### **NOTE:**

All Navigation Publications are required to be the current edition of, or applicable current extract.

To receive copies of the Local Notice to Mariners please see General Information section of this guide.

**Requirements:**

- Magnetic steering compass.
- Compass deviation table.

**Acceptability Requirements:**

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

**DEVIATION TABLE**

SHIP'S HEADING MAGNETIC	Deviation	SHIP'S HEADING MAGNETIC	Deviation
000		180	
015		195	
030		210	
045		225	
060		240	
075		255	
090		270	
105		285	
120		300	
135		315	
150		330	
165		360	

**Requirements:**

- Anchor with chain, cable or rope.
- Appropriate size for the vessel and waters.
- For vessels with non-metallic hull - 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.

**Applies To:**

- All documented fishing vessels operating beyond the Boundary Line or operating with more than 16 POB; and has an accommodation or workspace which is not adjacent to the operating station.
- 

**Requirements:**

- An audible general alarm system with contact maker at the operating station.
- A flashing red light must be installed in spaces where noise makes the alarm system difficult to hear.
- Half inch **red** lettering with each alarm bell and light stating:

**ATTENTION:  
GENERAL ALARM-WHEN ALARM  
SOUNDS GO TO YOUR STATION**

---

**Acceptability:**

- The alarm system must be capable of notifying an individual in any accommodation or workspace where they may be normally 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 performing all of the above stated functions.

**Requirements:**

**VHF-FM & SSB Frequency Capability**

	156-162	2-4 MHz	2-27.5 MHz
All vessels	X		
Vessels operating more than 20 Miles from coast	X	X	
Vessels operating more than 100 Miles from coast	X		X

**Acceptability:**

- A single radio capable of communicating on all required frequencies is acceptable.
- A satellite communication system is an acceptable substitute for 2-4 and 2-27.5 MHz radios.
- A cellular phone capable of communicating with a CG Station may substitute for the radios that operate in the 2-4 and 2-27.5 MHz.
- A 4-20 MHz radio installed before 15 September 1991 may be used in lieu of the radio that operates in the 2-27.5 MHz range.
- The principle operating position of the communication equipment must be at the operating station.
- All communications equipment must be provided with an emergency power source (33 CFR 28.375) Batteries used to start the main engines that are located outside the main engine room meets the requirements for emergency back up power supply of this section.



**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 window breakage by high seas.

**NOTE:**

See enclosure E-2 for channel designators as per 47 CFR 80.871.

**Applies To:**

- All Documented Commercial Fishing Vessels, which are 36 feet, or more in length, that Operate beyond the boundary line.

**Or**

- All Documented Commercial Fishing Vessels which are 36 feet or more in length, that Operate with more than 16 individuals on board.
- 

**Requirements:**

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

**Acceptability:**

The following spaces must be included:

- A space with a through-hull fitting below the deepest load waterline such as a lazarette.
  - A space subject to flooding from seawater 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 nonwatertight deck hatch.
-

**Requirements:**

- Bilge pumps and bilge piping capable of draining any watertight compartment (except tanks and small buoyancy compartments).
  - Engine rooms and other large spaces must be fitted with more than one suction hose.
- 

**Acceptability:**

- If the bilge pump required by this section is portable, it must, be provided with a suitable suction hose of adequate length to reach the bilges of each watertight compartment it must serve and with a discharge hose of adequate length to ensure overboard discharge. A portable pump must be capable of de-watering each space it serves at a rate of at least 2 inches (51 millimeters) of water depth 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. Each bilge suction line must be provided with 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 de-watering system must be fitted with a suitable strainer to prevent clogging of the suction line. Strainers must have an open area of not less than three times the open area of the suction line.
  - Each vessel must comply with the oil pollution prevention requirements of 33 CFR, Parts 151 and 155.
-

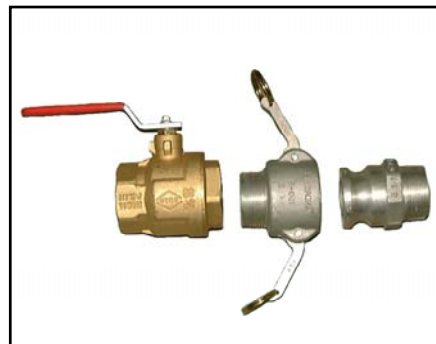
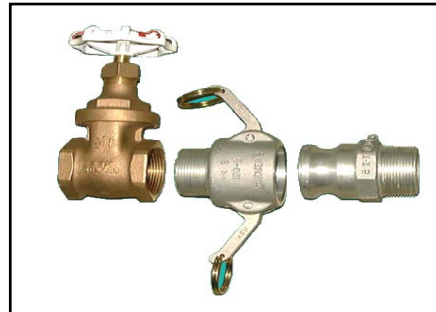
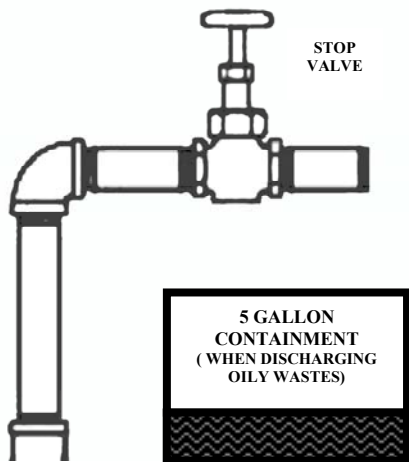


**Applies To:**

- Oceangoing vessels 100 gross tons but less than 400 gross tons.

**Requirements:**

- Must have at least one pump installed to discharge oily mixtures through a fixed piping system to a reception facility;
- The piping system must have at least one outlet accessible from the weather deck;
- The vessel must have a means on the weather deck near the discharge outlet to stop each pump that is used to discharge oily wastes



**NOTE:**

Does not apply to vessels with approved oily-water separating equipment for the processing of oily bilge slops or oily fuel oil tank ballast.

**Applies To:**

- Documented commercial fishing vessels 79 feet or more in length operating beyond the Boundary Line.

**Or**

- Documented commercial fishing vessels 79 feet or more in length that operate with more than **16** people onboard.
- 

**Requirements:**

- Vessel must be equipped with an electronic position-fixing device.
- 

**Acceptability:**

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

## Requirements:

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

## Acceptability:

- The emergency instructions must identify at least the following information, as appropriate for the vessel:
    - a. The survival craft embarkation stations aboard the vessel and the survival craft to which each individual is assigned.
    - b. The fire and emergency signals and the abandon ship signal.
    - c. The procedures for making a distress call and procedures for fighting fires.
- 

- Essential action that may be taken in an emergency such as:
    - Making a distress call.
    - Closing of hatches, airports, watertight doors, vents, scrapers, and valves for intake and discharge lines, which penetrate the hull stopping of fans and ventilation systems, and operation of safety equipment.
    - Preparing and launching of survival craft and rescue boats.
    - Fighting a fire.
- 

- Mustering of personnel including:
    - Seeing that they are properly dressed and have put on their lifejackets or immersion suits; **and**
    - Assembling personnel and directing them to their appointed stations.
- 

- The following procedures may be kept readily available as an alternative to posting for rough weather at sea:
    - Flooding
    - Anchoring the vessel
    - Man overboard
- 

## NOTE:

On vessels, which operate with less than four individuals on board, the emergency instructions may be kept readily available instead of posting.

## Requirements:

- The master or individual in charge of each vessel must ensure that drills are conducted and instructions given to each individual on board at least once a month so as to ensure that each individual is familiar with their duties and responsibilities for at least one of the following contingencies:
  - Abandoning the vessel.
  - Fighting a fire in difficult locations on board the vessel.
  - Recovering an individual from the water.
  - Minimizing the affects of unintentional flooding.
  - Launching survival craft and recovering lifeboats.
  - Donning immersion suits and other wearable PFD's.
  - Donning a fireman's outfit and a self-contained breathing apparatus, if the vessel is so equipped.
  - Making a voice radio distress call and using visual distress signals.
  - Activating the general alarm.
  - Reporting inoperative alarms and fire detection systems.
- 

## Acceptability:

- **Training**. No individual may conduct the drills or provide the instructions required by this section unless that individual has been trained in the proper procedures for conducting the activity.
  - **Safety Orientation**. The master or individual in charge of a vessel must ensure that a safety orientation is given to each individual on board that has not participated in the drills required before the vessel may be operated.
- 

## NOTE:

On vessels, which operate with less than four individuals on board, the emergency instructions may be kept readily available instead of posting.

## TERMINATION OF UNSAFE OPERATIONS

- A. A Coast Guard Boarding Officer may direct the master or individual in charge of a vessel, with the concurrence of the Group Commander and/or the Captain of the Port, to immediately take reasonable means necessary for the safety of the individuals on board the vessel if the Boarding Officer observes the vessel being operated in an unsafe manner and determining that an especially hazardous condition exists. This may include directing the master or individual in charge of the vessel to return the vessel to mooring and remain there until the situation creating the especially hazardous condition is corrected, or other specific action is taken.
- B. Hazardous conditions include, but are not limited to, operation with:
1. An insufficient number of lifesaving equipment on board, to include serviceable Personal Flotation Devices (PFD), serviceable immersion suits, or adequate survival craft capacity.
  2. An inoperable Emergency Position Indicating Radio Beacon (EPIRB) or radio communication equipment when required by regulation. There should be at least one operable means of communicating distress. When both are required, then at least one must be in operable condition to avoid termination of voyage.
  3. Inadequate fire fighting 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 individual in charge of a commercial fishing vessel. An individual is intoxicated when he/she is operating a commercial fishing vessel and has an alcohol concentration of .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. A 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. An expired endorsed Load Line Certificate of class, as required by 46 CFR 4503(1), for a fish-processing vessel.
- C. A Coast Guard Boarding Officer may direct the individual in charge of a fish processing vessel that is missing a Load Line Certificate, or that does not comply with the provisions of the Load Line Certificate issued by the American Bureau of Shipping or a similarly qualified organization, to return the vessel to a mooring and to remain there until the vessel obtains such a certificate.

## GOOD MARINE PRACTICES

### 1) Rudder Systems / Shaft Packing:

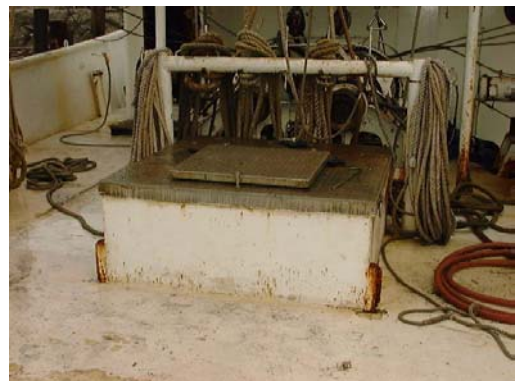
- In order to determine risk for flooding, rudder and shaft packing should be examined while vessel is working at sea.
- The gland packing should be visually examined for leaks. **Caution**, these packings are designed to leak a small amount of water and is necessary.
  - a. A steady stream of incoming water indicates that the gland packing requires tightening or renewal. If by tightening the water flow is controlled then the packing is satisfactory.
  - b. If incoming water is not controlled even is packing is renewed, consider terminating voyage..



### 2) Weather Deck:

#### Definitions:

- a) Watertight: Designed and constructed to withstand a static head of water without any leakage.
  - b) Weathertight: Water will not penetrate into the unit in any sea conditions.
- All flush hatch covers in the deck, exterior doors on the superstructure, and portlights should be weathertight. (If in doubt, conduct hose test.)
  - All closures and dogs must be operational.
  - Down-flooding points: Exposed vents to tanks or other spaces below deck should contain ball check valves, hinged closures, wooden plugs, canvas hoods, or other closures for heavy weather conditions.
  - If access to the machinery space is flush with the main deck and no door or cover exists, then consider terminating voyage.



## **GOOD MARINE PRACTICES**

### 3) Damaged / Broken Hoses:

- Hoses in the engine room should be visually examined for leaks and normal wear and tear.
- All hoses connected to sea inlets (through-hull fittings) should be secured by double, stainless steel hose clamps.

### 4) Conditions of Vessel Overloading:

- Vessel is considered unstable if it is overloaded, improperly loaded, or has a lack of freeboard. Particular attention should be paid towards Red Snapper Fishing Boats that have inherently low freeboards.
- If freeboard is 1 foot or less, further investigation is necessary to determine the cause.
- If deck is wet/awash, consider terminating voyage.
- The following conditions should be considered in regards to vessel's instability:
  - a) How much cargo is carried at one time;
  - b) Whether vessel will carry it on a long or short voyage;
  - c) When will vessel be exposed to seaways;
  - d) When and where vessel expects to refuel, add more ice and replenish stores;
  - e) Whether vessel will change rigs.

### 5) Flooding / Uncontrolled Leakage:

- Listen for the bilge pump, if the pump is continually operating then investigate the source of flooding- if unable to control the flooding then terminate the voyage.
- If water is above floorboards in the engine room, check the bilge pump for proper operation and investigate the source of flooding, (water may be from melting of ice, shaft packing). If unable to control the flooding or if bilge pump is not operating and the operator can not effect repairs terminate voyage.

# Channel Designators for Radio Frequencies

Channel	Ship Frequency (MHz)		Channel Usage
	Transmit	Receive	
1	156.050	156.050	Port operations and commercial (see footnote 5)
5	156.250	156.250	Port operations (see footnote 3)
6	156.300	156.000	Intership safety
7	156.350	156.350	Commercial
8	156.400	156.400	Commercial (ship-to-ship only)
9	156.450	156.450	Commercial/Non-commercial (see footnote 6)
10	156.500	156.500	Commercial
11	156.550	156.550	Commercial and port operations traffic advisories, including VTS in some ports)
12	156.600	156.600	Port operations (traffic advisories, including VTS in some ports)
13	156.650	156.650	Navigational (ship-to-ship), also used at locks and bridges
14	156.700	156.700	Port operations (traffic advisories, including VTS in some ports)
16	156.800	156.00	Distress, safety and calling
17	156.850	156.850	Maritime control
18	156.900	156.900	Commercial
19	156.950	156.950	Commercial
20	157.000	161.600	Port operations (traffic advisories)
22A	157.100	157.100	Coast Guard Liaison (make contact on channel 16)
24	157.200	161.800	Public correspondence (ship-to-coast)
25	157.250	161.850	Public correspondence (ship-to-coast)
26	157.300	161.900	Public correspondence (ship-to-coast)
27	157.350	161.950	Public correspondence (ship-to-coast)
28	157.400	162.000	Public correspondence (ship-to-coast)
63	156.175	156.175	Commercial and Port operations (see footnote 5)
65	156.275	156.275	Port operations (traffic advisories)
66	156.325	156.325	Port operations (traffic advisories)
67	156.375	156.375	Commercial and Navigational (ship-to-ship only)
68	156.425	156.425	Non-commercial
69	156.475	156.475	Non-commercial
70	156.525	156.525	Digital Selective Calling
71	156.575	156.575	Non-commercial
72	156.625	156.625	Non-commercial (ship-to-ship only)
73	156.675	156.675	Port operations (traffic advisories)
74	156.725	156.725	Port operations (traffic advisories)
77	156.875	156.875	Port operations (ship-to-ship, to and from pilots docking ships)
78	156.925	156.925	Non-commercial
79	156.975	156.975	Commercial/Non-commercial (see footnote 4 for non-commercial use)
80	157.025	157.025	Commercial/Non-commercial (see footnote 4 for non-commercial use)
84	157.225	161.825	Public correspondence (ship-to-coast)
85	157.275	161.875	Public correspondence (ship-to-coast)
86	157.325	161.925	Public correspondence (ship-to-coast)
87	157.375	161.975	Public correspondence (ship-to-coast)
88	157.425	162.025	Commercial (see footnote 1) and Public correspondence (marine operator) (see note 2)

Footnotes to table:

1. Not available in the Great Lakes, St. Lawrence Seaway, or the Puget Sound and the Strait of Juan de Fuca and its approaches.
2. Only for use in the Great Lakes, St. Lawrence Seaway, and Puget Sound and the Strait of Juan de Fuca and its approaches.
3. Available only in the Houston and New Orleans areas.
4. Available only in the Great Lakes.
5. Available only in the New Orleans area.
6. Available for Intership, ship and coast general purpose calling by noncommercial ships.
7. Available only in the Puget Sound and the Strait of Juan de Fuca.

(Continued next page)



## **Single Side Band Marine Radio:**

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### **Contacting the U.S. Coast Guard**

2182 kHz is the international hailing and distress frequency in the medium frequency band. All Coast Guard stations and all commercial vessels monitor it when underway.

### **Emergency Medical Advice:**

May be obtained by contacting the Coast Guard on 2182 kHz or via one of the high frequency channels listed below. No charge is made for such calls when the ship states it is an emergency involving the safety of life or property at sea.

2670 kHz is the Coast Guard working frequency in the medium frequency band. It is used for marine safety, Notice to Mariners and weather broadcasts.

4235 kHz, 6215 kHz, 8291 kHz and 16420 kHz are primary high frequency distress and safety calling frequencies. Distress traffic is given precedence over all other traffic. When such traffic is received the U.S. Coast Guard will be notified immediately.

In addition the Coast Guard monitors the following frequencies as part of the CALL (Contact and Long Range Liaison) system. These frequencies are also used for voice weather broadcasts, navigation warnings and medical communications. Allow at least one minute for a response before switching channels. The Coast Guard monitors many channels at once and may not be able to respond immediately.

<u>CHANNEL</u>	<u>TRANSMIT</u>	<u>RECEIVE</u>
424	4134 kHz	4426kHz
601	6200kHz	6501kHz
816	8240 kHz	8764 kHz
1205	12242 kHz	13089 kHz
1625	16432 kHz	17314 kHz

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### **Note:**

Calling the Coast Guard from a cellular phone will be forwarded to the nearest Coast Guard Unit.

**SECTION I. GENERAL INFORMATION**

1. Name of Vessel or Facility		2. Official No.	3. Nationality	4. Call Sign	5. USCG Certificate of Inspection issued at:
6. Type (Towing, Freight, Fish, Drill, etc.)	7. Length	8. Gross Tons	9. Year Built	10. Propulsion (Steam, diesel, gas, turbine ...)	
11. Hull Material (Steel, Wood...)	12. Draft (ft. - in.) FWD.                      AFT.	13. If Vessel Classed, By Whom: (ABS, LLOYDS, DNV, BV, etc.)		14. Date (Of occurrence)	15. Time (Local)
16. Location (See instruction No. 10A)				17. Estimated Loss or Damage TO:  VESSEL \$ _____ CARGO \$ _____ OTHER \$ _____	
18. Name, Address & Telephone No. of Operating Co.					
19. Name of Master or Person in Charge		USCG License <input type="checkbox"/> YES <input type="checkbox"/> NO		20. Name of Pilot	
				USCG License    State License <input type="checkbox"/> YES <input type="checkbox"/> YES <input type="checkbox"/> NO <input type="checkbox"/> NO	
19a. Street Address (City, State, Zip Code)		19b. Telephone Number (       )		20a. Street Address (City, State, Zip Code)	
				20b. Telephone Number (       )	

21. Casualty Elements (Check as many as needed and explain in Block 44.)

NO. OF PERSONS ON BOARD _____ <input type="checkbox"/> DEATH- HOW MANY? _____ <input type="checkbox"/> MISSING- HOW MANY? _____ <input type="checkbox"/> INJURED- HOW MANY? _____ <input type="checkbox"/> HAZARDOUS MATERIAL RELEASED OR INVOLVED (Identify Substance and amount in Block 44.) <input type="checkbox"/> OIL SPILL-ESTIMATE AMOUNT: _____  <input type="checkbox"/> CARGO CONTAINER LOST/DAMAGED <input type="checkbox"/> COLLISION (Identify other vessel or object in Block 44.) <input type="checkbox"/> GROUNDING <input type="checkbox"/> WAKE DAMAGE	<input type="checkbox"/> FLOODING; SWAMPING WITHOUT SINKING <input type="checkbox"/> CAPSIZING (with or without sinking) <input type="checkbox"/> FOUNDERING OR SINKING <input type="checkbox"/> HEAVY WEATHER DAMAGE <input type="checkbox"/> FIRE <input type="checkbox"/> EXPLOSION <input type="checkbox"/> COMMERCIAL DIVING CASUALTY <input type="checkbox"/> ICE DAMAGE <input type="checkbox"/> DAMAGE TO AIDS TO NAVIGATION <input type="checkbox"/> STEERING FAILURE <input type="checkbox"/> MACHINERY OR EQUIPMENT FAILURE <input type="checkbox"/> ELECTRICAL FAILURE <input type="checkbox"/> STRUCTURAL FAILURE	<input type="checkbox"/> FIREFIGHTING OR EMERGENCY EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.) <input type="checkbox"/> LIFESAVING EQUIPMENT FAILED OR INADEQUATE (Describe in Block 44.) <input type="checkbox"/> BLOW OUT (Petroleum exploration/production) <input type="checkbox"/> ALCOHOL INVOLVEMENT (Describe in Block 44.) <input type="checkbox"/> DRUG INVOLVEMENT (Describe in Block 44.) <input type="checkbox"/> OTHER (Specify) _____
--	--	--

22. Conditions

A. Sea or River Conditions (wave height, river stage, etc.)	B. WEATHER <input type="checkbox"/> CLEAR <input type="checkbox"/> RAIN <input type="checkbox"/> SNOW <input type="checkbox"/> FOG <input type="checkbox"/> OTHER (Specify) _____	C. TIME <input type="checkbox"/> DAYLIGHT <input type="checkbox"/> TWILIGHT <input type="checkbox"/> NIGHT	D. VISIBILITY <input type="checkbox"/> GOOD <input type="checkbox"/> FAIR <input type="checkbox"/> POOR	E. DISTANCE (miles) (of visibility) _____ F. AIR TEMPERATURE (F) _____ G. WIND SPEED & DIRECTION _____ H. CURRENT SPEED & DIRECTION _____
--	--	---	--	--

23. Navigation Information

<input type="checkbox"/> MOORED, DOCKED OR FIXED <input type="checkbox"/> ANCHORED <input type="checkbox"/> UNDERWAY OR DRIFTING	SPEED AND COURSE _____	24. Last Port Where Bound _____	24a. Time and Date of Departure _____
---	------------------------	---------------------------------	---------------------------------------

25. Towing Information

FOR TOWING ONLY	25a. NUMBER OF VESSELS TOWED	Empty	Loaded	Total	25b. TOTAL H.P. OF TOWING UNITS	25c. MAXIMUM SIZE OF TOW WITH TOW-BOAT(S)	Length	Width	25d. (Describe in Block 44.)  <input type="checkbox"/> PUSHING AHEAD <input type="checkbox"/> TOWING ASTERN <input type="checkbox"/> TOWING ALONGSIDE <input type="checkbox"/> MORE THAN ONE TOW-BOAT ON TOW

**SECTION II. BARGE INFORMATION**

26. Name		26a. Official Number	26b. Type	26c. Length	26d. Gross Tons	26e. USCG Certificate of Inspection Issued at:
26f. Year Built	26g. <input type="checkbox"/> SINGLE SKIN <input type="checkbox"/> DOUBLE SKIN	26h. Draft FWD                      AFT	26i. Operating Company			
26j. Damage Amount BARGE \$ _____ CARGO \$ _____ OTHER \$ _____			26k. Describe Damage to Barge			

REVERSE OF CG-2692 (REV. 6-87)		SECTION III. PERSONNEL ACCIDENT INFORMATION				
27. Person Involved <input type="checkbox"/> MALE or <input type="checkbox"/> FEMALE <input type="checkbox"/> DEAD <input type="checkbox"/> MISSING <input type="checkbox"/> INJURED		27a. Name (Last, First, Middle Name) _____ 27b. Address (City, State, Zip Code) _____			27c. Status <input type="checkbox"/> CREW <input type="checkbox"/> PASSENGER <input type="checkbox"/> OTHER (Specify)	
28. Birth Date	29. Telephone No. ( )	30. Job Position		31. (Check here if off duty) <input type="checkbox"/>		
32. Employer -(If different from Block 18., fill in Name, Address, Telephone No. )						
33. Person's Time A. IN THIS INDUSTRY - B. WITH THIS COMPANY- C. IN PRESENT JOB OR POSITION- D. ON PRESENT VESSEL/FACILITY - E. HOURS ON DUTY WHEN ACCIDENT OCCURRED -			YEAR(S) _____ _____ _____ _____	MONTH(S) _____ _____ _____ _____	34. Industry of Employer (Towing, Fishing, Shipping, Crew Supply, Drilling, etc.) _____ 35. Was the Injured Person Incapacitated 72 Hours or More? <input type="checkbox"/> YES <input type="checkbox"/> NO 36. Date of Death	
37. Activity of Person at Time of Accident						
38. Specific Location of Accident on Vessel/Facility						
39. Type of Accident (Fall, Caught between, etc.)			40. Resulting Injury (Cut, Bruise, Fracture, Burn, etc.)			
41. Part of Body Injured			42. Equipment Involved in Accident			
43. Specific Object, Part of the Equipment in Block 42., or Substance (Chemical, Solvent, etc.) that directly produced the Injury.						
SECTION IV. DESCRIPTION OF CASUALTY						
44. Describe how accident occurred, damage, information on alcohol/drug involvement and recommendations for corrective safety measures. (See instructions and attach additional sheets if necessary).						
45. Witness (Name, Address, Telephone No.)						
46. Witness (Name Address, Telephone No.)						
SECTION V. PERSON MAKING THIS REPORT				47c. Title		
47. Name (PRINT) (Last, First, Middle)		47b. Address (City, State, Zip Code)		47d. Telephone No. ( )		
47a. Signature				47e. Date		
FOR COAST GUARD USE ONLY				REPORTING OFFICE:		
APPARENT CAUSE						
CASUALTY CODE A B C	INVESTIGATOR (Name)	DATE	APPROVED BY (Name)	DATE		

# INSTRUCTIONS

## FOR COMPLETION OF FORM CG-2692

### REPORT OF MARINE ACCIDENT, INJURY OR DEATH

### AND FORM CG-2692A, BARGE ADDENDUM

#### WHEN TO USE THIS FORM

1. This form satisfies the requirements for written reports of accidents found in the Code of Federal Regulations for vessels, Outer Continental Shelf (OCS) facilities, mobile offshore drilling units (MODUs), and diving. The kinds of accidents that must be reported are described in the following instructions.

#### VESSELS

2. A vessel accident must be reported if it occurs upon the navigable waters of the U.S., its territories or possessions; or whenever an accident involves a U.S. vessel wherever the accident may occur. (Public vessels and recreational vessels are excepted from these reporting requirements.) The accident must also involve one of the following (ref. 46 CFR 4.05-1):

A. All accidental groundings and any intentional grounding which also meets any of the other reporting criteria or creates a hazard to navigation, the environment, or the safety of the vessel;

B. Loss of main propulsion or primary steering, or an associated component or control system, the loss of which causes a reduction of the maneuvering capabilities of the vessel. Loss means that systems, component parts, subsystems, or control systems do not perform the specified or required function;

C. An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route including but not limited to fire, flooding, failure or damage to fixed fire extinguishing systems, lifesaving equipment or bilge pumping systems;

D. Loss of life;

E. Injury causing any person to be incapacitated for a period in excess of 72 hours.

F. An occurrence not meeting any of the above criteria but resulting in damage to property in excess of \$25,000. Damage cost includes the cost of labor and material to restore the property to the condition which existed prior to the casualty, but it does not include the cost of salvage, cleaning, gas freeing, drydocking or demurrage.

#### MOBILE OFFSHORE DRILLING UNITS

3. MODUs are vessels and are required to report an accident that results in any of the events listed by Instruction 2-A through 2-F for vessels. Ref. 46 CFR 4.05-1, 46 CFR 109.411)

4. All OCS facilities (except mobile offshore drilling units) engaged in mineral exploration, development or production activities on the Outer Continental Shelf of the U.S. are required by 33 CFR 146.30 to report accidents resulting in:

A. Death;

B. Injury to 5 or more persons in a single incident;

C. Injury causing any person to be incapacitated for more than 72 hours.

D. Damage affecting the usefulness of primary lifesaving or firefighting equipment;

E. Damage to the facility in excess of \$25,000 resulting from a collision by a vessel;

F. Damage to a floating OCS facility in excess of \$25,000.

5. Foreign vessels engaged in mineral exploration, development or production on the U. S. Outer Continental Shelf, other than vessels already required to report by Instructions 2 and 3 above, are required by 33 CFR 146.303 to report casualties that result in any of the following:

A. Death;

B. Injury to 5 or more persons in a single incident;

C. Injury causing any person to be incapacitated for more than 72 hours.

#### DIVING

6. Diving casualties include injury or death that occurs while using underwater breathing apparatus while diving from a vessel or OCS facility.

A. **COMMERCIAL DIVING.** A dive is considered commercial if it is for commercial purposes from a vessel required to have a Coast Guard certificate of inspection, from an OCS facility or in its related safety zone or in a related activity, at a deepwater port or in its safety zone. Casualties that occur during commercial dives are covered by 46 CFR 197.486 if they result in:

1. Loss of life;

2. Injury causing incapacitation over 72 hours;

3. Injury requiring hospitalization over 24 hours.

# 406 MHz EPIRB Registration Form

Mail or fax to

Fax # (301) 568-8649

NOAA/NESDIS  
Direct Services Division, E/SP3  
4700 Silver Hill Rd. Stop 9909  
Washington, DC, 20233-9909

Check the appropriate box:

- New EPIRB Registration
- Change of EPIRB Ownership
- Change of EPIRB Information

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1. Unique Identifier Number (15 Digits)

2. EPIRB Category:

- Category I (automatic activation)
- Category II (manual activation only)

3. Manufacturer: \_\_\_\_\_

4. Model Number: \_\_\_\_\_

## Owner Information

5. Owners Name \_\_\_\_\_  
(Last, First, Middle Initial)

6. Owners Address \_\_\_\_\_  
\_\_\_\_\_

7. Country: \_\_\_\_\_

8. Telephone Number Home: \_\_\_\_\_ Work: \_\_\_\_\_

## Vessel Data:

9. Type: **Sail**  Sloop  Yawl  Schooner  Other  
**Power**  Fishing  Tug  Cargo  Tanker  Cabin Cruiser  Other

Hull Color: \_\_\_\_\_ Trim Color: \_\_\_\_\_

10. Radio Equipment:  VHF  HF  MF  Other \_\_\_\_\_

11. Radio Equipment  INMARSAT \_\_\_\_\_  Cellular: \_\_\_\_\_

12. Vessel Name: \_\_\_\_\_ 13. Call Sign: \_\_\_\_\_

14. Documentation/Registration Number: \_\_\_\_\_

15. Length Overall (ft): \_\_\_\_\_ 16. Capacity (crew and passengers): \_\_\_\_\_

17. Homeport (Marina/Dock, City/State) \_\_\_\_\_

18. Additional Data: \_\_\_\_\_  
\_\_\_\_\_

## Emergency Contacts

19. Name of Primary 24 Hour Emergency Contact: \_\_\_\_\_

20. Telephone Number: \_\_\_\_\_ Work \_\_\_\_\_

21. Alternate 24 Hour Emergency Contact: \_\_\_\_\_

22. Telephone Number: \_\_\_\_\_ Work \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

If you have any questions about this form or EPIRB registration in general please call toll-free 1-888-212-SAVE between the hours of 0830 – 1630 (EST) Mon – Fri

