UNITED STATES COAST GUARD

U.S. Department of Homeland Security

MARINE SAFETY ALERT

Inspections and Compliance Directorate

December 31, 2012 Alert 05-12
Washington, DC

Pressure Switch Location for Fixed Fire Suppression Systems

Where's yours located?

This safety alert addresses the location of fire suppression system pressure switches aboard vessels. These critical components sense the activation of the system and then electrically secures the ventilation systems operating in the protected space. Securing the ventilation is essential in extinguishing a fire onboard a vessel. It assists in isolating the fire within the space, minimizes the introduction of additional oxygen to fuel the fire and prevents the loss of fire suppression agents from the space.

Recently, a vessel with an installed fixed CO_2 fire suppression system, suffered extensive damage due to a fire that started in the engine room. During the firefighting efforts the crew reported that the engine room ventilation could not be secured. A post casualty damage survey of the vessel revealed that the pressure switch used to secure the ventilation was located within the engine room. See the photograph of the damaged pressure switch at the right and new switch below.

Fixed CO_2 systems on inspected/regulated vessels need to be type approved and installed in accordance with applicable regulations; 46 CFR 25.30-15, 46 CFR Subpart 76.15, 46 CFR Subpart 95.15, 46 CFR 118.410, etc. These regulations require all controls and valves for the operation of the system to be outside the space protected, and notes they cannot be located in any space that might be cut off or made inaccessible in the event of fire in the protected spaces. The Coast Guard considers pressure switches that are used in such systems a "control."

For Uninspected Towing Vessels, 46 CFR 25.30-15 (b) requires installation in accordance with 46 CFR Subpart 76.15 and reiterates the location requirements.

The Coast Guard ***strongly reminds*** Owners and Operators of vessels with installed fixed fire suppression systems to ensure that these switches are properly located aboard their vessels. If the pressure switch or switches are located within the space being protected, they should be relocated by a properly trained fire suppression service technician. Doing so will assist in ensuring system functionality and accessibility in the event of an emergency. Failing to do so could have serious consequences to the vessel, its crew and the environment.

This safety alert is for informational purposes only and does not relieve any domestic or international safety, operational or material requirement. Developed by the Office of Commercial Vessel Compliance, Washington, DC. Questions may be addressed to CG-CVC-1@uscg.mil.

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UNITED STATES COAST GUARD

U.S. Department of Homeland Security

MARINE SAFETY ALERT

Assistant Commandant for Marine Safety, Security and Stewardship

October 4, 2012 Alert 3-12
Washington, DC

PROBLEM WITH MUSTANG INFLATABLE PFDS

The Coast Guard has become aware of certain Mustang Survival Inflatable PFDs with Hammar MA1 hydrostatic (HIT) inflation systems which may not inflate and require a new re-arm kit to properly inflate by manual or automatic activation. This safety alert identifies which products are affected. Certain inflatable PDFs may be subject to delayed or non-inflations. To determine if you are impacted please follow the instructions below.

USCG Approval	*Mustang Product*
N/A	MA7214 HIT inflatable re-arm kit
N/A	MA7218 HIT inflatable re-arm kit for LIFT
160.076/8611/0	MD0450 Inflatable Vest PFD with LIFT
160.076/5204/0	MD0451 Inflatable Vest PFD with LIFT (no harness)
160.076/5201/0	MD3183 Deluxe Inflatable PFD with HIT
160.076/8608/0	MD3184 Deluxe Inflatable PFD with HIT (with harness)
160.076/5300/0	MD3188 Inflatable Work Vest/PFD with HIT
160.053/116/0	MD3188 Inflatable Work Vest/PFD with HIT

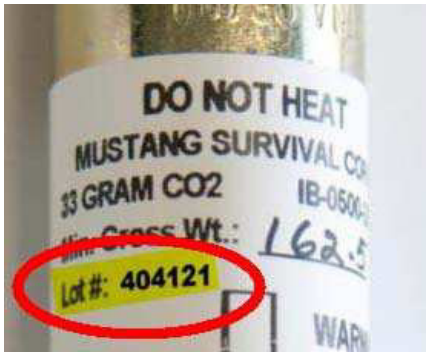
If you have a re-arm kit MA7214 or MA7218 you need only to check the lot number on the CO_2 cylinder label. If your CO_2 cylinder is marked with lot numbers 404121 or 404122 please contact Mustang Survival's customer service group at the number below.

If you have a PFD listed above refer to the sewn-in approval label to determine if it was "Made in Canada" and the "MFG DATE" is April or May 2012. If so, you will need to check the lot numbers of the CO_2 cylinder. The CO_2 cylinder lot number is visible through the yellow bladder fabric. Manually unpack your PFD by opening the zippers and unfolding your PFD. Find the CO_2 cylinder that is attached to the round inflator within the yellow bladder. Press the yellow bladder fabric against the cylinder to read the label to view the lot number through the fabric. If your CO_2 cylinder is marked with lot numbers 404121 or 404122, please contact Mustang Survival's customer service group for instructions and to arrange for a replacement inflator assembly.

All other CO_2 cylinder lot numbers are satisfactory. Repack your PFD so it is ready for use per the instruction manual. Mustang Survival Customer Service Group: 1-800-526-0532

Additional information is available at www.mustangsurvival.com/HIT. Please note the following photographs.

Photograph showing view of lot number through fabric.



Lot number on cylinder label.

This Safety Alert is provided for informational purposes and does not relieve any foreign or domestic requirement. Developed by the Lifesaving and Fire Safety Division, United States Coast Guard Headquarters, Washington, DC. For additional information contact Mr. Martin Jackson at Martin.L.Jackson@uscg.mil.

UNITED STATES COAST GUARD
U.S. Department of Homeland Security

MARINE SAFETY ALERT

Assistant Commandant for Prevention Policy

June 20, 2012 Alert 02-12
Washington, DC

OVERLOADED LIFTING GEAR ON FISHING VESSELS

Recently, several catastrophic failures of masts, booms, and lift cables have occurred on purse seine fishing vessels that have resulted in loss of life and severe injuries. Over the years many casualties have occurred onboard all types of fishing vessels attempting to haul in catches that exceeded the capacity of their winches, hoists, and associated equipment. These types of casualties are not unusual. This alert serves to remind all purse seine fishing vessel owners/operators and other fishing segments to ensure safe use of the haul equipment particularly matching the size and the capacity of the nets to the rated size and capacity of the winch/haul/hoist equipment, taking into account safety factors for various species, and other concerns such as the variable platform that a rolling fishing vessel and variable catch presents.

Owners / operators, and vessel *Insurers* must ensure that vessel winch, haul and hoist systems are not modified by crew members to increase the lifting capacity beyond the rated design which in some cases can be done very easily. Such boosting of hydraulic systems must be prohibited and certain components should be protected with special seals. The machinery should be properly maintained and records kept in a historical log. It is imperative that owners / operators ensure every load bearing structure and its associated components are maintained in original condition, that they will be operated as designed using all appropriate safety margins for anticipated working conditions. All such equipment will experience fatigue over time and as result must be inspected and monitored routinely. Bearings, limit switches, brakes, safety devices, sheaves, cables and other components, should be routinely inspected by certified organizations.

For owners / operators of purse seine and other fishing vessels, the Coast Guard strongly recommends:

- Know the design limits of load bearing structures and winches, hoist, and haul components;
- Ensure they are not modified by crew members; properly maintained; and are inspected and tested on a regular basis. Repair/replace components immediately when deficiencies are discovered;
- Evaluate and revise operational procedures as needed.

This Safety Alert is provided for informational purposes and does not relieve any foreign or domestic requirement. Please visit http://fishsafe.info for additional fishing safety information.

Distributed by the Office of Investigations and Analysis: Http://marineinvestigations.us
To subscribe: Kenneth.W.Olsen@uscg.mil

UNITED STATES COAST GUARD
U.S. Department of Homeland Security

MARINE SAFETY ADVISORY

ASSISTANT COMMANDANT FOR PREVENTION POLICY

June 21, 2012
Washington, DC

Advisory 01 -12

Recommendations for Recreational Diving Operations Occurring from Commercial Passenger Vessels

This advisory is addressed to Passenger Vessel Operators, Owners and Crewmembers providing commercial transport and support services to recreational divers, and reminds them of safety responsibilities to themselves and their passengers. Additionally, this advisory is intended to provide recommendations and lessons learned from recreational diving casualty investigations, and promote awareness of industry best practices.

While recreational diving is not regulated by the Coast Guard, the USCG licensed Master of a commercial vessel transporting Divers / Passengers is ultimately responsible and accountable for vessel and passenger safety. Administrative action can be taken against an operator if his or her unsafe actions or decisions lead to an injury or fatality.

Due to an increase in the number of fatalities associated with passenger vessels supporting recreational diving activities, the Coast Guard believes there is a need for improved safety and performance in this area. Accordingly, the Coast Guard strongly recommends that passenger vessel operators performing dive site transit services and recreational diving operations develop and use daily operational and maintenance procedures that cover recreational dive evolutions which may include:

- Loading and stowing dive gear;
- Loading passengers;
- Transiting to dive site;
- Dive pre-brief and dive planning;
- Knowing dive site specific risks and hazards;
- Pre-dive equipment checks;
- Entering water;
- Boarding vessel;
- Accounting for all divers;
- Departing dive site;
- Returning to port;
- Unloading passengers;
- Unloading gear;
- Duties and responsibilities of crew members; and
- Accounting for the safe return of all divers and passengers.

Fueling, emergency, man-overboard, firefighting, evacuation and diver rescue / recovery procedures should be included. Each member of the organization should have access to the written procedures and be trained on them. Owners and operators of a vessel providing dive equipment to passengers

should maintain equipment as required by the equipment manufacturer and keep this information together with a record of periodic inspections and tests performed.

If the vessel provides a diving guide or dive master, or if one is provided by the excursion party, it is recommended that a planning and coordination meeting be held between all involved to ensure the highest level of safety. Additionally, procedures are recommended to address the operator's approved range of operations taking into account the operational limitations of the vessel, the environmental conditions reasonably expected, the number and experience range of diving passengers, and the duration of a typical excursion.

It is important to note that while the passenger safety orientation requirements in 46 CFR 185.506 and 46 CFR 26.03-1 do not specifically include recreational diving topics, it is considered a best practice to do so. Additionally, it is recommended that the vessel operators account for the following prior to permitting the divers to enter the water, regardless of the experience level of those involved:

- Diver responsibilities;
- Vessel and crewmember responsibilities;
- Estimated time on site;
- Dive site orientation and hazzards;
- Communication procedures between submerged divers and vessel;
- Emergency procedures for distressed or disabled divers;
- General safety considerations unique to the vessel; and
- Environmental conditions to be expected.

Passenger vessels providing commercial transport and support services to recreational divers may use special equipment to ensure the safety of passengers such as rescue points for distressed divers. These components should be properly maintained, sufficiently sized and strengthened to support all personnel involved in the retrieval of a distressed or incapacitated diver. Enhanced medical / first aid equipment, such as medical oxygen for injured divers may be carried onboard. This equipment should be inspected regularly to ensure it is adequate for service. A logbook of inspection, maintenance, service, and repair should be kept for reference.

The Coast Guard encourages Owners / Operators, industry experts and associations to work together to develop and share best practices for passenger vessels providing commercial transport and support services to recreational divers in order to minimize injuries and the potential for fatalities.

This advisory is provided for informational purposes only and does not relieve any domestic or international requirement. This document was produced in collaboration with the Office of Operating and Environmental Standards, Office of Commercial Vessel Compliance and the Office of Investigations and Analysis, U.S. Coast Guard Headquarters, Washington, DC.

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UNITED STATES COAST GUARD
U.S. Department of Homeland Security

MARINE SAFETY ALERT

Assistant Commandant for Marine Safety, Security and Stewardship

April 5, 2012 Alert 01-12
Washington, DC

Uninspected 6 or 12 pack Vessels – Rules Apply
Know Them!

The Coast Guard's Office of Auxiliary and Boating Safety has become aware of instances where recreational type boats are being manufactured and sold but do not meet federal construction requirements. In some cases persons holding Uninspected Passenger Vessel (UPV) Operator licenses are operating such vessels while carrying passengers for hire. This alert reminds UPV operators both six-pack and twelve pack, to ensure that they are aware that all vessels operated as UPVs are in compliance with the appropriate U.S. laws and regulations.

The laws applicable to UPVs are found at 46 USC 4105(a); recreational vessels are addressed in 46 USC Chapter 43. The regulations based on those laws are found in 33 CFR Parts 181 and 183 and are the minimum safety standards for recreational boat manufacturing and include the requirements for:

- certification
- identification of boats
- display of capacity information
- safe loading
- safe powering
- flotation requirements (for both inboard and outboard powered boats (including airboats))
- electrical systems
- fuel systems
- ventilation requirements
- start-in-gear protection
- navigation lights

It is the responsibility of U.S. Coast Guard licensed Masters that operate UPVs in passenger-for-hire operations to ensure compliance with all federal requirements applicable to the vessel.

Questions regarding this information may be addressed to Mr. Michael Jendrossek, Marine Investigator, (202) 372-1052 or michael.a.jendrossek@uscg.mil. Developed by the Office of Auxiliary and Boating Safety. This alert is provided for informational purposes only and does not relieve and domestic or international requirement. Distributed by the Office of Investigations and Analysis, USCG Headquarters, Washington, DC.

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