



Voluntary Safety Initiatives and Good Marine Practices for Commercial Fishing Industry Vessels

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***Note:** All previous versions of a draft “ASCP” are superseded and suspended, and, this version of Voluntary Safety Initiatives and Good Marine Practices for Commercial Fishing Industry Vessels, dated October 25, 2016, is the current working draft version that should be referenced when providing comments, feedback, or recommendations to the Coast Guard.*

Background and Application

The Coast Guard Authorization Act of 2010 and the Coast Guard and Marine Transportation Act of 2012 (“the Acts”) extended the applicability of classification requirements, that previously applied only to fish processing vessels, to a wider range of Commercial Fishing Vessels (CFVs). Recognizing that most existing CFVs were not built to classification society rules, nor would such older vessels be accepted for classification due to their age and original non-class construction, the Acts included provisions requiring the development of an Alternate Safety Compliance Program (ASCP) for such vessels. As defined in the Acts, CFVs to which Title 46, United States Code, Section 4502(b) applies, were to comply with an ASCP after January 1, 2020, that was to be developed in cooperation with the commercial fishing industry, and prescribed by the Coast Guard by January 1, 2017.

In addition to existing safety requirements found in 46 CFR Part 28, and proposed rules published in the Federal Register on June 21, 2016, the ASCP requirement in the Acts requires that older vessels meet additional safety measures. Without existing requirements for these older vessels already in place in regulations, an alternate to the standard cannot be developed. Further, it has been determined that in order to require new or additional safety requirements for older vessels, a rulemaking process is required. Therefore, the Coast Guard is suspending development of ASCP standards as presented and socialized to date. Such additional safety requirements will be considered in a future rulemaking project.

Instead, the Coast Guard is developing voluntary safety initiatives and good marine practices that should be embraced by the industry. These recommended safety measures should be implemented on non-classed vessels where possible and reasonable. Coast Guard personnel will discuss these measures with owners/ operators during dockside safety examinations and at-sea boardings and inquire to see if any have been implemented on the vessel. The Coast Guard has engaged with the Commercial Fishing Safety Advisory Committee (CFSAC) to develop these voluntary safety initiatives and good marine practices. The commercial fishing industry is encouraged to provide feedback and comment on these safety measures that may be considered. The safety initiatives are expected to be published by, and the Coast Guard intends to begin inquiring as to progress on their implementation on vessels beginning in January 2017.

The safety initiatives and good marine practices contained in this document should be considered for ALL commercial fishing vessels, if not already addressed by policy or standard operating procedure on the vessel by the owner or operator. However, these measures and practices are particularly applicable and highly encouraged to be implemented on older, non-classed vessels.

The Acts provided that the ASCP was to be developed in cooperation with the commercial fishing industry. The voluntary safety initiatives and good marine practices contained in this document were reviewed, validated, and recommended by the CFSAC, which represents the industry and addresses concerns to the Coast Guard. However, this does not preclude individual fleets from modifying these measures because some of the practices may not necessarily apply in all fisheries and operating situations. Fishing organizations representing specific fleets should feel free, and are encouraged, to work with CG District CFVS Coordinators to determine the safety measures in this document that may, or may not, be applicable to their fleet. A fleet-specific safety initiative with good marine practices may also be considered.

The voluntary safety initiatives and good marine practices in this document have been compiled after identifying common hazards that all fishing vessels could face. The hazards were identified through an analysis of commercial fishing vessel fatalities and vessel disasters. An analysis of fishing vessel disasters and crewmember fatalities conducted by the National Institute for Occupational Safety and Health (NIOSH) clearly identified common hazards across all fleets in the U.S. fishing industry. Major hazards were identified in all fleets, including fatal falls overboard and vessel disasters caused by flooding, instability, and fires. Vessel and operational hazards were also discussed with various facets of the fishing industry to identify and confirm risks to the safety of the vessels and crews. These analyses were used by the Coast Guard to identify those hazards that may be mitigated through certain safety interventions and initiatives, and by following good marine practices listed in this document.

Over the past several years, in working on safety guidelines and practices for an ASCP, the Coast Guard tasked the Commercial Fishing Safety Advisory Committee (CFSAC) to assist in identifying initiatives and interventions to enhance safe operations on vessels. Additionally, numerous presentations were provided at industry expositions and conferences to provide information on the guidelines, and to solicit feedback. Coast Guard personnel attended meetings with industry groups to review and work on realistic, but needed, safety measures. The results of these meetings yielded numerous comments and suggestions regarding measures to be included in, or excluded from, a safety program. Industry feedback to date has been considered in developing these safety initiatives and good marine practices that should now be the focus of voluntary safety enhancements. The Coast Guard will continue to provide information to and solicit feedback from the commercial fishing industry during meetings or other venues to refine these enhanced voluntary safety measures.

The Coast Guard appreciates the engagement and participation of industry in this process, and looks forward to continued collaboration as these safety initiatives and good marine practices are refined in order to finalize them by January 2017.

I. Certificates, Documents and Records

- A. Each vessel should have a valid Commercial Fishing Vessel Safety (CFVS) Decal issued within the past 2 years. (Required if carrying or subject to carriage of a NOAA Fisheries Observer.)
- B. A record of safety and survival equipment maintenance and inspections should be completed and retained on board the vessel for 3 years. (NPRM - 46 CFR 28.200.)
- C. A record of instruction, emergency drills, and safety orientation should be kept on board the vessel, and retained for 3 years. (NPRM - 46 CFR 28.200.)
The record should include:
 - 1. Name of qualified Drill Conductor (should be a member of the crew);
 - 2. Type and date of training/orientation/drill; and
 - 3. Names of participants.

II. Lifesaving Equipment

- A. Immersion Suits and Personal Flotation Devices (PFDs) required by 46 CFR Part 28 should be fitted with a Coast Guard-approved strobe-type personal marker light.
- B. A survival craft required by 46 CFR Part 28 is to be of a type that ensures no part of an individual is immersed in water. (Proposed new change to 46 CFR 28.120.)
- C. Each vessel with more than one individual on board should have an effective man-overboard recovery device that is appropriate for the vessel.
- D. In the case of a single-operator vessel, additional or alternative lifesaving devices should be in place. These could include an engine kill device, a re-boarding ladder, and/or a personal locator beacon (PLB).

III. Communications Equipment

- A. Upon expiration of its battery or when servicing is required, a vessel with an existing EPIRB should replace it with a GPS-enabled EPIRB.
- B. Each vessel equipped with a DSC radio needs to have it programmed for MMSI.
- C. Each vessel equipped with a DSC radio and GPS needs to have the GPS feed connected to the radio, unless the radio has an internal GPS that is functional.
- D. A Mayday placard or written emergency communication procedures should be posted in a visible location in the vicinity of the primary radio in the pilot house or at the primary operating station.

IV. Deck Safety Equipment

- A. If not already required by regulation, each vessel should be equipped with a means to prevent personnel slips on weather deck(s) and the device/material be maintained in good condition.
- B. Each individual on board the vessel, when on an open deck (especially at night, when alone, when gear is being set/hailed, in bad weather, crossing hazardous bars, or when other hazards exist), should wear a flotation device of sufficient buoyancy to keep the wearer afloat. The device need not be Coast Guard-approved, and may be in addition to, but not replacing the PFDs required by 46 CFR Part 28. In the case of a single-operator vessel, the PLB listed in section II. D. should be affixed to the individual's flotation device.
- C. If not already required under 46 CFR Part 28.215, vessels should consider installing guards for exposed hazards, or have another equivalent means to prevent personnel entanglement. An evaluation of such hazards with any powered equipment should be conducted to see if guarding, an emergency stop device, or other local control device could be installed to prevent or minimize injury.
- D. Each individual onboard the vessel, when working in the vicinity of overhead equipment, gear, or machinery, should be required to wear a hardhat or other appropriate cranial protection.

V. Fire Safety Equipment and Practices

- A. The following potential fire prevention or source hazards should be inspected prior to the operation of the vessel and at least once a week thereafter:
 - 1. Hot surface lagging/insulation is not saturated with oil or fuel;
 - 2. Potential ignition sources such as loose electrical connections, or exposed hot surfaces or conductors are corrected;
 - 3. Flammables and combustibles are safely segregated from possible ignition sources and placed in appropriate storage containers;
 - 4. Any fuel, oil, or hydraulic leaks observed are repaired;
 - 5. Bilge is free of excessive fuel, oil and volatile fumes;
 - 6. Stoves and electrical heaters are guarded and their vicinity is clear and free of combustibles and flammables;
 - 7. Hazardous and flammable material storage areas/containers have separate ventilation and an appropriate fire extinguisher in the immediate area; and
 - 8. Fuel vent flame screens of at least 30 x 30 mesh are installed and in good condition.
 - 9. Engineroom vent closures are functional.
- B. If not already required, each vessel should have the following detectors installed:
 - 1. An independent modular smoke detector of UL-217 standard or equivalent in all accommodation and regularly manned spaces; (heat detectors could be substituted in the galley and engine room); and

2. Carbon monoxide detectors in accommodation spaces adjacent to spaces with internal combustion engines and exhaust stacks.
- C. On each vessel with a deck water/fire pump, there should be sufficient hose(s) with an appropriate nozzle to reach any part of the vessel.

VI. Machinery and Electrical Safety

- A. Exhaust systems should be free of leaks within any internal spaces.
- B. Electrical systems and wiring should be maintained to ensure:
1. No exposed conductors, except for grounding straps;
 2. Electrical panels are covered and connections not left exposed;
 3. Battery(ies) are secured from movement and covered or guarded;
 4. All cable and wiring has stranded copper conductors with sufficient current carrying capacity for the circuit for which they are used;
 5. New wiring installations or repairs are in accordance with 33 CFR 183 or other standard established for marine use;
 6. Extension cords are limited to temporary applications; and
 7. All permanently installed electrical equipment is hard-wired to the power source with over-current protection.

VII. Material Condition

- A. Existing weathertight/watertight closures should be maintained and function as designed:
1. All dogs/closing devices are operable;
 2. Gaskets are in place and not painted or deteriorated; and
 3. Knife edges of closures provide a proper seal and are periodically tested.
- B. Any penetration of a watertight bulkhead or deck should be installed in such a manner to maintain the watertight integrity of the bulkhead or deck.
- C. A watertight bulkhead or deck or closure that has been altered since installed should be restored to a condition that ensures its watertight integrity.
- D. Through-hull fittings should be installed with a shut-off valve located as close to the hull penetration as practicable and be constructed of a material compatible with the hull material and suitable for marine use.
- E. An internal survey should be conducted twice in a five year period, not to exceed three years between surveys. (Vessels operating on the Great Lakes can conduct their internal survey on the same schedule as their out of water survey described in section G.) The survey should be conducted by a qualified marine surveyor, if reasonably available, from an organization accepted by the Coast Guard. Otherwise, an owner/operator may conduct and certify the survey was performed. The survey should include verifying the structural integrity/condition of the:

1. Frames and stiffeners;
2. Floors and decks;
3. Shelves, brackets, clamps;
4. Bulkheads;
5. Ventilation;
6. Hull openings and closures;
7. Deadlight covers in place below weather deck;
8. Deck openings and closures;
9. Sills, combings;
10. Piping; and
11. Scuppers/freeing ports.

F. Deficiencies found during the internal survey should be corrected to the satisfaction of the attending marine surveyor or vessel owner within a stipulated time frame.

G. An out of water survey should be conducted by a qualified marine surveyor from an organization accepted by the Coast Guard or by the vessel owner.

1. Wood boats should be surveyed twice in any five year period not to exceed three years between surveys.
2. All other vessel types should be surveyed at least once every five years.
3. The following items should be examined to verify their structural integrity and service condition:
 - a. Propeller;
 - b. Shafts/seals;
 - c. Sea valves;
 - d. Rudders;
 - e. Side shell/planking; and
 - f. Tanks, voids, cofferdams, and chain locker.

H. Deficiencies found during the out of water survey should be corrected to the satisfaction of the attending marine surveyor or vessel owner within a stipulated time frame.

VIII. Flooding Prevention

A. Each vessel should maintain a damage control kit onboard, as appropriate for the vessel, to include, but not limited to, the following:

1. Conical soft plugs sized as per the vessel's seacocks;
2. Soft wood lumber and wedges;
3. Grease tape (fashioned from burlap or landscaping membrane and covered in industrial grade grease);
4. Manila twine;
5. Sheet rubber or neoprene gasket material;
6. Hand tools (hatchet, hammer, screwdriver, c clamps, hand saw, hack saw, disposable flashlights, battery-powered head-mounted light);
7. Hose clamps and wire ties;

8. Water impervious patching material and/or underwater epoxy;
 9. Oakum and rags; and
 10. Duct tape.
- B. In addition to any required dewatering pump, each vessel should also maintain onboard a portable dewatering pump which meets the requirements of 46 CFR 28.255, if space allows and fuel for the pump can be safely stored on the vessel. The pump should have an independent power source.
- C. Each vessel should have written instructions and policy regarding watertight/weathertight closures to include:
1. At-sea policy for maintaining and verifying weathertight/watertight integrity and the status of such closures; and
 2. Preventive maintenance schedule for each watertight/weathertight closure.
- D. Prior to operating the vessel on a voyage, the individual in charge of each vessel should complete a pre-departure check to include, but not limited to the following:
1. Evaluation of weather and bar conditions;
 2. Gear, catch, and hatches are secured;
 3. Vessel is not overloaded;
 4. Scuppers and freeing ports are clear;
 5. Visible portions of shafts and rudder posts show no or little leakage; and
 6. Vessel tanks and holds are filled in such a manner to limit free surface effect.

Any discrepancy found during the check should be corrected prior to the vessel getting underway. The individual in charge must ensure the seaworthiness of the vessel. Results of the pre-departure check should be recorded.

IX. Periodic Testing of Equipment and Systems

- A. The following equipment and systems should be tested prior to operation of the vessel and at least once each week thereafter.
1. Emergency generator(s) and lighting.
 2. High water alarms.
 3. Bilge pump(s).
 4. Dewatering system(s).
 5. Deck water/fire pump(s).
 6. Smoke/heat/gas detectors
- B. A record of equipment and systems testing is to be kept on board the vessel, and retained for 3 years. (See Section I.B.) (NPRM - 46 CFR 28.200.)

X. Refrigerant Safety

- A. Refrigerant detectors should be installed in spaces containing the main receiver and compressors (e.g. Freon, Ammonia, or other as needed) or a portable detector can be substituted.
- B. Pressure relief valves should be vented to the outside. The refrigeration system should be exhausted to the outside.
- C. The refrigeration system should be isolated from normally manned spaces where practicable. The space housing the refrigeration system should be adequately ventilated.

XI. Stability Standards

- A. On a vessel that has a stability document (to include loading conditions and stability instructions), the owner/operator should ensure that it has been reviewed by a naval architect, marine engineer, or other qualified individual at least every 5 years or more recently if the vessel has been modified or altered in any way that changed its stability or handling characteristics. The stability document should be updated if determined to be necessary by the naval architect, marine engineer, or other qualified individual

A written copy of the document must be available onboard the vessel.

- B. On a vessel that does not have any stability documentation, the owner/operator should be able to show at least one of the following:
 - 1. The vessel's operation and history of service does not cause the stability of the vessel to be questioned by the Coast Guard or a third party who performs a condition survey of the vessel, or if this history of service is not available, then:
 - a. The vessel performs satisfactorily on an operational test to determine it has acceptable stability and handling characteristics; or.
 - b. The vessel has a satisfactory stability assessment considering its form, arrangement, construction, number of decks, route, and any operating restrictions of the vessel.
- C. The operator of the vessel should be provided training on stability and the current loading conditions and stability instructions for the vessel.

XII. Combating Fatigue

- A. The individual in charge of the vessel should ensure watch-standers are afforded rest periods and are adequately rested before standing their watch, particularly if the vessel is operating more than 12 hours per day.
- B. A watch alarm should be installed in the pilot house and be used at all times when underway. It should be set on no more than 15 minute intervals, depending on operating area, and be suitably audible to notify individuals occupying living quarters of the vessel.