

EFF Grant application form (pages 1 and 2 only)



# Application for a grant for Investments on board your fishing vessel

---

This form is to be used for projects in England. Please read the guidance on the next page before completing this form.

---

The European Fisheries Fund may give financial support to meet a number of economic, environmental and social goals.

You can use this Application Form to apply for grants for **investments on board your fishing vessel**. Help is available for vessels involved in the commercial exploitation of fish, not for vessels involved in aquaculture. Your vessel will need to have been registered on the EU/UK Fishing Vessel Register for 5 years. Grants can be awarded for:

1. improvements to on board safety;
2. improvements to working conditions;
3. improvements to hygiene;
4. improvements to product quality;
5. improvements to the selectivity of fishing gear and methods;
6. replacing your engine (*for engine replacement please submit a standalone application; you cannot include any other vessel improvement with such an application*); and
7. improvements in energy efficiency.

Higher than normal grants may be awarded if you are involved in small-scale coastal fishing, that is, if your fishing vessel's overall length is less than 12 metres and does not used towed gear.

The Application Form starts on page 3.

**Data Protection Act 1988 – DEFRA undertakes to comply with these principles in all matters relating to the processing and storing of personal information. Page 21 gives you more information on how Defra uses and protects your personal data**

## Help with completing this form

This form is for applying for grants in **England** only. We recognise that completing Application Forms is not an easy thing to do so we have prepared some Eligibility Guidance Notes to help you. You can talk to your Local Area Facilitator for your region who can help you with any questions you might have. They can also help you to decide if you are eligible for a grant. Your facilitators are:

Area	Contact details
<p><b>South West Region:</b> From the Isles of Scilly to the Bristol and Hampshire border.</p> <p><b>London</b></p> <p><b>All national and cross regional projects.</b></p>	<p>Steve Bailey</p> <p>07876 035733 or 01503 240384</p> <p>E-mail: <a href="mailto:s_bailey@seafish.co.uk">s_bailey@seafish.co.uk</a></p>
<p><b>North Region:</b> From West Wirral to the Scottish Border.</p> <p><b>East Region:</b> From Berwick-on-Tweed to Lincolnshire.</p>	<p>Richard Combe</p> <p>07966 764154 or 01875 616473</p> <p>E-mail: <a href="mailto:r_combe@seafish.co.uk">r_combe@seafish.co.uk</a></p>
<p><b>South &amp; South East Regions:</b> From Dorset/Hampshire border to East Anglia.</p>	<p>David Guy</p> <p>07966 764152 or 01273 517987</p> <p>E-mail: <a href="mailto:d_guy@seafish.co.uk">d_guy@seafish.co.uk</a></p>

Please read the Eligibility Guidance Notes on *investments on board fishing vessels* when completing this form. This will help to ensure that we do not need to ask you for additional information to help us to make a decision on your eligibility for a grant.

### Filling in the form

If you are filling in the form by hand please use BLOCK CAPITALS and **black ink**. You must answer all the questions. You should not use correction fluid on this form. If you make a mistake do not over-write. A line should be drawn through a wrong entry and the correct entry written clearly alongside. You should initial any amendments.

### Please complete all sections and return the completed form to the address on page 20

Any enquiries you have regarding completion of this form, or difficulty you have filling it in, must be directed in the first instance to your Local Area Facilitator.

**Warning:** If you supply information in the application knowing it to be false or not believing it to be true, you may be liable for a fine or imprisonment. A fraudulent application may also mean that any grant paid is recovered. You are reminded that if the project is approved and grant offered, specific conditions will apply which will be set out in the Offer Letter. Any breach of these conditions will lead to recovery of any grant paid.

MCA Safety Drills and Procedures



**DRAFT COPY No3**



**Maritime and Coastguard Agency**

## **SAFETY DRILLS AND PROCEDURES**

Emergency drills will be carried out as part of the survey of fishing vessels over 15 metres

## Table of Contents

2	Table of Contents
3	<b>Part 1</b> Introduction safety of crew on F V's over 15metres
4	Muster list explained
5	Drills to be carried out
6	Anchor drill
7	Muster Stations Drill
8	Fire Drill
9	Man Overboard drill
10	<b>Part 2</b> Emergency Procedures Guidance
11	Contents Emergency Drills Procedures Guidance
12	Emergency Procedures and Drills
13	Digital Selective calling (DSC) Alerts
14	MAYDAY Voice Procedure
15	Man Overboard Guidance
16	Fire Fighting Guidance
17	Abandon Ship Guidance
18	Collision or Grounding Guidance
19	Taking Water Guidance
20	Other Emergency Guidance
21	Muster list Guidance
22	Larger Crew Muster List Example
23	Smaller Crew Muster List Example

## Introduction

### Safety of the crew on fishing vessels over 15m

In recent years there have been a series of incidents on fishing vessels, which have necessitated the crews to abandon ship in extremely poor weather conditions. Vessels have run ground and others have caught fire or suddenly took on a great deal of water whilst preparing to fish in heavy weather. Nothing can wholly prepare a fisherman to face the terrifying reality which he may be confronted with when the crew alarm goes off. We can, however, prepare the crewman by way of meaningful drills and musters.

The Marine Accident Investigation Branch (M.A.I.B.) have investigated incidents and received comments from the crew of these stricken vessels that no emergency procedure drills had been carried out. The M.A.I.B. has recommended that MCA witness emergency drills on all fishing vessels over 15 metres. Therefore drills will be carried out at intermediate and renewal surveys and checks will be made at general inspections that monthly drills are maintained and logged.

It is mandatory that emergency drills be carried out monthly on all British fishing vessels over 15 metres and a record of these drills should be entered into the vessel's log book. An entry should be made if one of these drills has been missed along with a reason why; an entry should also be made when the missed drill is performed. An emergency drill should also be carried out when a new crew member joins the vessel and should be entered into the log book. It is apparent to any seaman that training and practice not only saves time when you really need it but goes a long way to save lives.

Attached there are guidance and some simple checking lists on the musters and drills which will be carried out during Intermediate and renewal Surveys. The emergency drills could take the form of:-

Engine Room, Accommodation or Factory Deck Fire  
Collision/ Grounding  
Man Overboard  
Abandon ship  
Emergency Anchoring

The point of the drill is to refresh basic safety training, which all fishermen must have completed, and to add the element of reality, working as part of a team onboard their own vessel. To conduct a safe and effective drill, it is important that as many of the regular crew as possible are present and commenced with the crew deployed as if the vessel was at sea fishing.

Drills cannot replace the written risk assessment but will play a major part in the construction of control measures to be put in place.

It is essential that all crew members undertake these drills and play their part in the safe day to day running of the vessel.

## The Muster List

### The Muster List

The new muster list will feature only three stages, Muster Stations, Fire Fighting or Rescue duties and Abandon Ship stages. In practical terms on fishing vessels only one alarm need be used.

### Stage 1 Muster Station

At the sounding of any alarm the crew will dress appropriately and proceed to allocated muster stations and remain there until released. En-route to their muster stations all crew will close and secure doors, ventilators and undertake their emergency task before arrival at their muster station. Crew allocated a muster station at a liferaft or lifeboat stowage position will prepare the craft for manual deployment, not deploying until ordered by the skipper or ships officer. Consideration should be given to the boarding of the life rafts when deployed and the positioning of boarding ladders may be beneficial.

### Stage 2 Fire Fighting

Once all crew has been accounted for and life rafts / lifeboats deployed and readied for use the crew guided by the mate will undertake fire fighting duties as detailed and practiced. The skipper will be busy enough transmitting safety or distress traffic on the vessels radio equipment. Ensure all vents are closed including those which may be within the winch or other deck housing; all vent fans should be stopped.

A further muster of the crew should be undertaken before firing of the CO<sub>2</sub> or other fire smothering gas to ensure that no persons are in the space about to be filled with the gas. Evacuation of the immediate area of the gas bottles should also be considered due to possible leaks from the valves. Gas bottles should be checked that the gas from all bottles has been deployed, "tell tail" sign would be "frosting" of the bottom of each bottle.

### Stage 2 Man Overboard

Lookouts posted and communications agreed, first aid kit, recovery system and blankets deployed. Course plotted, reversed and Pan Pan or Mayday DSC alert and voice broadcast sent. The crew man who is suspected to have fallen overboard identified and the crew questioned as to last sighting of this person.

The vessel should be searched to ensure that the crewman is not still onboard.

### Stage 3 Abandon Ship

At the order given by the skipper the crew will prepare to abandon ship, no crew member will be given access to the inside of the vessel but will proceed to their designated liferaft or lifeboat. Some crew members will have been allocated special tasks, deploy E.P.I.R.B. or take additional flares, first aid kit or S.A.R.T.

Life rafts will be tethered together and marshalled by rescue boat if carried. If no other vessel within sight then all rafts will remain in vicinity of the casualty vessel where possible.

## **MCA Witnessed Emergency drill**

The vessel will proceed from the harbour or dock to a safe anchorage position where an anchoring drill will be carried out. The crew will demonstrate that the vessel can safely deploy and recover an anchor within a reasonable time to simulate an emergency anchoring scenario. Attention should be given as to the choice of communication between wheelhouse and crew.

The crew will demonstrate the deployment of the anchor dressed appropriately in full PPE warm clothing, gloves and with life jackets donned correctly.

**Once the vessel is safely at anchor a fire drill will commence.**

The alarm will be activated and the crew will go to muster stations dressed appropriately to abandon ship with warm clothing and life jackets correctly donned.

The crew will be accounted for and a report made to the Skipper.

**Life rafts will be “made ready” to deploy manually but will not be deployed.**

### **Fire Drill will commence.**

During this fire drill the main fire fighting hoses will be deployed and demonstrated, once the surveyor is satisfied that the condition of the hoses and nozzles are to standard then the vessel will simulate “dead ship” and the emergency lighting, fire hoses, and equipment will be tested. During the “dead ship” phase simulated firing of the fire smothering gas will take place, remember to instigate another muster to check all crew members are accounted for before the gas would be deployed.

On completion of the Fire Drill the anchor will be recovered and re-stowed ready for use. The crew will then undertake a “man overboard drill” during this drill the rescue boat will be launched, if carried or the “man overboard recovery system” will be deployed. It is very important that all crew are trained in the use of rescue boats and or recovery systems. The surveyor will also be looking for the first aid and hypothermic treatments to be prepared and readied for use.

Only successive training drills will improve the response times and practice will make perfect and only a well drilled crew can make a good team.

After the drills are completed the surveyor will conduct a “hot wash-up” where he will give an honest assessment of the crew’s performance. It is accepted that mistakes will be made but it is much wiser to make these mistakes during a practice drill than when your life depends on good team work and rapid reactions.

# Anchor Drill

## Purpose;

The vessel will proceed from the harbour or dock to a safe anchorage position where an anchoring drill will be carried out. The crew will demonstrate that the vessel can safely deploy and recover an anchor within a reasonable time to simulate an emergency anchoring scenario. The crew will demonstrate the deployment of the anchor dressed appropriately in suitable clothing, gloves and with life jackets donned correctly.

## Scenario

The vessels steering gear has failed in the fairway into a busy harbour. Bring the vessel to anchor and show the correct day signal.

- Crew dressed in PPE
- Anchor handling and methodology safe
- Anchor cable marked to show length of cable deployed
- Crew aware of length of cable remaining onboard
- Communication between wheelhouse and anchor party acceptable
- Anchor deployed safely and operation acceptable

# Muster Stations Drill

The vessel will simulate working conditions as if the vessel were fishing with crew asleep in cabins. The crew alarm will be activated and the crew will go to muster stations dressed appropriately to abandon ship with warm clothing and life jackets correctly donned. Crew "asleep" in the cabin will exit the cabin using the emergency escapes. The "Duty Watch" will close all doors and vents on way to muster station. All fans will be stopped by engineer where possible.

## Purpose

The crew will demonstrate that they are aware of their personal muster station and can correctly don a lifejacket quickly. Crew members allocated to the lifeboat or liferaft deck will demonstrate they can prepare a liferaft for manual launching. Crew responsible for other duties will undertake those duties in a quick and competent manner.

- Crew alarm activated and suitable
- Crew to correct muster stations
- Crew suitably dressed in warm clothing and lifejackets
- Life Rafts made ready for deployment
- Duties as posted on Muster List completed
- Stowage of life jackets:- Risks understood and acceptable

The crew will be accounted for and a report made to the master.

**Life rafts will be "made ready" to deploy manually but will not be deployed.**

## Lifejacket Storage Position

Very careful thought needs to go into deciding where to store your lifejackets, they need to be stored in a store where there is air flow and the life jackets will not get damp. The access to the lifejackets should be your main concern, the crew will be using emergency exits in an emergency and access to inside the vessel should not be allowed. Can the crew access your lifejackets easily?

Lifejacket donning instructions should relate to your type of lifejackets carried on your vessel. More than one type of lifejacket means more than one type of lifejacket donning instructions you need to display. These need to be displayed where the lifejackets are stored and in crew areas.

## Misuse of the Emergency Alarm.

The emergency alarm should be distinctly different from the call system used to call the crew out on deck to haul the gear.

# Fire Drill

## Purpose

### To demonstrate;

Knowledge of ship board equipment and vents; Donning and use of breathing equipment; Practical use of Hoses and nozzles; Safety considerations and use of fixed fire suppression gas systems.

During this fire drill the main fire fighting hoses will be deployed and demonstrated. Once the surveyor is satisfied that the condition of the hoses and nozzles are to standard then the vessel will simulate "dead ship" and the emergency lights, hoses and equipment will be tested.

### Scenario

Fire reported in area of Engine Room, Prepare to fight the fire and prevent the fire from spreading to other areas of the ship.

- Knowledge of ship board fire fighting equipment.
- All vents closed and Fans stopped.
- Fire mains and hoses proved.
- Emergency pumps and hoses proved.
- Breathing equipment and safety procedures acceptable.
- Use of gas suppression systems understood and appreciated.
- Limitations of fire fighting equipment carried appreciated.

Successful fire-fighting is usually totally dependent upon those on board. Fire fighting drills should therefore be performed at regular intervals and taken seriously. The purpose of these drills should be to ensure that all fire fighting equipment is in good condition as well as to ensure that everyone knows his place and duties, the location of fire fighting equipment, the way it works and how it should be used.

## Man Overboard Drill

The crew will undertake a “man overboard” drill and during this drill will launch and man the rescue boat. The rescue boat will be readied and swung out to a side specified by the attending surveyor and launched into the water in a safe and controlled manner. The surveyor may require the above to be undertaken in “Dead Ship” condition and only power not reliant on the engine room may be used.

### Purpose

To ensure the crew are able to quickly launch the rescue boat to recover a person from the water. The rescue boat crew should be aware of the effects of hydrostatic squeeze and how it will affect a casualty suffering from hypothermia.

### Scenario

A member of the crew is believed to have fallen overboard and has not been seen for some time. The attending surveyor will indicate when this crew man was last seen and if the crewman was seen to have fallen overboard.

- Rescue boat stores to scale and serviceable
- Rescue boat launched in safe manner, crew suitably dressed
- Rescue boat in serviceable condition
- Search undertaken of vessel for missing crew member

On completion of this drill the rescue boat will be recovered to the vessel and readied for immediate use.

### Man Overboard recovery System

There are several “man overboard” recovery systems in use on board fishing vessels at this time, Jason's Cradle and Markus Net to name just two. These systems are permitted to replace rescue boats only when an exemption has been applied for and granted. Crews should be well trained in the use of these systems and appreciate the limitations of the use of these recovery systems in poor weather conditions as well as fine.

- System inspected and serviced
- Crew well trained in the use of the system carried
- System deployed correctly
- First aid requirements anticipated
- System re-stowed and readied for immediate use

# **FISHING VESSEL SAFETY**

## **Part 2**

### **EMERGENCY PROCEDURES**

### **GUIDANCE & INFORMATION**

## Contents Part 2

### **Forward and introduction**

- **13. Digital Selective Calling Instructions**
- **14. Mayday Voice transmission format**
- **15. Man Overboard**
- **16. Fire**
- **17. Abandon Ship**
- **18. Collision or Grounding**
- **19. Taking on water**
- **20. Other emergencies**
- **21. Muster list instructions**
- **22. Larger Crew Muster list**
- **23. Smaller Crew Muster list**

**FISHING VESSEL** .....

**DSC MMSI Number** .....

## **Emergency procedures and Drills**

The emergency procedures within this file are to be used as a guide to drills which should be undertaken at least once a month or when a new crew member joins the crew.

On British Flagged vessels over 15m these drills should be entered into the vessel's log book and an entry made if the drill is missed along with the reason. An entry is also required when the missed drill is undertaken.

This file can also be used as a check list during actual emergencies to ensure no important task is missed or overlooked.

These procedures should be revisited regularly, at least annually and signed by the skipper.

The Skipper and Mate should take time to study the files together so they can amend and practice the emergency scenarios adapting the enclosed to suit their vessel.

If these drills are carried out regularly and an emergency occurs the crew will be well practiced and the training will pay off especially when the crew are tired and fearful. Skipper and Mate may find it beneficial to "swop jobs" so that they may appreciate each others roll during an emergency.

Included into the guidance are directions on making DSC alerts and emergency voice transmissions. You will need to read these directions with your equipment in mind and modify the direction according to your radio equipment hand books.

There should be more than one person onboard able to operate your radio equipment as the skipper may be the injured or missing person.

## **DSC INDIVIDUAL ALERT**

- Select Individual call facility by using call or menu button
- Either scroll to find station if on directory or manually enter MMSI of station to be called
- If calling a ship station then scroll to required working channel (6, 8, 72, 77)
- Press Enter to send
- Called station will send DSC acknowledgement if received
- Voice communications can now take place on working channel

## **DSC URGENCY/SAFETY ALERT**

### **DO NOT USE DISTRESS BUTTON**

- Select All Ships facility by using the call or menu button (refer to own radio manual)
- Select either urgency or safety as required
- Enter and confirm selection
- Press enter to send DSC alert
- Announce all ships call and message on voice on ch16

## **DSC DISTRESS ALERT**

**Before the Distress Message by voice is given the following action should be taken if the vessel is fitted with DSC**

- Lift Distress button cover
- Press once to enable distress menu facility (some units enter distress menu by alternative method so check own radio manual)
- Select appropriate distress designation
- If GPS not interfaced enter position and time
- Press and hold down distress button for 5 seconds (unit will count down)
- Release button only when count down alarm stops
- Announce full distress call and message by voice using ch16

The following is sent as voice transmission after a Distress DSC alert

## Mayday, Mayday, Mayday

**This is *name of vessel*** ..... **x 3**

**MMSI** .....

## Mayday

**This is *name of vessel*** .....

**MMSI** .....

**Position**.....

.....

**Problem**.....

.....

**Persons on Board**.....

**Additional information** e.g. Intentions, medical requirements.

.....

.....

.....

**I require Immediate assistance**

**Over**

# **Man Overboard**

## **Sound crew alarm**

Crew to muster stations with warm clothing and life jackets donned correctly.

Was crewman seen to fall overboard? Yes / No

If yes throw lifebuoy with smoke / light float attached to mark position.

If no, note time and position and consider using smoke / light float anyway to mark a datum position. This will give a visual marker to searching vessels and aircraft as an indication of the tide and surface water movement in the search area from a given time.

## **Skipper**

Press M.O.B. function on Navigational aid, if fitted and crew alarm.

Inform ship's mate with all details.

Send DSC alert and commence voice transmission on VHF / MF / HF as appropriate

Inform coastguard of any updated information and the description of missing person

Haul Fishing Gear if fishing

If not fishing and navigation allows commence Williamson turn

Pass any additional information to the Coastguard and any other vessels assisting.

Keep all search units up to date by sending situation reports regularly

## **Mate.**

Crew muster report to skipper, Crewman missing Yes / No

Collect details of missing crewman and pass to skipper a.s.a.p. Time and place last seen, clothing type and colours, age and state of health.

Ensure crew are dressed appropriately

Post Lookouts Forward, wing of the Bridge port and starboard also on a high point aft.

Organise search of vessel for missing crewman.

Prepare to launch rescue boat if carried.

Organise man overboard recovery system.

Organise dry clothing and first aid equipment, prepare to treat for Hypothermia.

# **Fire**

## **Sound Crew Alarm**

Crew to muster stations with warm clothing and life jackets donned correctly.

### **Engineer**

Stop all Fans in and around effected and adjacent compartments.

Ascertain extent and severity of the fire and report to the Skipper, assist the mate where possible with fire fighting parties.

Monitor water ingress into the compartments by way of fire hoses and fire fighting appliances.

Prime Emergency fire hoses and pumps as these may be required if emergency fuel stops activated.

### **Mate**

Crew muster report to skipper

If liferafts deployed ensure access for boarding and safety of the raft from heat and smoke.

Take charge of fire fighting parties.

Close all ventilation flaps and doors to Engine Room, Accommodation, Galley and Factory Deck.

Delegate crew member to don fireman's outfit and breathing gear if carried.

If crew numbers allow delegate first aid party and a safe, warm and dry compartment for any injured crew to rest and receive treatment.

Give regular situation reports to Skipper

### **Skipper**

Account for all crew

Send DSC alert and follow with voice transmission on VHF, MF or HF

Consider manual launching of life rafts.

In receipt of all available information consider fighting the fire

Monitor stability of the vessel with engineer with regard to water used for fire fighting

Consider emergency Fuel stops, before activation, consider how the loss of power will affect the fire fighting capability of your crew. Loss of main's fire hoses and lighting.

Prior to use of CO2 gas, order compartments to be cleared and checked, all crew evacuated from effected area.

Ensure CO2 firing point is evacuated in case gas leaks from bottles and valves.

On receipt of the regular situation reports which indicate that the fire is now out of control, consider abandoning the vessel to the life rafts, (Proceed to abandon Ship).

# **Abandon Ship**

## **Sound Crew Alarm**

Crew to muster stations with warm clothing and life jackets donned correctly

### **Skipper**

Issue order to Abandon Ship by verbal order to mate and / or Ships Intercom System

Crew proceed to liferaft embarkation points do not attempt to return to cabins to collect personal items.

### **Mate**

Account for all crew members and report to skipper.

Supervise Deployment of life rafts paying due care to weather conditions for Boarding.

Supervise Deployment of Rescue boat if carried

Supervise embarkation of life rafts and account for all crew members boarding rafts as indicated on Muster List.

Tether both of the life rafts (and the rescue boat if carried) together.

Take command of liferaft number 2 taking additional Grab bag, first Aid kit, Portable VHF radio and flares.

### **Skipper**

To ensure all crew are accounted for and have embarked life rafts

DSC alert sent and voice transmission to include the fact that crew are abandoning the vessel to Life rafts, Position, number of crew and any crew with injuries.

Deploy E.P.I.R.B.

Deploy S.A.R.T. if carried

Collect remaining VHF portable radio, ships log book and any remaining equipment in Grab bags, consider additional water for injured crewmen.

Take charge of liferaft number 1

## **Abandoning the vessel**

If possible survival craft should be boarded dry, but if it is necessary to abandon a vessel by jumping directly into the water, the following procedure should be followed.

Hold Lifejacket, Block off nose and mouth, Keep feet together, check below, avoid obstructions, Jump feet first, look ahead parallel to horizon, attempt to land near and slightly ahead of survival craft. Do not jump into boats or on top of rafts the contents could cause you serious injury.

## **In the water**

A survivor in the water should swim away from a sinking vessel as quickly as possible since when it founders wreckage and debris may surface with great force along with oil. Get out of the water as soon as possible and remember swimming increases the rate of heat loss, try to avoid any likely hood of hypothermia.

# **Collision or Grounding**

## **Sound Crew Alarm**

Crew to muster stations with warm clothing and life jackets donned correctly.

### **Mate**

Report muster details to skipper  
Check for injured or trapped crew men  
Investigate water tight integrity of your vessel.  
Delegate work party to try to stop ingress of water  
Keep skipper informed of progress

### **Engineer**

Start bilge pumps and monitor bilge alarms.  
Try to establish what damage has been sustained.  
Assist mate with designated work party to stop any ingress of water  
Instigate frequent reports to skipper

### **Skipper**

Send DSC Alert VHF MF or HF  
Transmit voice message on appropriate radio frequency  
Check with mate on status of crew  
Check with Engineer on status of hull integrity  
Check with other vessel if collision, on status of hull integrity and injuries to crew.  
Decide if evacuation to other ship is necessary or their crew to your vessel.  
If aground consider deploying stern anchors.  
Try to establish depth of water around the vessel and in which direction lies deeper water.  
Consider deployment of life rafts / Rescue boat  
Consider Abandon Ship to life rafts (Go to Abandon Ship).

# **Taking water or Sinking**

## **Sound Crew Alarm**

Crew to muster stations with warm clothing and life jackets donned correctly

### **Mate**

Muster details to skipper

On the instructions from the Skipper Deploy the life rafts and rescue boat if carried.

Secure life rafts in safe area on vessel and provide safe means of boarding.

Keep skipper informed on progress

### **Skipper**

Send DSC alert on appropriate frequency

Follow with voice transmission on appropriate frequency

If call for assistance is answered request portable pumps

Consider if pumps are going to cope

Consider evacuation of non essential crew members.

Consider abandon Ship (go to Abandon Ship).

### **Engineer**

Check compartments for water ingress

Monitor Bilge Alarms

Maintain bilge pumps

Keep skipper informed of progress of pumps and water levels.

Advise skipper on stability state of the vessel

Advise skipper on possible future of water levels and speed of water ingress

Advise skipper if additional pump would make a difference.

Close all oil and fuel vents to try to prevent pollution.

## **Other Emergencies and Advice**

It would be impossible to list all types of emergency which could be experienced aboard a modern trawler whilst at sea; I would only say that if it can happen it most likely will. The priority is to bring your vessel and crew back to port safe and well but all must be prepared for the worst, should it happen.

I would at this point remind all skippers that the regulation requiring crew to undertake safety drills once per month is a minimum and not a target, the more you practice the better you will work as a team. You should revise your drills procedure lists at least annually and enter in the section "Updated" with date, signature and listing and notation.

MCA fishing vessel surveyors will help and advise you on the conduct of drills and would be happy to assist where they can and a contact list is attached to this pack.

This pack has been generated on a disc so that you are able to adapt the drills and emergency procedures sections to suit your particular vessel and save the information back to the disc. You should, when you are happy with the content, print out the whole pack and formulate a Drills and Emergency Procedures Folder. This may be used to assist you in conducting drills yourself or as an "Aide Memoire" in the event of a serious incident. Now go ahead and begin your drills routine.....

### **Sound Crew Alarm**

Crew to muster stations with warm clothing and life jackets donned correctly.

## Preparing a Muster List.

The whole point of Muster lists are to inform the seaman where to go in the event of an alarm and one of the first tasks of a new crew member is to find out where he is expected to muster in the event of an alarm sounding. The lists should contain just the information required to muster the crew together at any given moment. Use of bunk or cabin numbers will enable the crew to establish their muster point and save you time on making new lists when crew leave or join the vessel. Don't forget to allow for additional crew members and CEFAS members if carried. Keep muster points to a minimum and in areas easily monitored from the wheel house.

### **Stage 1 The Muster**

Crew members should report to their muster stations dressed in warm clothing suitable to abandon ship and a lifejacket with light donned correctly. Crewmen turning up with T shirts will not last long in a life raft in the winter and even summer nights can be cold enough to induce Hypothermia. Crew members should remain at these stations until the skipper has accounted for all crew onboard.

### **Stage 2 Man Overboard, Fire Fighting or Collision.**

Tasks will be allocated by the ships mate or engineer and the decision to fight the fire remains with the Skipper. Crew members will be expected to perform those tasks for which they have been trained and drilled. At least two crew members should be allocated to breathing apparatus and the safety line signals should be known by all. We should all remember that fishermen are not fire fighters and most only have the basic knowledge from a one day course.

### **Stage 3 Abandon Ship**

The order is to be given by the skipper or master and relayed to the crew via the mate or ships officers. Where possible announcements by Tannoy should be avoided as it is likely to induce panic. Information should be given on the muster list as to which liferaft or lifeboat that each crew member is assigned. All lifeboats or Life rafts should be launched if possible and manned, not forgetting the EPIRB, additional first aid kit, additional distress flares, portable VHF radios and the SARTs if carried. The rafts should be secured together where possible and remain in the vicinity of the vessel's or last known position which was broadcast with the distress message or DSC information. Consideration should be give to a grab bag prepared with "goodies" such as bottled water and tinned high energy chocolate or sugar sweets. Remember your survival course training regarding safety and hypothermia.

The next couple of pages are suggested copies of the muster list and could form the basis of your muster list personalised for your vessel.

# Muster List

## Name of Fishing Vessel

Crew Member	Stage 1	Stage 2	Stage 3
	Muster at Muster station with warm clothing and life jacket securely fastened	Form work parties to save the ship and attend to casualties	Abandon ship on verbal order of the skipper
	<b>Muster Point</b>	<b>Emergency Parties</b>	<b>Abandon Ship</b>
<b>SKIPPER</b>	<b>Muster point 1. Wheel House</b> Don Life Jacket Inform Coastguard by radio	<b>Maintain Communications with Coastguards</b>	Issue Verbal command Broadcast Mayday <b>Deploy EPIRB and Portable VHF</b> Insure all crew has embarked to life rafts Take charge of life raft No 1
<b>MATE</b>	<b>Muster point 1. Wheel House</b> Don Life Jacket Account for all crew	<b>Take charge of Emergency parties</b>	Broadcast to Crew, Abandon Ship to life rafts. <b>Deploy First Aid Kit , Flares, SART and take charge of life raft No 2</b>
<b>BUNK 3</b>	<b>Muster point 2. Boat Deck</b> Don Life Jacket Ready life rafts for deployment	<b>Under mates direction</b> <b>Undertake first aid duties</b>	Deploy life raft to lee side of vessel, secure painter. Abandon ship to life raft 1
<b>BUNK 4</b>	<b>Muster point 2. Boat Deck</b> Don Life Jacket Ready life rafts for deployment	<b>Under mates direction</b>	Deploy life raft to lee side of vessel, secure painter. Abandon ship to life raft 2
<b>BUNK 5</b>	<b>Muster point 3. Fish Room Hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon Ship to life raft 1
<b>BUNK 6</b>	<b>Muster point 3. Fish Room Hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon Ship to life raft 2
<b>BUNK 7</b>	<b>Muster point 3. Fish Room Hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon Ship to life raft 1
<b>BUNK 8</b>	<b>Muster point 3. Fish Room Hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon Ship to life raft 2
<b>BUNK 9</b>	<b>Muster point 3. Fish Room Hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon Ship to life raft 1
<b>BUNK 10</b>	<b>Muster point 3. Fish Room Hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon Ship to life raft 2
<b>BUNK 11</b>	<b>Muster point 3. Fish Room Hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon Ship to life raft 1
<b>BUNK 12</b>	<b>Muster point 3. Fish Room Hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon Ship to life raft 2
<b>Additional Crew</b>	<b>Muster point 2. Fish Room hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon ship to life rafts as directed by the mate

## Muster List

Name of Fishing Vessel

	<b>Stage 1</b>	<b>Stage 2</b>	<b>Stage 3</b>
Crew Member	Muster at Muster station with warm clothing and lifejacket securely fastened	Form work parties to save the ship and attend to casualties	Abandon ship on verbal order of the skipper
	<b>Muster Point</b>	<b>Emergency Parties</b>	<b>Abandon Ship</b>
<b>SKIPPER</b>	<b>Muster point 1. Wheel House</b> Don Life Jacket Inform Coastguard by radio	<b>Maintain Communications with Coastguards</b>	Issue Verbal command Broadcast Mayday <b>Deploy EPIRB and Portable VHF</b> Ensure all crew has embarked to life rafts Take charge of life raft No 1
<b>MATE</b>	<b>Muster point 1. Wheel House</b> Don Life Jacket Account for all crew	<b>Take charge of Emergency parties</b>	Broadcast to Crew, Abandon Ship to life rafts. <b>Deploy First Aid Kit, Flares, SART and take charge of life raft No 2</b>
<b>BUNK 3 Engineer</b>	<b>Muster point 2. Boat Deck</b> Don Life Jacket Ready life rafts for deployment	<b>Under mates direction Undertake first aid duties</b>	Deploy life raft to lee side of vessel, secure painter. Abandon ship to life raft 1
<b>BUNK 4</b>	<b>Muster point 2. Boat Deck</b> Don Life Jacket Ready life rafts for deployment	<b>Under mates direction</b>	Deploy life raft to lee side of vessel, secure painter. Abandon ship to life raft 2
<b>BUNK 5</b>	<b>Muster point 3. Fish Room Hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon Ship to life raft 1
<b>BUNK 6</b>	<b>Muster point 3. Fish Room Hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon Ship to life raft 2
<b>Additional Crew</b>	<b>Muster point 2. Fish Room hatch</b> Don Life Jacket Await further orders	<b>Under mates direction</b>	Abandon ship to life rafts as directed by the mate



**LOLER and PUWER Inspections and Block Accounting**



**DRAFT COPY No2**

# **LOLER AND PUWER INSPECTIONS**

**and**

# **BLOCK ACCOUNTING**



**Maritime and Coastguard Agency**

Valid From 1<sup>st</sup> January 20..... until 31<sup>st</sup> December 20.....

**Any equipment that is used in the course of the work aboard the vessel, including equipment provided by crew members, is covered by PUWER regulations**

You must ensure that any work equipment meets the requirements of PUWER. This means that you must ensure that it is suitable for use and for the purpose and conditions in which it will be used. It should be maintained in a safe condition for use so that crew's health and Safety is not at risk; and inspected to ensure that it is and continues to be safe for use.

All inspections should be carried out by a competent person and a record kept onboard.

**Example of some of the equipment covered by PUWER Regulations**

Hand tools, both manual and power operated, ladders both fixed and portable, conveyors, elevators, gutting machines, ice plants and fish room equipment, galley and wheel house equipment, winches, net drums, power blocks and haulers are also included and any such items that are used in any way for lifting purposes have to comply with the requirements of LOLER. In addition to PUWER Mobile equipment such as forklifts and self propelled work equipment are also covered.

**LOLER**

**You must ensure that in using any lifting equipment the requirements of LOLER are met**

You should make sure that all lifting equipment is sufficiently strong, stable and suitable for the proposed use. Similarly, the load and anything attached to it (fish boxes, crates, lifting hooks etc) must be suitable.

The equipment should be positioned or installed to prevent the risk of injury, from the equipment or the load falling or striking people.

Equipment should be suitably marked with any appropriate information to be taken into account for its safe use, e.g. safe working loads, Accessories, e.g. strops, slings, clamps etc should be similarly marked.

**ALL LIFTING EQUIPMENT USED ON FISHING VESSELS MUST COMPLY WITH THE REGULATIONS, WHETHER IT BELONGS TO THE VESSEL OR NOT.**

**You are required to make up and keep complete records of the inspection, repair, maintenance and replacement of any hauling and lifting equipment.**

**Instructions to the person delegated to complete inspections on hauling and lifting equipment on board this vessel. Suitable PPE will be worn whilst inspections are being carried out.**

1. The Blocks, Cordage, Wires and Lifting Equipment are all accountable and should be inspected at least monthly along with holdfasts and means of securing (Shackles).
2. Any shackles used will be “tested” and certificated with the pin suitably secured.
3. Notation made when cordage and wire is taken out of service, replace new or end for ended.
4. Dates should also be recorded when blocks are removed for service or replaced including the storage location.
5. Notation should be made for all maintenance of equipment, greasing and the checking of securing shackles and hold fasts.
6. Equipment will be noted and all service documents will form part of the system. Each block will have a safety certificate and a separate inspection sheet. All subsequent services will be accompanied by a new certificate.
7. All hauling and lifting equipment will be serviced by an approved company which has the authority to issue a safety certificate on completion for each block or piece of equipment.
8. Cranes and derricks will be regularly serviced by approved company and clearly marked with Safe Working Load in kilograms and safety certificate issued.
9. Wire or rope splices will be inspected regularly and note made of the condition as part of the inspection notes.
10. Hand tools will be checked for the suitability for the job and inspected to ensure the condition is acceptable and safe. All maintenance tasks will be noted.
11. Landing hooks or strops will be inspected at intervals not exceeding one month and before use.
12. Rescue boat launching apparatus and derrick will be inspected monthly and before use at drills. Quick release hooks and blocks will also be inspected as part of the launching apparatus.
13. Fish room, net room, accommodation and boarding ladders should be inspected monthly and boarding ladders again before use.
14. Trawl winches and net drums will be maintained as per manufacturer’s guidance.
15. Fish washers and deck equipment will be inspected monthly along with any machinery guards.

A "competent person" for the purposes of the carrying out of "Thorough Examinations" under LOLER or "Inspections" under PUWER could be the skipper or a crew member or a shore-based person with the appropriate knowledge or experience

**(1) Frequency of Thorough Examinations of Lifting Equipment and Inspections of Work Equipment where both are required**

Work equipment	Lifting Equipment Thorough Examination	Work Equipment Inspection	COMMENTS
Trawl blocks, gantries and towing points	Annual	1 Month	All replacement fixed gear blocks should be marked with a safe working load (SWL) or equivalent (and may also be certified)
Power block/crane	3 Months	3 Months	
Cod end Derrick	1 Month	1 Month	
Derricks and cranes including landing derrick	1 Month	1 Month	
Derricks and goose necks (beam trawler)	1 Month	1 Month	
Scotch poles	1 Month	1 Month	
Hand blocks and pulleys (including catch loading pulley)	1 Month	1 Month	
Miscellaneous lifting gear eg. Chain blocks	Before use	Before use	Testing in accordance with appropriate Fishing Vessel Safety Code

**(2) Frequency where Inspection of Work Equipment only is required**

Work Equipment	Inspection Frequency	COMMENTS
Trawl Winch and seats	3 Months	
Fishing blocks and leads	3 Months	
Rope reels and net drums	3 Months	
Haulers	3 Months	
Net stacker	3 Months	
Fish handling and processing systems	6 Months	Check guards
Gutting Machines	1 Month	Check guards
Tipping doors	3 Months	
Auto hooks and baiter (long liner)	1 Month	Check guards
Conveyors and Elevators	1 Month	
Riddler	1 Month	Check guards

Work Equipment	LOLER 'Time between checks in months'	PUWER 'Time between checks in months'	Date Inspected	Pass or Fail 'Indicate with a tick or cross'	Comments	Signature
Trawl Winch PORT						
Trawl Winch STBD						
Gilson Winch PORT						
Gilson Winch STBD						
Landing Winch PORT						
Landing Winch STBD						
Net Drum/s						
Pot/Line Hauler						
Emergency Stop Facilities Identify Locations Port Stbd						
Hydraulic Isolation Valves						
Electrics						
Protective Guards on Machinery						
Lifting Equipment in Engine Room Gantry Crane Chain Blocks etc						
Fish Room Ladders						
Factory deck Equipment Gutting Machines etc						
Fish washers						

Work Equipment	LOLER 'Time between checks in months'	PUWER 'Time between checks in months'	Date Inspected	Pass or Fail 'Indicate with a tick or cross'	Comments	Signature
Gantry						
Goal Posts						
Lifting Boom PORT						
Lifting Boom STBD						
Landing Derrick PORT						
Landing Derrick STBD						
Topping Lift						
Cod End Lifting Gantry						
Hanging Blocks PORT						
Hanging Blocks STBD						
Loose Lifting Equipment Wire Strops Nylon Strops Chains Hooks						

**Delete items which are not applicable. Additions can be made as applicable**

### **LOLER & PUWER CHECKLIST**

Note: Table to be used in conjunction with the Lifting Operations & Lifting Equipment Regulations (LOLER MGN 332 (M+F)) and Provision and Use of Work Equipment Regulations (PUWER MGN 331 (M+F)).

**SKETCH OF GANTRY SHOWING ALL BLOCKS, GILSONS AND LIFTING APPARATUS INCLUDING BEAM / SCALLOP DERRICKS AND GOOSENECKS.**

Number all blocks.

**SKETCH OF LANDING / RESCUE BOAT DERRICK**

Number all blocks

# **BLOCK ACCOUNTING SYSTEM**

Location .....

Block Number .....

Type of Block ..... Date New .....

Entered Service Date .....

Certificate Number ..... Last Service Date .....

Date	Hold Fast	Shackle	Greased	Comments	Signature
January 2010					
February 2010					
March 2010					
April 2010					
May 2010					
June 2010					
July 2010					
August 2010					
September 2010					
October 2010					
November 2010					
December 2010					
Serviced Date				Date block back into service .....	

All inspections complete ..... Skipper ..... Date .....

The skipper or designated person is to inspect the hold fast and shackle during the routine maintenance of the block.

1. The holdfast and immediate area is to be inspected for wear and any damage.
2. The shackle is to be of a tested type, appropriate for the loads expected on this block.
3. The shackle is to be checked for wear and that the pin is secure.
4. The block is to be checked for damage and wear to pin and roller.
5. The block is to be greased.
6. Any damage or wear is to be reported to the skipper immediately.

## Cordage and Wires Accounting System

Location .....

Size and Type of Cordage ..... Date New .....

Date Entered Service ..... End for end Date ..... Taken out of Service Date .....

Date	Splice	Shackle or Attachment	Condition	Comments	Signature
January 2010					
February 2010					
March 2010					
April 2010					
May 2010					
June 2010					
July 2010					
August 2010					
September 2010					
October 2010					
November 2010					
December 2010					
Serviced Date				Date back into service .....	

All inspections complete ..... Skipper ..... Date .....

The skipper or designated person is to inspect the splice and condition of the cordage including any hook or strop attached.

1. The cordage is to be inspected for wear and any damage.
2. The cordage should be assessed if appropriate for the loads expected.
3. The shackle is to be checked for wear and that the pin is secure.
4. The Splice is to be checked for damage and wear.
5. The hook or any attachment is to inspected for suitability and wear / damage.
6. Any damage or wear is to be reported to the skipper immediately.

**MSN 1813 (F) - The Fishing Vessels Code of Practice  
for the Safety of Small Fishing Vessels**



Maritime and Coastguard Agency

MERCHANT SHIPPING NOTICE

**MSN 1813 (F)**

---

## **The Fishing Vessels Code of Practice for the Safety of Small Fishing Vessels**

**Notice to all Designers, Builders, Owners, Employers, Skippers and Crew of Fishing Vessels**

*This Notice should be read in conjunction with the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001 (S.I. 2001/9) as amended by the Fishing Vessels (Safety of 15-24 Metre Vessels) Regulations 2002 (S.I. 2002/ 2201); and the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 (S.I. 1997/2962), as amended.*

*This Notice supersedes MSN 1756 and MSN 1756 Amendment No.1*

---

### **PLEASE NOTE:-**

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

### **Summary**

This notice draws attention to the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001 and incorporates the revised full text of the Code of Practice for the Safety of Small Fishing Vessels with a length overall (LOA) of less than 15 metres. This revision of the Code comes into force on 16 July 2007.

### **1. Introduction/ Background**

- 1.1 This Merchant Shipping Notice is associated with the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001. It sets out the full text of the revised Code of Practice for the Safety of Small Fishing Vessels. This revised Code amends and replaces the Code of Practice published by the MCA in MSN 1756(F), (as amended by MSN 1756(F) amendment No.1) and it is considered by the Secretary of State, after consulting the fishing industry, to be relevant for the purposes of section 85(5)(a) of the Merchant Shipping Act 1995. This revision of the Code comes into force on 16 July 2007.
- 1.2 The Regulations came into force on 1 April 2001 and gave statutory force to the Code of Practice for the Safety of Small Fishing Vessels and replaced the requirements of the Fishing Vessels (Safety Provisions) Rules 1975 and the Fishing Vessels (Life Saving Appliance) Regulations 1988 as they applied to fishing vessels with a registered length (L) less than 12 metres.

1.3 The Fishing Vessels (Safety of 15-24 Metre Vessels) Regulations 2002 brought into force the Code of Safe Working Practice for the Construction and Use of 15 Metre (LOA) to less than 24 Metre (L) Fishing Vessels. Those Regulations also amended the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001 to include vessels of less than 15 metres (LOA).

1.4 The Code has been subject to a review by MCA, industry and other interested bodies following five years in operation, and this Notice and the revised Code have been developed as a result of that review. The revised Code has been introduced following consultation with the industry and other interested bodies. This Notice represents part of a continuing review of the Fishing Vessels (Safety Provisions) Rules 1975 and other legislation applicable to fishing vessels. The aim of the review is to update existing requirements in order to increase the safety of fishing vessels in foreseeable operating conditions, and the survival of the crew in the event of an accident.

1.5 By way of summary of the requirements, to comply with the Code of Practice for the Safety of Small Fishing Vessels, a vessel owner will be required:

- to carry safety equipment on the vessel appropriate to its length and construction;
- to certify annually that the vessel complies with the Code, by declaring that the safety equipment has been properly maintained and serviced in accordance with manufacturers' recommendations;
- to present the vessel for inspection at intervals not exceeding five years from the date of last inspection in accordance with the provisions of section 3.2;
- to ensure that new vessels are constructed and outfitted in accordance with the latest release of the construction and outfit standards issued by Seafish;
- to ensure that vessels of 15m (LOA) and over which operate solely in categorized waters, comply with this code as an alternative to complying with the Code of Safe Working Practice for the Construction and Use of 15 metres (LOA) to less than 24 metre Registered Length (L) Fishing Vessels, shall report their intentions to the nearest Coastguard Station before proceeding outside categorized waters.

## **2. All vessels of 12metres Registered Length (L) to 15metres Length Overall (LOA) Guidance**

2.1 Stability requirements will be legislated for in a Statutory Instrument (SI), which is currently being drafted. This requirement is planned for implementation in 2008. In the interim, non statutory guidance on stability is set out in Annex 4 of the Code and it is recommended that 12m (L) to 15m (LOA) vessels meet these requirements.

## **3. Additional Guidance**

3.1 The guidance contained in this section of the Code is a reminder of other statutory requirements, which are relevant to fishing vessels covered by the Code. It does not form part of the statutory requirements under the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001.

3.2 An owner will be required to ensure that an appropriate and up to date health and safety risk assessment has been completed in accordance with the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997.

## More Information

Fishing and Code Vessel Safety Branch  
Maritime and Coastguard Agency  
Bay 2/05  
Spring Place  
105 Commercial Road  
Southampton  
SO15 1EG

Tel : +44 (0) 23 8032 9150  
Fax : +44 (0) 23 8032 9161  
e-mail: [fishing@mcga.gov.uk](mailto:fishing@mcga.gov.uk)

General Inquiries: 24 Hour Infoline  
[infoline@mcga.gov.uk](mailto:infoline@mcga.gov.uk)  
0870 600 6505

MCA Website Address: [www.mcga.gov.uk](http://www.mcga.gov.uk)

Fishing Helpline : 0845 601 4072

File Ref: MS 088/001/0511

Published: April 2007

© Crown Copyright 2007

**Safer Lives, Safer Ships, Cleaner Seas**

*Printed on material containing minimum 75% post-consumer waste paper*



An executive agency of the  
Department for  
**Transport**

# **THE CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS**

**The Maritime and Coastguard Agency  
Spring Place  
105 Commercial Road  
Southampton SO15 1EG**

**Telephone: 023 8032 9150  
Facsimile: 023 8032 9161  
Safe Fishing Helpline 0845 601 4072**

**Effective from 16 July 2007**

## **1 Foreword**

- 1.1 The aim of this Code of Practice is to improve the safety of fishing vessels of less than 15 metres Length Overall (LOA) sector of the fishing industry and to raise the safety awareness of all those involved with the construction, operation and maintenance of such vessels.
- 1.2 The content of the Code has been the subject of extensive discussion with representatives of the small vessel sector of the fishing industry within a steering committee set up by the Fishing Industry Safety Group to oversee the Code's development. If the Code needs to be up-dated at any time to take account of new statutory requirements that apply to vessels operating under the Code, the organisations involved in the development of the Code will be consulted.

## **2 Application**

- 2.1 This Code applies to all fishing vessels, registered in the UK, of less than 15 metres Length Overall (LOA) in accordance with the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001. Vessels of 15m (LOA) to less than 24m Registered Length (L) operating solely in categorized waters may as an alternative to complying with MSN 1770, comply with the requirements of this code for decked vessels of 12m (L) to less than 15m (LOA). The Code will enter into force on 16 July 2007.

## **3 Code Requirements**

### **Safety equipment**

- 3.1 The vessel owner shall ensure that the vessel complies with the checklist of safety equipment requirements appropriate to the length and construction of the vessel contained in Annexes 1.1 - 1.6 to the Code.

### **Inspection of fishing vessels**

- 3.2 The vessel owner shall present the vessel for inspection on first registration and at intervals not exceeding five years from the date of last inspection.
- 3.3 On satisfactory completion of the inspection an Inspection Form will be issued. If deficiencies are found which necessitate follow-up visits, fees may be charged to the owner in accordance with the Merchant Shipping Fees regulations applicable at the time of the follow-up visit.
- 3.4 A vessel may be inspected by the Maritime and Coastguard Agency (MCA) at any time to check compliance with Code requirements.

### **Annual self-certification**

- 3.5 The vessel owner shall ensure that every year, within 1 month of the anniversary of the vessel's registration he (or other competent person employed by him) inspects the vessel to confirm that the:
  - .1 safety equipment carried on board the vessel has been suitably maintained and serviced in accordance with the manufacturers instructions.
  - .2 safety and other specified equipment continues to comply with the checklist appropriate to the length and construction of the vessel.

.3 health and safety risk assessment has been completed.

On completion of these annual checks, the owner must sign a self-certification declaration as contained in Annex 2 confirming that the vessel complies with the Code, and retain a copy of the declaration onboard for inspection purposes.

#### **All fishing vessels of 12metres (L) to less than 15metres (LOA)**

3.6 In addition to the requirements in sections 3.1 to 3.5, it is recommended that owners arrange a lightship check at intervals not exceeding five years from the last lightship check to verify that their stability information remains valid.

#### **New fishing vessels**

3.7 In addition to the requirements contained in sections 3.1 to 3.5, new fishing vessels, with a length of less than 15 metres (LOA), (defined as those for which a keel was laid or construction or lay-up was started after 1 April 2001) must comply with the latest release of the Construction and outfit Standards issued by Seafish. Table 1 below lists the certification required.

Table 1 Build Certification Required

Vessel Length	Hull Construction Certificate	Outfit Compliance Certificate	Safety Checklist (Annex 1.1-1.6)	Stability Information
Under 7m LOA	Yes	Not Required	Yes	Not Required
7m LOA to less than 15m LOA	Yes	Yes	Yes	See Annex 4 below <sup>1</sup>

3.8 On first registration of a new vessel, the owner shall supply the required hull construction, and outfit certificates from SEAFISH to the Registry of Shipping and Seamen (RSS).

#### **Vessels of 15m (LOA) and over**

3.9 Where vessels of 15m (LOA) and over which operate solely in categorized waters, comply with this Code as an alternative to complying with the Code of Safe Working Practice for the Construction and Use of 15 metres (LOA) to less than 24 metre Registered Length (L) Fishing Vessels, they shall in addition to sections 3.1-3.8 above, report their intentions to the nearest Coastguard Rescue Centre before proceeding outside categorized waters.

#### **Penalties**

3.10 A vessel that is found, in the course of inspection, not to have been equipped, the safety equipment properly maintained and self-certified in accordance with the Code, or is in an unsafe condition to proceed to sea, may be liable to detention by officers from the MCA. In order to be released the vessel must be inspected by the MCA and this will be charged at the fee rate prescribed in the relevant Merchant Shipping Fees regulations. An owner whose vessel fails to comply with the Code or who makes a false declaration may be liable to prosecution. A skipper who fails to operate the vessel in accordance with the Code may also be liable to prosecution.

<sup>1</sup> It is recommended that vessels of between 12m registered length (L) and less than 15 metres length overall (LOA) continue to comply with the stability requirements contained in Section 16 and 74 of the Fishing Vessel (Safety Provisions) Rules 1975, and its subsequent amendments. Vessel owners are also recommended to comply with the requirements contained in Annex 4 of this Code and MGN 281 (Fishing Vessel Freeboard and Stability Information Booklet).

#### 4 Additional Guidance

4.1 The guidance contained in this section is a reminder of other statutory requirements, which are relevant to fishing vessels covered by this Code. It does not form part of the statutory requirements under the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001.

#### Risk Assessments

4.2 The Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 require employers to make a suitable and sufficient assessment of the risks to the health and safety of workers arising in the normal course of their activities or duties. Guidance on these regulations and on the principles of risk assessment is contained in a Marine Guidance Note (currently MGN 20 M+F).

4.3 A risk assessment is intended to be a careful examination of what, in the nature of operations, could cause harm, so that decisions can be made as to whether enough precautions have been taken or whether more should be done.

4.4 The assessment should first identify the hazards that are present and then establish whether a hazard is significant and whether it is already covered by satisfactory precautions to control the risk, including consideration of the likelihood of the failure of those precautions that are in place.

4.5 It is not a requirement that risk assessments be written, nevertheless, the MCA strongly recommends that such assessments be written. An example of a suitable standard of written risk assessment is included in the Fishing Vessel Safety Folder developed by and available from SEAFISH (Website: [www.seafish.org.uk](http://www.seafish.org.uk) or Telephone: 01482 327837), which also provides pro-forma guidance on fishing vessel risk assessment, both generally and in relation to particular modes of fishing.

4.6 The health and safety risk assessment must also be checked to ensure that it remains appropriate to the vessel's fishing method and operation. If there has been a change of fishing method or of operational practice, the assessment must be revised accordingly.

4.7 Risk assessments of the vessel are particular to each employer. When a vessel is sold, the new owner must complete, or arrange the completion of, a new risk assessment and self-assessment.

#### Safety Training

4.8 All crew working on a UK registered fishing vessel will also be required to ensure that they have undertaken the following training courses:

Course	Experienced Fisherman	New Entrant
1 Day Sea Survival Techniques	X	X
1 Day Fire Prevention and Fire Fighting	X	X
1 Day Elementary First Aid	X	X
1 Day Safety Awareness and Risk Assessment	X	
1 Day Health and Safety (safe working practices)		X

- .1 Experienced Fishermen means a fisherman who has not less than two years service working on board fishing vessels.
- .2 There is a requirement that all new entrants will attend the one-day Sea Survival Techniques course prior to going to sea for the first time. The remaining courses are to be completed within 3 months of the entrants start date.
- .3 All these courses are held locally and details can be found by contacting the local Group Training Associations or by visiting the SEAFISH website [www.seafish.org.uk](http://www.seafish.org.uk).
- .4 A "Safety Course Completion Certificate" - a credit card size photo Identification card showing all the required training has been completed is also available through SEAFISH.
- .5 The requirements for Safety Training are currently contained in the Fishing Vessel (Safety Training) Regulations 1989 No. 126 as amended by SI 2004 No.2169 or subsequent amendments.

### **Radio Licences**

- 4.9 All vessels must have a radio licence, which can be obtained from:

[www.radiolicensingcentre.co.uk](http://www.radiolicensingcentre.co.uk)  
0870 243 4433

- 4.10 Failure to obtain a radio licence (which also records the radio's unique Maritime Mobile Service Identity (MMSI) (DSC Identifying Code)) may result in the DSC function operating incorrectly in an emergency, as unregistered identifying codes are re-allocated.
- 4.11 All vessels are also required to have at least one person onboard who holds a Short Range Radio Certificate if operating in sea area A1. These can be obtained by undertaking a one-day course at an RYA accredited training centre. For vessels operating in sea Area A2 at least, one crew member should have a Restricted GMDSS Operators Certificate; these can be undertaken at the nearest Nautical College.

### **5 Appeal Procedures**

- 5.1 If an owner is dissatisfied with an inspection then this should in the first instance be discussed with the person who carried out the inspection.
- 5.2 If agreement cannot be reached with the person who carried out the inspection the owner may refer the matter to the Principal Marine Surveyor (Fishing Vessels) in the Region where the vessel was inspected.
- 5.3 Should the above procedure fail to resolve the dispute, the owner may refer the matter to the Head of Maritime Operations at MCA headquarters, and, if necessary, to the MCA Chief Executive.
- 5.4 If an owner is still not content with the way in which the dispute has been handled, the owner may serve notice, within twenty-one days of the completion of the procedure given in sections 5.1 to 5.3, on the MCA that their dispute be referred a single arbitrator appointed by agreement between MCA and the owner.

- 5.5 A person should not be qualified for appointment as an arbitrator unless that person is:
- i) a person holding a certificate of competency as a deck officer, marine engineer or equivalent;
  - ii) a naval architect;
  - iii) a person with special experience of the fishing industry;
  - iv) a member of the Chartered Institute of Arbitrators; or
  - v) a person holding a Certificate of Competency (Fishing Vessels) Class 1.
- 5.6 The final allocation of costs will depend on the arbitrator's decision. If the decision is in the favour of the owner, the arbitrator may award the owner such compensation as the arbitrator thinks fit in addition to allocating costs.
- 5.7 The Ombudsman (also called the Parliamentary Commissioner for Administration) plays an important role as the final step on the complaints ladder, and provides a fully independent channel for reviewing complaints. If an owner wishes to complain to the Ombudsman, they should write to their MP, and ask him or her to refer it to the ombudsman.
- 5.8 Usually, before an owner can complain to the Ombudsman's Office, they will expect the owner to have put their complaint to the Agency first, using MCA's internal complaints procedure.

**CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS:  
CHECK LIST OF REQUIREMENTS**

Equipment need not be MCA approved provided it is fit for its intended purpose.

**OPEN Vessels less than 7m Registered Length**

Item	Remarks/compliance	Expiry/Service Date
Lifejackets – 1 per person		
1 Lifebuoy (with 18m buoyant line attached)		
2 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal, buoyant or hand held		
1 Fire Bucket + Lanyard		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B) - if vessel has in-board engine		
1 Fire Blanket (light duty) if vessel has galley or cooking area		
VHF Radio – fixed (DSC) or hand held.		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC.		
Bailer		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. A radar reflector is recommended for vessels constructed of wood or glass reinforced plastic (GRP) and vessels with no significant steel upper works or masts. Carriage of a liferaft and EPIRB are also recommended.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### OPEN Vessels 7m and above to less than 12m Registered Length

Item	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (with 18m buoyant line) +1 Buoyant Rescue Quoit		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and lanyard		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio – fixed (DSC) or hand held		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC		
Bilge Pump		
Navigation Lights & Sound Signals		
Radar Reflector		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. Carriage of a liferaft and EPIRB are recommended.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### OPEN Vessels 12m registered length and above to less than 15m Overall Length

Item	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (with 18m buoyant line) +1 Buoyant Rescue Quoit		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and lanyard		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio – fixed (DSC) or hand held		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC.		
Bilge Pump		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. A radar reflector is recommended for vessels constructed of wood or glass reinforced plastic (GRP) and vessels with no significant steel upper works or masts. Carriage of a liferaft with release mechanism is also recommended and a EPIRB are also recommended. An approved Stability book in accordance with MGN 281 is recommended.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### DECKED Vessels of less than 10m Registered Length

"Decked vessels" means a vessel with a continuous watertight weather deck that extends from stem to stern and has positive freeboard throughout, in any condition of loading the vessel.

Item	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (fitted with 18m buoyancy line) +1 Buoyant Rescue Quoit		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
Gas Detector		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
Smoke Alarms		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and lanyard		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio – fixed (DSC) or hand held		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC.		
Bilge Pump		
Bilge Level Alarm		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. A radar reflector is recommended for vessels constructed of wood or glass reinforced plastic (GRP) and vessels with no significant steel upper works or masts. Carriage of a liferaft with release mechanism and EPIRB are also recommended.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### DECKED Vessels 10m and above Registered Length to less than 12m Registered Length

"Decked vessel" means a vessel with a continuous watertight weather deck that extends from stem to stern and has positive freeboard throughout, in any condition of loading the vessel.

ITEM	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
Liferaft		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (fitted with 18m buoyant line) +1 Buoyant Rescue Quilt		
3 Parachute flares		
2 Hand-held flares		
1 Smoke Signal (buoyant or handheld)		
Gas Detector		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
Smoke Alarms		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and lanyard + 1 Multi-purpose Fire Extinguisher (fire rating 5A/34B) + 1 fixed Fire Extinguishing system for the machinery space		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio - fixed (DSC) or hand held		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC.		
Bilge Pump		
Bilge Level Alarm		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. A radar reflector is recommended for vessels constructed of wood or glass reinforced plastic (GRP) and vessels with no significant steel upper works or masts, an EPIRB is also recommended. Carriage of liferaft with release mechanism is also recommended.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### DECKED Vessels 12m and above Registered Length to less than 15m Overall Length

"Decked vessel" means a vessel with a continuous watertight weather deck that extends from stem to stern and has positive freeboard throughout, in any condition of loading the vessel.

ITEM	Remarks/compliance	Expiry/Service Date
Lifejackets – 1 per person		
Liferaft		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (fitted with 18m buoyant line) + 1 Buoyant Rescue Quoit		
3 Parachute flares		
2 Hand-held flares		
1 Smoke Signal (buoyant or handheld)		
Gas Detector		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
Smoke Alarms		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and lanyard + 1 Multi-purpose Fire Extinguisher (fire rating 5A/34B) + 1 fixed Fire Extinguishing system for the machinery space		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio - fixed (DSC) or hand held		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC.		
Bilge Pump		
Bilge Level Alarm		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. A radar reflector is recommended for vessels constructed of wood or glass reinforced plastic (GRP) and vessels with no significant steel upper works or masts, an EPIRB is also recommended. Carriage of a liferaft, with release mechanism is also recommended. An approved stability book in accordance with MGN 281 is also recommended.

**THE FISHING VESSELS (CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS) REGULATIONS 2001**

**ANNUAL SELF CERTIFICATION (Owner to verify and sign in spaces below that vessel continues to comply with the requirements of the Code and retains a copy on board for inspection)**

**Name of Owner** .....

**Address of Owner** .....

.....

.....

**Name of Vessel**.....

**RSS No.**.....

**Length Overall** .....

**Registered Length** .....

**Date of Registration** .....

**Hull Identification No.**.....

**Mode(s) of Fishing** .....

**Port letters and number**.....

I HEREBY CERTIFY, in respect of the above named vessel, that:

- i. The safety equipment has been checked in accordance with the attached checklist;
- ii. Such safety equipment carried is in accordance with the requirements of the Code;
- iii. Such safety equipment has been properly maintained and serviced in accordance with manufacturers' recommendations;
- iv. Where applicable a risk assessment\* of work activities and duties has been completed in accordance with the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997;

\*The health and safety risk assessment is written - Yes/No (delete as appropriate)

**1<sup>st</sup> Signature of Owner** ..... **Date**.....

**2<sup>nd</sup> Signature of Owner** ..... **Date**.....

**3<sup>rd</sup> Signature of Owner** ..... **Date**.....

**4<sup>th</sup> Signature of Owner** ..... **Date**.....

**5<sup>th</sup> Signature of Owner** ..... **Date**.....

## GUIDANCE ON REQUIREMENTS CONTAINED IN THE CODE FOR SURVEYORS, INSPECTORS AND FISHERMEN

### Anchors & Cables

For new vessels these should be in accordance with SEAFISH construction standards release 2. An existing vessel should carry a suitable means of anchoring and chain cable or warp of a length suitable for the intended area of operation.

### Bilge level alarm

This should provide warning when working inside or outside the wheel house. When a watertight bulkhead is fitted sensors should be fitted in the fish hold and engine room.

### Flares and smoke signals

Should be of an acceptable type and within their expiry date.

### Fire buckets

Should be heavy duty with a Lanyard.

### Fire Extinguishers (Portable)

Fire onboard a vessel can, if it is not controlled, lead to the loss of the vessel and/or serious injuries. The checklists in this Code of Practice give a minimum requirement for the extinguishers to be carried on Fishing Vessels. When extinguishers are replaced, new extinguishers should comply with BS EN 3, 1996, or the Marine Equipment Directive (96/98/EC as amended by 2002/75/EC).

There are two sizes quoted in the checklists:

Designation	Equivalent Dry Powder	Equivalent Foam
5A/34B	1 Kg ABC Dry powder	1.75 Litre. AFFF
13A/113B	4 Kg ABC Dry powder	2 Gallon or 6 Litres. AFFF

The designation gives a measure of the ability of the extinguisher.

'A' indicates a wood based fire; the number indicates fire size which has been used to test the extinguisher. 'B' indicates a liquid based fire; the number indicates the size of fire, which has been used to test the extinguisher.

Where it is not practicable to carry or store a large fire extinguisher, an alternative is to carry a combination of others to make up the required capacity. Add the numbers before the 'A' and the 'B' together, and if these exceed the total required the extinguishers will provide an equivalent capacity, e.g. two 8A/70B extinguishers would give a capacity of 16A/140B, which is greater than the required 13A/113B.

In any case the minimum acceptable size of extinguisher acceptable would be 5A/34B. A fire may require more than one smaller extinguisher to put it out.

Fire extinguishers should be serviced and maintained at the manufacturer's recommended service intervals by a service station approved by the manufacturer. In the case of sealed units, these should be replaced when they reach their expiry date.

Since 31 December 2003, Halon, in any form, is not authorised for use.

#### Fire extinguishers (Fixed)

For fixed systems in machinery spaces where the space is never occupied an automatic discharge system is acceptable, providing that an indication of discharge is given.

For machinery spaces that can be occupied, the system should be designed and installed in accordance with its manufacturers' instructions. These spaces should incorporate an advance warning alarm system, within the space, (audible and visual). The space should be able to be made gastight to contain the extinguishing agent, and to starve the oxygen supply. Systems fitted should be based on the class of fire risk.

#### Fire blankets

For the galley or cooking appliance should be of light duty to BS EN 7944 (this standard has superseded 6575) or a recognised equivalent BS EN 1869.

#### Fire pumps

Can be a hand pump or any other pump that supplies water from the sea onto the deck with a hose suitable for fire fighting purposes.

#### Gas Detector

Suitable means for detecting the leakage of gas (i.e. Liquefied Petroleum Gas, Butane, Propane or other flammable gases) should be provided in a compartment containing a gas-consuming appliance or in any adjoining space or compartment into which the gas, of greater density than air, may seep.

Gas detectors heads should be securely fixed in the lower part of the compartment in the vicinity of the gas-consuming appliance and other space(s) into which gas may seep. In areas where the detector head is susceptible to damage in the lowest part of the compartment (e.g. engine space bilge) the detector head should at least be fitted below the lowest point of ignition.

The detection system should incorporate a visible and audible alarm, which can be heard in the space concerned and the control position with the vessel in operation.

The detection system should be capable of being tested and be tested on a regular basis whilst the vessel is in service and should include a test of the detector head operation as well as the alarm circuit, in accordance with the manufacturer's instructions.

The detection equipment should be maintained in accordance with the manufacturer's requirements.

A suitable notice, detailing the action to be taken when an alarm is given by the gas detection system, should be displayed prominently in the vessel.

#### Lifejackets

Should be of the solid-filled type, or should comply with BS EN 396 or BS EN 399, with automatic gas inflation and at least 150 Newtons buoyancy. One lifejacket per person should be carried, fitted with light, whistle and reflective tape. Lifejackets should be serviced and maintained at the manufacturers recommended service intervals by a service station approved by the manufacturer.

### Liferafts

Should be float free, or fitted with a hydrostatic release unit (HRU) and suitable weak link either green or yellow in accordance with manufacturers' instructions. This should be stowed in a position unobstructed by rigging or fishing gear and preferably in a position which will allow it to float free in the event of the vessel sinking stern first, or stowed in a position where it is accessible for manual deployment in an emergency. It/they should have a capacity sufficient for the total number of persons on board the vessel. Liferafts must be serviced and maintained at the manufacturer's recommended service intervals by a service station approved by the manufacturer.

### Lifebuoys

Should be marked with the vessel name and port of registry or fishing vessel number and fitted with reflective tape and may be circular or horseshoe in shape.

### Medical Kit

A first aid kit should be of Category 'C' standard for vessels staying up to 60 nautical miles from shore and Category 'B' for vessels operating between 60 and 175 Nautical miles from the nearest port. MSN 1768 (M+F) provides guidance on the contents which should be included.

### Navigation lights and sound signals:

The following is extracted from Merchant Shipping Notice 1781 for guidance purposes.

1. Any vessel that operates between sunset and sunrise or in times of restricted visibility must exhibit the navigation and fishing lights, shapes and use sound signals as prescribed in the Collision Regulations.
2. A masthead light or all round white light of 2-miles range (3 miles if over 12 metres length overall (LOA)) positioned at least 1 metre higher than sidelights.
3. Sidelights of 1 mile (2 miles if over 12 metres (LOA)) range at a height above the uppermost continuous deck not greater than three-quarters the height of the masthead light. They should not be sited so as to be interfered with by deck lights.
4. A Stern light of 2-mile range if the masthead light (number 2) is carried.
5. An all-round white light of 2 mile range when trawling or fishing used together with that in number 7 below (it may also on its own be used as an anchor light). An all-round white anchor light is required if anchored in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate.
6. The all-round white light (number 5) to be more than 2.5 metres above the gunwales and above the sidelights (number 3) at more than twice the distance between the vertical lights (numbers 5 and 7).
7. An all-round light (green if trawling, red if fishing other than trawling) at least 1 metre above the all-round white light (number 5) and of 2 mile range.
8. Alternatively, a vessel under 7 metres, with speed less than 7 knots may instead of the above lights exhibit one all-round white light of 2 mile range and if practical, sidelights or a combination lantern.
9. All vessels must have a means of making sound signals (Vessels over 12 metres (LOA) must have a whistle).

10. Shapes commensurate with the size of the vessel, (Fishing – two cones apexes together one above the other, Anchor – Ball)

### Radio

When operating offshore up to 30 nm from the coast, a VHF radio should be adequate to contact a coastal radio station in good conditions. For vessels' operating more than 30nm from the coast it is strongly recommended that additional means of communication with greater range such as a Medium Frequency radio are carried.

Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC. On medium frequency (MF), the only means of distress and urgency alerting available is via MF DSC.

The Coastguard Maritime Rescue Co-ordination Centres provide the UK's Radio Medical Advice Service for vessels at sea. To seek medical advice or medical evacuation, call the Coastguard on VHF Radio whereupon you will be placed in direct contact with the appropriate medical expertise. This service is free.

### Smoke Alarm

A smoke alarm should be fitted in machinery and accommodation spaces. Either battery powered domestic types or vessel powered types are suitable.

### Stability Information

It is recommended that vessels of between 12m registered length (L) and less than 15 metres length overall (LOA) continue to comply with the stability requirements contained in Section 16 and 74 of the Fishing Vessel (Safety Provisions) Rules 1975, and its subsequent amendments. Vessel owners are also advised to comply with the requirements contained in Annex 4 of this Code and MGN 281 (Fishing Vessel Freeboard and Stability Information Booklet).

It is recommended that stability information should be checked and the continuing validity certified at intervals not exceeding five years by a MCA or MCA approved surveyor. When changing, repositioning or adding equipment, e.g. fishing gear, winches, or shelters advice should be sought from MCA on the effect this could have on the stability of the vessel.

When a vessel changes its mode of fishing, in addition to having a stability check, the MCA will review any exemptions that may have previously been applied associated with the original fishing method(s). The MCA, through the Fishing Industry Safety Group and its Small Fishing Vessel Code Sub-Group is currently developing legislation that will reintroduce these stability requirements.

## INFORMATION AS TO STABILITY OF FISHING VESSELS

The book to be kept on board the vessel pursuant to the recommendations of this Code, should contain the following information:

1. A statement of the vessel's name, port of registry, official number, registration letters, principal dimensions, date and place of build, gross and net tonnage displacement and minimum freeboard in the deepest foreseeable operating condition.
2. A profile plan of the vessel drawn to scale showing the names of all compartments, tanks, storerooms, crew accommodation spaces and the position of the mid-point of the length between perpendiculars (LBP).
3. A tabular statement of the capacities and position of the centres of gravity, longitudinally and vertically for every compartment available for the carriage of cargo, fuel, stores, feed water, domestic water, water ballast, crew and effects. The free surface function defined in paragraph 9 below should also be included for each tank designed to carry liquid. Details of the centroid of the total internal volume of the fish-hold(s) should be included in such information. The calculation may take into account the effect of assuming a void space between the top of the catch and the underside of the deckhead provided that under normal operating conditions, control of loading in the hold is such that the actual void space above the catch will always be equal to or greater than that assumed in such a calculation.
4. Where deck cargo is carried by a vessel the estimated maximum weight and disposition of such deck cargo should be included in the information in the appropriate operating conditions, and show compliance with the stability criteria set out in the Code.
5. A diagram or tabular statement should be provided showing for a suitable range of mean draughts and at the trim stated, the following hydrostatic particulars of the vessel:
  - (i) the heights of the transverse metacentres;
  - (ii) moments to change trim one centimetre;
  - (iii) tonnes per centimetre immersion;
  - (iv) longitudinal position of the centre of flotation;
  - (v) vertical and longitudinal positions of the centre of buoyancy;
  - (vi) displacement in tonnes.

Where a vessel has a raked keel, the same datum (a horizontal line through the intersection of the hull moulded line with the vessel centreline, amidships) should be used for the hydrostatics as employed in determining the information required in paragraph 3 above. In such cases full information should be included in respect of the rake and dimensions of the keel and may be given in the form of a diagram. The positioning of the draft marks relative to this datum should be included on such a diagram.

6. A diagram or table should be provided showing cross curves of stability indicating the assumed position of the axis from which the righting levers are measured and the trim which has been assumed. Where a vessel has a raked keel a horizontal datum through the intersection of the hull moulded line with the vessel centreline, amidships, should be used. **On existing vessels, any datum other than a horizontal line through the intersection of the hull moulded line with the vessel centreline, amidships, should be clearly defined.**

7. The information provided under paragraphs 5 and 6 above should be at such a nominal trim that represents accurately the vessel in all normal operating trims. Where calculations show that there are significant numerical variations in these operating trims the information provided under paragraphs 5 and 6 above should be repeated over such a range of trims to allow an accurate interpolation of such information at any normal operating trim.
8. Superstructure deckhouses, companionways located on the freeboard deck, including hatchway structures may be taken into account in deriving such cross-curves of stability provided that their location, integrity and means of closure will effectively contribute to the buoyancy.
9. An example should be included in such information to show the corrections applied to the transverse metacentric height and righting levers (GZ) for the effects of the free surfaces of liquids in tanks and should be calculated and taken into account as follows:

- (i) the metacentric height in metres should be reduced by an amount equal to the total of the free surface functions for each tank divided by the vessel's displacement in tonnes. For each tank the free surface function is given by:

$1.025 \times p_i$  where  $p$  = specific gravity of the liquid;

$i$  = transverse moment of inertia of the surface

$(i = \frac{LB^3}{12}$  where  $L$ =length and  $B$ =breadth of the free surface in metres)

i.e. correction =  $\frac{\text{Sum of } p_i}{\text{Displacement}}$

- (ii) the righting lever (GZ) curves should be corrected by either:
  - (a) adding the free surface correction calculated under (i) above to the value in metres of the calculated height of centre of gravity of the vessel above datum; or
  - (b) making direct calculations of the heeling moment due to the liquid surface being inclined at the selected angle of heel where such calculations take proper account of the position of liquid surface in relation to the geometric configuration of the tank. The correction to the righting lever (GZ) at any selected angle of heel should then be the summation of the individual heeling moments of the tanks considered, divided by the vessels displacement.

10. A stability statement and diagram should be provided for the usual condition of the vessel:

- (a) in the lightship condition:
 

the vessel should be assumed to be empty except for liquids in machinery and in piping systems including header tanks. The weight and position of the centre of gravity of any permanent ballast or fishing gear should be indicated;
- (b) in each of the following circumstances so far as they may be applicable to the vessel in its foreseeable operating conditions:
  - (i) on departure from port:
 

the vessel should be assumed to be loaded with the necessary equipment, materials and supplies including ice, fuel, stores and water;
  - (ii) on arrival at fishing grounds:
 

as sub-paragraph (i) above but account taken of the consumption of fuel and stores;
  - (iii) on arrival at fishing grounds:

as sub-paragraph (ii) above but the appropriate icing-up allowance as set out in paragraph 14 below should be taken into account;

- (iv) on departure from fishing grounds:  
the vessel should be assumed to be loaded with its maximum catch but account taken of the consumption of fuel and stores;
- v) on departure from fishing grounds:  
as sub-paragraph (iv) above but the appropriate icing-up allowance as set out in paragraph 14 below should be taken into account;
- (vi) on departure from fishing grounds:  
the vessel should be assumed to be loaded with 20% of its maximum catch but account taken of the consumption of fuel and stores;
- (vii) on departure from fishing grounds:

as sub-paragraph (vi) above but the appropriate icing-up allowance as set out in paragraph 14 below should be taken into account;

- (viii) on arrival at port with maximum catch:  
account should be taken of the consumption of fuel and stores;
- (ix) on arrival at port with 20% maximum catch:  
account should be taken of the consumption of fuel and stores;
- (x) if any part of the catch normally remains on deck, further statements and diagrams appertaining to that condition in all the appropriate circumstances set out in sub-paragraphs (iv) to (ix) inclusive should be provided;

The total free surface correction for the effect of liquid in tanks should be applied to each loading condition set out in the foregoing provisions of this paragraph. The free surface correction should take into account the amounts of fuel, lubricating oil, feed and fresh water in the vessel in each such loading condition.

- (c) Working instructions, specifying in detail the manner in which the vessel is to be loaded and ballasted, should be included within the Trim and Stability Manual. The instructions should generally be based upon the conditions that are specified in paragraph (b) above. For vessels in which no provision has been made for the carriage of deck cargo, the working instructions should also contain the following statement:

"Provision has not been made within the vessel's stability for deck stowage of catch. Catch landed on deck should be stowed below as soon as is possible and prior to landing further catch"

- 11. Where provision is made in a particular area of the vessel for the washing and cleaning of the catch which could lead to an accumulation of loose water a further statement and diagram should be provided appropriate to that condition which takes into account the adverse effects of such loose water, it being assumed that:

- i) the amount of loose water on deck is determined by the size and disposition of the retaining devices; and
- ii) in all other respects the vessel is loaded in accordance with (iv) or (vi) of paragraph 10 above, whichever is the less favourable with regard to the vessels stability.

- 12. Each stability statement should consist of:

- (i) a profile drawn to a suitable scale showing the disposition of the deadweight components;

- (ii) a tabular statement of all the components of the displacement including weights, positions of centres of gravity, transverse metacentric height corrected for free surface effects, trim and draughts;
- (iii) a diagram showing a curve of righting levers (GZ), corrected for free surface effects and derived from the cross-curves of stability, showing, if appropriate, the angle at which the lower edges of any opening which cannot be closed watertight will be immersed. The diagram should also show the corresponding numerical values of the stability parameters defined in section 3.1.2 of this Code.

13. The information provided under sub-paragraph (iii) of paragraph 12 above should be supplemented by a graph or tabular statement showing the maximum permissible deadweight moment over a range of draughts which should cover foreseeable operating conditions. At any given draught this maximum permissible deadweight moment value is the total vertical moment about a convenient base line, of all the component weights of the total deadweight which, at that draught, will ensure compliance with the minimum stability criteria requirements of the Code. If an allowance for the weight due to icing-up is required, this should be taken into account by a suitable reduction in the permissible moment. Where the stability information is supplied in accordance with the requirements of this paragraph the tabular statement required in accordance with sub-paragraph 12(ii) above should include the deadweight moment appropriate to each condition and an example should be added to the stability information to demonstrate the assessment of the stability.

14. The icing-up allowance which represents the added weight due to ice accretion on the exposed surfaces of the hull, superstructure, deck, deckhouses and companionways should be calculated as follows:

- (i) full icing allowance:

all exposed horizontal surfaces (decks, house tops, etc.) should be assumed to carry an ice weight of 30 kilogrammes per square metre.

The projected lateral area of the vessel above the waterline (a silhouette) should be assumed to carry an ice weight of 15 kilogrammes per square metre. The height of the centre of gravity should be calculated according to the heights of the respective areas and in the case of the projected lateral area the effect of sundry booms, rails, wires, etc., which will not have been included in the area calculated should be taken into account by increasing by 5% the weight due to the lateral area and the moment of this weight by 10%.

This allowance should apply in winter (1<sup>st</sup> November to 30<sup>th</sup> April inclusive in the northern hemisphere) to vessels which operate in the following areas:

- (a) the area north of latitude 66°30'N. between longitude 10°W. and the Norwegian Coast;
- (b) the area north of latitude 63°N. between longitude 28°W. and 10°W.;
- (c) the area north of latitude 45°N. between the North American continent and longitude 28°W.;
- (d) all sea areas north of the European, Asian and North American continents east and west of the areas defined in (a), (b) and (c) above;
- (e) Bering and Okhotsk seas and Tatar Strait;
- (f) South of latitude 60°S.

- (ii) Half of the full icing allowance:

this should be taken as one half of that calculated under sub-paragraph (i) of this paragraph and should apply in winter to vessels which operate in all areas north of latitude 61°N, between longitude 28°W, and the Norwegian Coast and south of the areas defined as the lower limit for the full icing allowance between longitude 28°W, and the Norwegian Coast.

15. Information should be provided in respect of the assumptions made in calculating the condition of the vessel in each of the circumstances set out in paragraph 10 above for the following:
- (i) duration of the voyage in terms of days spent in reaching the fishing grounds, on the grounds and returning to port;
  - (ii) the weight and disposition of the ice in the hold at departure from port including the heights of stowage;
  - (iii) consumption rates during the voyage for fuel, water, stores and other consumables;
  - (iv) ratio by weight of the ice packed with the catch in the fish hold;
  - (v) melting rates for each part of the voyage of the ice packed with the catch and the ice remaining unused in the hold.
16. A copy of a report of an inclining test of the vessel and the derivation there from of the lightship particulars should be provided.
17. A statement should be given by or on behalf of the owner of the vessel that the statements and diagrams supplied with respect to the operating conditions set out in paragraph 10 above are based on the worst foreseeable service conditions in respect of the weights and disposition of fish carried in the hold or on deck, ice in the hold, fuel, water and other consumables.