

Copies of 1985 application form and exemptions questionnaire

Fishing Vessel Surveyor
 Department of Transport
 Fishing Vessel Survey Office
 16 Cleethorpe Road
 GRIMSBY
 DN31 3LB

Dear Sir

MFV. ST. AMANT SH 38
 Fishing Vessels (Safety Provisions) Rules, 1975 - Exemptions

I wish to apply for exemption from the following of the above rules on the grounds that this is an existing vessel under the rules.

Rules: 10(1), 12(1), 13(1)(3), 14(1), 15(1)(a), 16, 22, 29(2),
 29(5), 29(6), 34(10), 40(2), 58(4), 58(9), 62, 63(1)(b),
 63(2), 64(2), 68(1), 70(4), 70(5)(b), Column I of Schedule
 25 Items (a) (c) (f) (g) (h) (i) (j) (k), 74, 75, 79(e),
 105(2)(3).

Highlighted text
 show Bulwark Height
 exemptions

Signed . [Redacted]
 for Owner

Date 26th June 1981

MPV ST. AMANT SH 38

OFFICIAL NO. -

FISHING VESSELS(SAFETY PROVISIONS) RULES 1975

EXEMPTIONS QUESTIONNAIRE

TYPE OF FISHING:

SEINING *~~YES~~/NO
TRAWLING *YES/~~NO~~
LINING *~~YES~~/NO
BEAM TRAWLING *~~YES~~/NO
Single or Double
INDUSTRIAL FISHING *~~YES~~/NO

NUMBER OF YEARS SO EMPLOYED: 10

DATE OF VESSEL COMING UNDER YOUR OWNERSHIP

January 1981

HAVE ANY FIRES OCCURRED IN THE ENGINE ROOM DURING YOUR OWNERSHIP *YES/NO

HAVE YOU ANY KNOWLEDGE OF FIRES OCCURRING IN THE ENGINE ROOM PRIOR TO YOUR OWNERSHIP OF THE VESSEL: *YES/~~NO~~

IF SO PLEASE GIVE BRIEF DETAILS:-

Major fire gutted all accommodation & bridge.
During reconstruction bought up to 1975 fire
regulations including gas snuffing in E/R

WOULD INCREASING THE HEIGHT OF THE HULMARKS OF THE VESSEL TO RULE REQUIREMENT INTERFERE WITH YOUR METHOD OF FISHING: *YES/~~NO~~

WOULD FITTING GUARD RAILS AND SPANCHIONS TO A HEIGHT OF 915 mm INTERFERE WITH THE OPERATION OF THE VESSEL: *YES/~~NO~~

AS THE TOTAL AREA OF THE VESSEL'S FREEING PORTS IS THAT REQUIRED BY THE RULES CAN YOU CONFIRM THAT THE DECK RAPIDLY CLEARS OF WATER: *YES/~~NO~~

* DELETE WHERE APPLICABLE

SIGNATURE:

Date:

26 Jan 1981

Copy of 1985 UKFVC for *St Amant* and extract from the associated Declaration of Survey listing the exemptions granted



UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND
UNITED KINGDOM FISHING VESSEL CERTIFICATE
FISHING VESSELS (SAFETY PROVISIONS) ACT 1970

Name of Vessel	Official number and fishing number	Port of Registry	Registered Length	Overall Length	Date on which Keel Laid
ST. AMANT	SH 38	SCARBOROUGH	15.88m	17.98m	1975

This is to certify:-

- I that the vessel has been surveyed in accordance with the provisions of the Act referred to above and is in accordance with such of the requirements of Parts I and III of the Fishing Vessels (Safety Provisions) Rules 1975 as are applicable to the vessel;
- II that the life-saving appliances are sufficient for a total of FOUR persons;
- III that the vessel is fitted with the lights, shapes and sound signals to comply with the International Collision Regulations and is fitted with nautical equipment in accordance with these Rules;
- IV that the vessel complies with such of the requirements of the radio rules, the rules for direction finders and the rules for radio navigational aids as are applicable to the vessel.

This certificate is valid until 30 September 1984 * subject to the periodical inspection in accordance with the Fishing Vessels (Safety Provisions) Rules 1975.

Issued at LONDON on 8 July 1983

The undersigned declares that he is duly authorised by the Secretary of State for Trade to issue this Certificate.

* This expiry date is extended 4 years by General Exemption dated 16-12-83.

Signature and designation
Chief Surveyor Fishing Vessels

FORM FV 1

RECORD OF EXEMPTIONS GRANTED

Relevant Part No. of Rules	Valid until	Subject to following conditions
10(1):12(1):13(1)(3):14(1): 15(1)(a):16:22:29(2)(5)(6): 34(10):37(7)(a):40(2): 58(4)(9):62:63(1)(b):63(2): 64(2):68(1):70(4):70(5)(b): Column I of Schedule 25 Items (a)(c)(f)(g)(h)(i)(j)&(k): 79(e):105(2)(3). 74 & 75.	Highlighted text shows Bulwark Height exemptions	Conditions as specified in the Fishing Vessels (Safety Provisions) Rules, 1975 'Handbook of Exemptions' (London 1977). That the Skipper is guided by the Roll Period Test, Stability Data and Associated Guidance Notes.

PERIODICAL INSPECTION

Date of Inspection	Place of Inspection	Signature of Surveyor

THIS CERTIFICATE MUST BE KEPT FRAMED AND POSTED UP IN SOME CONSPICUOUS PLACE ON BOARD THE VESSEL SO LONG AS IT REMAINS IN FORCE AND THE VESSEL IS IN USE

DECLARATION OF SURVEY OF A UNITED KINGDOM FISHING VESSEL

NAME OF VESSEL	OFFICIAL NUMBER	PORT OF REGISTRY	REGISTERED LENGTH	OVERALL LENGTH	DATE ON WHICH KEEL LAID
ST. AMANT	- SH 38	SCARBOROUGH	15.88m	17.98m	1975
NAME AND ADDRESS OF OWNER, MANAGING OWNER or AGENT					
[REDACTED]					
[REDACTED]					
[REDACTED]					

PARTICULARS OF FEES PAID

AMOUNT	DATE PAID	PORT	BUILDER'S NUMBER (IN THE CASE OF NEW SHIPS)
£360 - 00	21.7.81	Grimsby	
FVSP Rules			
£94 - 00	3.7.81	Grimsby	
Radio			
£119 - 00	15.4.85	Hull	Renewal of Radio Certificate after fire

EXEMPTIONS GRANTED

Relevant Part No of Rules	Valid until	Subject to the following conditions
Part II B Rule 10(1)	Renewal is necessary	That deck house scuttles are not less than as stated on Form FV2.
Part II B Rule 12(1)	"	That existing pipework is of substantial thickness and until renewal is necessary.
Part II B Rule 13(1)(3)	"	That the forepeak and engine room escape are as stated on Form FV2.
Part II B Rule 14(1)	"	That the area of freeing ports is as stated on Form FV2 and that deck rapidly clears of water.
Part II B Rule 15(1)(a), 16	"	That length of service and roll period test indicate satisfactory freeboard and stability.
Part II B Rule 22	"	That shafts remain satisfactory in service.
		Continued Overleaf

EXEMPTIONS GRANTED (CONTD)

Relevant Part No of Rules	Valid until	Subject to the following conditions
Part II D Rule 29(2)(5)(6)	Renewal is necessary	That tanks remain satisfactory in service and until they are replaced.
Part II D Rule 34(10)	"	Conditions as stated in the Handbook of Exemptions 1977.
Part II D Rule 37(7)(a)	"	That existing bilge suctions remain satisfactory in service.
Part II D Rule 40(2)	"	That existing electric cables remain satisfactory in service.
Part II H Rule 58(4)	"	That compliance is not reasonably practicable.
Part II H Rule 58(9)	"	That floor coverings are replaced by type that will not readily ignite.
Part II H Rule 62	"	That it is impractical in this existing vessel to require such a system.
Part II H Rule 63(1)(b), 63(2)	"	That raising the height of bulwarks and guardrails would interfere with the operation of the vessel.
Part II I Rule 64(2)	"	That compliance is not reasonably practical in this existing vessel.
Part II J Rule 68(1)	"	That it is impractical to fit such a voice pipe in this vessel.
Part II J Rules 70(4), 70(5)(b), Column I of Schedule 25 Items (a)(c)(f)(g)(h)(i)(j)(k)	"	That Olsens Almanac is carried
Part II K Rule 74	"	That the skipper is guided by results of roll period test and associated notes.
Part II K Rule 75	"	That the skipper is guided by the results of roll period test and associated notes.
Part IIIA Rule 79(e)	"	Conditions as stated in Handbook of Exemptions 1977.
Part III B Rule 105(2)(3)	"	Conditions as stated in Handbook of Exemptions 1977.
.		

* Insert here the conditions, if any, on which the exemption is granted

Copy of 2009 UKFVC for *St Amant*



Maritime and Coastguard Agency

UNITED KINGDOM FISHING VESSEL CERTIFICATE

33

Issued under the Merchant Shipping Act 1995

PARTICULARS OF VESSEL

Name of Vessel	ST. AMANT		
Official (RSS) Number	A10298	Fishing Number	BA101
Port of Registry	BALLANTRAE	Date on which keel was laid	1975
Registered Length	15.88 Metres	Overall Length	17.83 Metres

THIS IS TO CERTIFY

- that the vessel has been surveyed in accordance with section 1.3 of the provisions of the Code of Safe Working Practice for the Construction and Use of 15 metres (LOA) to less than 24 metres (L) Fishing Vessels;
- that the vessel has been found to comply with the requirements of the Code that are applicable to the vessel, (for vessels that are **classed** see overleaf),
- that the life saving appliances are sufficient for a total of 4 persons;
- that the vessel is fitted with the lights, shapes and sound signals to comply with the International Regulations for the Prevention of Collisions at Sea and is fitted with navigational equipment and carries nautical publications in accordance with the Code;
- that the vessel complies with the requirements of the (Radio) (Fishing Vessels) Regulations that are applicable to the vessel and is equipped for operation in sea area(s) A1 only.
- that an Exemption Certificate ~~has been issued~~ / has not been issued.

Completion date of the survey on which this certificate is based 22 November 2009

This Certificate is valid until 01 November 2014 subject to a satisfactory inspection in accordance with 1.3.6 of the Code being completed not less than 24 months and not more than 36 months from the completion date of the initial / renewal survey.

Place Aberdeen Marine Office

Signed

(Signature of Authorised Official issuing the Certificate)

Date 16 February 2010

Name

**INSPECTION (Code 1.3.6)**

It is confirmed that the vessel continues to comply with the requirements of the Code that are applicable to this vessel and that annual self-certification declarations have been completed by the owner. The inspection should be completed between 01 November 2011 and 01 November 2012

Place

(Place of Inspection)

Signed

(Signature of Authorised Official)

Date

(Date of Inspection)

Name

(Name of Authorised Official)

Name of Vessel **ST. AMANT**

VESSELS CLASSED WITH A CLASSIFICATION SOCIETY


For vessels which are classed at the time of survey, it is a condition of this Certificate that classification of the vessel is maintained throughout the certificate's validity.

EXISTING VESSELS CONSTRUCTED BEFORE 23 NOVEMBER 2002 (Code 1.3.1.4)

Record of previous exemptions to the Fishing Vessel (Safety Provisions) Rules 1975.

Rule	Valid until	Subject to the following conditions
<p>13(1)(3), 15(1), 22, 29(5), 37(7)(a), 40(2), 58, 63(1)(b)(2), 68(1),</p> <p>Highlighted text shows Bulwark Height exemptions</p>		As specified in the Fishing Vessel Handbook of Exemptions 1977

SPECIAL OPERATING CONDITIONS (IF APPLICABLE):



EXTENSION OF CERTIFICATE (Code 1.3.8.3)

The validity of this Certificate has been extended until

Place _____ Signed _____
(Signature of Authorised Official)

Date	Name
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NOTES

- Any unauthorised modification to the vessel or its equipment may invalidate this certificate or endanger the crew
- This Certificate should be framed and posted in a conspicuous place on board the vessel

Copy of SIAS records for the surveys and inspections of *St Amant* from 2005 until this accident



UK & DT Inspection/Survey Details

Ship Details

Ship ID 59908

Next ID 72137

Group ID 2778

Ship Name ST AMANT

IMO Number 0000000

FV Number BA 101

Official Number A10298

Call Sign MPYX3

Ship Type F1 - Fishing Vessel - Steel

Flag 670 - UNITED KINGDOM

Class. Society 0 - NONE

Owner

Year of Build 1975

Kw 294

Length(m) 17.83

UK Class Code X

Dead Weight

Gross Tonnage 51.88

Inspection Details

Marine Office Aberdeen

Inspection Date 16/03/2005

Detained? N

Country UNITED KINGDOM

Place Fraserburgh

Inspection Type Targeted

MACRIS Codes

Comments

Input Date 23/03/2005

Release Date

Inspected at Sea? N

Ship Actions

Inspection has no ship actions

Survey Details

Inspection has no surveys

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Issue Authority
FVC	UNITED KINGDOM	26/10/2000	26/10/2004		00	000	NONE

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
711	FREE UP CO2 LOCKER		I	17



UK & DT Inspection/Survey Details

Ship Details

Ship ID 59908

Next ID 72137

Group ID 2778

Ship Name ST AMANT

IMO Number 0000000

Official Number A10298

FV Number BA 101

Call Sign MPYX3

Ship Type F1 - Fishing Vessel - Steel

Flag 670 - UNITED KINGDOM

Class. Society 0 - NONE

Owner

Year of Build 1975

UK Class Code X

Kw 294

Dead Weight

Length(m) 17.83

Gross Tonnage 51.88

Inspection Details

Marine Office Aberdeen

Inspection Date 18/08/2006

Input Date 17/10/2006

Detained? N

Release Date

Country UNITED KINGDOM

Place Aberdeen

Inspection Type Targeted

Inspected at Sea? N

MACRIS Codes

Comments

Ship Actions

Inspection has no ship actions

Survey Details

Inspection has no surveys

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Issue Authority
FVC	UNITED KINGDOM	10/12/2004	01/11/2009		00	000	NONE

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
830	DOUBLE CLIP FLEXI HOSE ON G/BOX COOLING		I	17
1099	BILGE ALARMS ENGINE ROOM X 2 + FISHROOM TO TEST		I	17

960	ENGINE ROOM ESCAPE HATCH CLIP NOT WORKING AND TO CLOSE WT	I	17
1240	FIRSHROOM HATCH TO REPLACE EDGE	I	17
1673	HRU ON EPIRB OUT OF DATE	I	17
1550	STERNLIGHT TO REPLACE	I	17
715	GAS DETECTION TO TEST BEFORE SAILING AS LOW POWER ON BATTERIES	I	17
1099	BILGE ALARMS TO TEST BEFORE SAILING AS LOW POWER ON BATTERIES	I	17
1020	FIRE ALARMS TO TEST BEFORE SAILING AS LOW POWER ON BATTERIES	I	17
690	LINE THROWER ROCKETS/CARTRIDGES	I	16
730	FIRE EXTINGUISHERS TO SERVICE	I	16
660	LIFEJACKET LIGHTS TO RENEW	I	17



UK & DT Inspection/Survey Details

Ship Details

Ship ID 59908

Next ID 72137

Group ID 2778

Ship Name ST AMANT

IMO Number 0000000

Official Number A10298

FV Number BA 101

Call Sign MPYX3

Ship Type F1 - Fishing Vessel - Steel

Flag 670 - UNITED KINGDOM

Class. Society 0 - NONE

Owner

Year of Build 1975

UK Class Code X

Kw 294

Dead Weight

Length(m) 17.83

Gross Tonnage 51.88

Inspection Details

Marine Office Glasgow

Inspection Date 30/11/2007

Input Date 03/12/2007

Detained? N

Release Date

Country UNITED KINGDOM

Place Troon

Inspection Type Targeted

Inspected at Sea? N

MACRIS Codes

Comments

Ship Actions

Inspection has no ship actions

Survey Details

Inspection has no surveys

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Issue Authority
FVC	UNITED KINGDOM	10/12/2004	01/11/2009		00	000	NONE

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
620	RAFT HRU INCORRECTLY RIGGED		I	17
199	INTERMEDIATE INSPECTION TO UNDERTAKE		I	17



UK & DT Inspection/Survey Details

Ship Details

Ship ID 72137

Next ID 86156

Group ID 2778

Ship Name ST AMANT

IMO Number 0000000

FV Number BA 101

Official Number A10298

Call Sign MPYX3

Ship Type F1 - Fishing Vessel - Steel

Flag 670 - UNITED KINGDOM

Class. Society 0 - NONE

Owner NIGHT VALLEY LTD

Year of Build 1975

Kw 294

Length(m) 15.88

UK Class Code X

Dead Weight

Gross Tonnage 51.88

Inspection Details

Marine Office Glasgow

Inspection Date 05/12/2007

Detained? N

Country UNITED KINGDOM

Place Troon

Inspection Type None

MACRIS Codes

Comments

Input Date 11/12/2007

Release Date

Inspected at Sea? N

Ship Actions

Inspection has no ship actions

Survey Details

Survey Type	Survey Description
FVA(M)	Category A Survey - Fishing Vessel (INTERMEDIATE)

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Issue Authority
FVC	UNITED KINGDOM	10/12/2004	01/11/2009		00	000	NONE

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
1099	SECOND E/R BILGE ALARM FAULT TO REPAIR		S	17
730	FIRE EXTINGUISHERS TO SERVICE		S	16

371	MEDICAL KIT TO UPDATE	S	16
1550	BOTTOM NUC LIGHT TO REPAIR	S	17
1240	FREE E/R ESCAPE HATCH HANDLE	S	17
1240	FISH HOLD AND FORE SPACE HATCHES AND COAMINGS TO CHIP - ESTABLISH SOUND MATERIAL AND REPAIR OR REPLACE	S	0
520	HOLD LIGHTS TO REPAIR (2)	S	17
745	WHEELHOUSE TOP VENT CLOSURES TO FREE	S	17
620	FIT A QUICK RELEASE CLIP TO THE RAFT HARNESS	S	17



UK & DT Inspection/Survey Details

Ship Details

Ship ID 2778

Next ID 16648

Group ID 2778

Ship Name ST AMANT

IMO Number 0000000

FV Number BA 101

Official Number A10298

Call Sign 2JAT

Ship Type F2 - Fishing Vessel - Wood

Flag 670 - UNITED KINGDOM

Class. Society 0 - NONE

Owner

Year of Build 1975

Kw 298

Length(m) 15.88

UK Class Code NONE

Dead Weight

Gross Tonnage 000024

Inspection Details

Marine Office Aberdeen

Inspection Date 29/07/2008

Detained? N

Country UNITED KINGDOM

Place Fraserburgh

Inspection Type Targeted

MACRIS Codes

Comments

Input Date 01/08/2008

Release Date

Inspected at Sea? N

Ship Actions

Inspection has no ship actions

Survey Details

Inspection has no surveys

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Issue Authority
FVC	UNITED KINGDOM	10/12/2004	01/11/2009		00	000	NONE

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
711	CO2 LOCKER DEFECTIVE (ACCESS PAINTED OVER).		I	17
628	liferaft hru due end july.		I	99



UK & DT Inspection/Survey Details

Ship Details

Ship ID 72137

Next ID 86156

Group ID 2778

Ship Name ST AMANT

IMO Number 0000000

FV Number BA 101

Official Number A10298

Call Sign MPYX3

Ship Type F1 - Fishing Vessel - Steel

Flag 670 - UNITED KINGDOM

Class. Society 0 - NONE

Owner NIGHT VALLEY LTD

Year of Build 1975

Kw 294

Length(m) 15.88

UK Class Code X

Dead Weight

Gross Tonnage 51.88

Inspection Details

Marine Office Aberdeen

Inspection Date 22/10/2009

Detained? N

Country UNITED KINGDOM

Place Aberdeen

Inspection Type None

MACRIS Codes

Comments

Input Date 20/01/2010

Release Date

Inspected at Sea? N

Ship Actions

Inspection has no ship actions

Survey Details

Survey Type	Survey Description
FVA(R)	Category A Survey - Fishing Vessel (RENEWAL)

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Issue Authority
FVC	UNITED KINGDOM	27/08/2004	01/11/2009	05/12/2007	GB	ABD	UNITED KINGDOM

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
983	RUN PT PLATE INSIDE AND OUT WHERE MISS MATCHED		S	10

985	DOUBLE UP CORRODED FRAMES IN PORT BUNK SPACE COMPLETE STB BOTTOM PLATING	S	10
983	RE-RUN SEAMS WHERE MARKED	S	10
999	REMOVE AND BLANK REDUNDANT SOUNDER PORT SIDE	S	10
985	DOUBLE UP FRAME SPACE PORT SIDE FISHROOM BULKHEAD	S	10
1240	FISHROOM HATCH REPAIR	S	10
1240	FOCSLE HATCH	S	10
999	BLANK REDUNDANT HAND FIRE PUMP	S	10
1286	OPEN UP SINK VALVE	S	10
1410	ER SUCTION PIPE - BANDAGE	S	10
1499	CLEAN OUT ER AND CABIN BILGE	S	10
620	LIFERAFT TO BE RE INSTALLED WITH HRU	S	10
1550	FISHING LIGHTS AND MASTHEAD LIGHTS TO REPLACE	S	10
1099	GAS SOLENOID TO CHECK	S	10
1099	GAS DETECTION IN CABIN TO WORK	S	10
741	ENGINE ROOM VENT CLOSURES	S	10
725	CO2 SMOTHERING SYSTEM	S	10
1541	COMPASS LIGHT	S	10
699	SEARCHLIGHT	S	10
1599	SHIPS WHISTLE	S	10
1275	VENT SLIDES P&S	S	10
715	FIRE DETECTION SYSTEM	S	10
1590	SOLAS NO2 CARO	S	10
999	GUARD RAILS ON WHALESBACK	S	10
692	ANCHOR MOB AND FIRE DRILLS	S	10
1499	FUEL IN ER BILGE	S	10
1430	GUARD ON PORT AUX	S	10
930	LIGHTSHIP CHECK TO CARRY OUT	S	10
199	RADIO SURVEY TO BE DONE	S	10
741	CHECK FUEL SHUT OFFS	S	10



UK & DT Inspection/Survey Details

Ship Details

Ship ID 72137

Next ID 86156

Group ID 2778

Ship Name ST AMANT

IMO Number 0000000

Official Number A10298

FV Number BA 101

Call Sign MPYX3

Ship Type F1 - Fishing Vessel - Steel

Flag 670 - UNITED KINGDOM

Class. Society 0 - NONE

Owner NIGHT VALLEY LTD

Year of Build 1975

UK Class Code X

Kw 294

Dead Weight

Length(m) 15.88

Gross Tonnage 51.88

Inspection Details

Marine Office Aberdeen

Inspection Date 01/06/2010

Input Date 01/06/2010

Detained? N

Release Date

Country UNITED KINGDOM

Place Aberdeen

Inspection Type Targeted

Inspected at Sea? N

MACRIS Codes

Comments

Ship Actions

Inspection has no ship actions

Survey Details

Inspection has no surveys

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Issue Authority
FVC	UNITED KINGDOM	16/02/2010	01/11/2014		00	000	NONE

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
650	LIFEBUOYS TO BE READY FOR USE		I	17
540	SHACKLES/CHAIN/VARIOUS LOCATIONS)		I	15

TO BE INSPECTED - IN PARTICULAR
WHEELHOUSE CHAIN STAY (STBD) AND
HANGING BLOCKS

999	LOLER/POWER RECORDS TO BE KEPT	I	17
960	EMERGENCY ESCAPE (AFT) TO BE MARKED AND KEPT CLEAR	I	17
199	UKFVC TO BE DISPLAYED	I	17
520	PORT DECK LIGHT (WHEELHOUSE) TO RECTIFY	I	15
1550	NAV LIGHTS TO PROVE WORKING	I	17
1410	FUEL OIL LEAK ON MAIN ENGINE (PORT SIDE) TO RECTIFY	I	17
1420	FUEL OIL LEAK ON MAIN FILTER TO RECTIFY	I	15
741	QUICK CLOSING VALVES TO PROVE	I	17
739	EMERGENCY FIRE/SALVAGE PUMP TO RESITE	I	17
720	EMERGENCY FIRE PUMP - PIPES TO BE MADE READY	I	17
799	PENETRATIONS IN ENGINE ROOM TO SEAL	I	17
899	CREW TO BE BRIEFED ON EMERGENCY PROCEDURES	I	15
532	WHEELHOUSE AND DECKS TO CLEAR	I	17
252	SAFETY CERTIFICATES FOR [REDACTED] [REDACTED] TO BE FORWARDED TO ABERDEEN MO WITHIN 14 DAYS	I	16
999	MASTER TO PROCEED TO EYEMOUTH (SLIP BOOKED) FOR REPAIRS	I	15
499	GARBAGE TO BE DISPOSED OF ASHORE	I	17



UK & DT Inspection/Survey Details

Ship Details

Ship ID 72137

Next ID 86156

Group ID 2778

Ship Name ST AMANT

IMO Number 0000000

Official Number A10298

FV Number BA 101

Call Sign MPYX3

Ship Type F1 - Fishing Vessel - Steel

Flag 670 - UNITED KINGDOM

Class. Society 0 - NONE

Owner NIGHT VALLEY LTD

Year of Build 1975

UK Class Code X

Kw 294

Dead Weight

Length(m) 15.88

Gross Tonnage 51.88

Inspection Details

Marine Office Aberdeen

Inspection Date 29/09/2010

Input Date 01/10/2010

Detained? N

Release Date

Country UNITED KINGDOM

Place Aberdeen

Inspection Type Targeted

Inspected at Sea? N

MACRIS Codes

Comments Improvement notices served by Aberdeen MO on 16/09/10.

Ship Actions

Inspection has no ship actions

Survey Details

Inspection has no surveys

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Issue Authority
FVC	UNITED KINGDOM	16/02/2010	01/11/2014		00	000	NONE

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
199	VESSEL INSPECTED FOR COMPLIANCE WITH IMPROVEMENT NOTICES (02/09/10)		1	0

	AND 30/09/10. VESSEL HAS REMEDIED DEFICIENCIES - NO FURTHER ACTION			
1299	PORT OF REGISTRY TO PAINT ON VESSEL		I	16
930	WEIGHTS AND POSITIONS OF RECENT MODIFICATIONS TO FORWARD TO ABERDEEN MARINE OFFICE (VIA CONSULTANT)		I	16

Extract from SIAS summary report of outstanding deficiencies on *St Amant* from 2005 until this accident


Ship Name	Ship IMO Number	Ship Official Number	Ship Length	Ship Type Description	UKDT DEF Code	UKDT DEF Description	UKDT DEF Additional Comments	UKDT DEF Survey Desc	UKDT DEF Inspection Date	UKDT DEF Rectification Date	UKDT MO Name
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	711	INERT GAS SYSTEM		FREE UP CO2 LOCKER	16/03/2005		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	660	LIFEJACKETS		LIFEJACKET LIGHTS TO RENEW	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	690	LINE THROWING APPLANCE		LINE THROWER ROCKETS/CARTRIDGES	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	715	FIRE DETECTION		GAS DETECTION TO TEST BEFORE SAILING AS LOW POWER ON BATTERIES	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	730	FIRE FIGHTING EQUIPMENT AND APPLIANCES		FIRE EXTINGUISHERS TO SERVICE	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	830	PIPES, WIRES (INSULATION)		DOUBLE CLIP FLEXI HOSE ON G/BOX COOLING	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	960	MEANS OF ESCAPE		ENGINE ROOM ESCAPE HATCH CLIP NOT WORKING AND TO CLOSE WT	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	1020	FIRE ALARM		FIRE ALARMS TO TEST BEFORE SAILING AS LOW POWER ON BATTERIES	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	1099	OTHER (ALARMS)		BILGE ALARMS ENGINE ROOM X 2 + FISHROOM TO TEST	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	1099	OTHER (ALARMS)		BILGE ALARMS TO TEST BEFORE SAILING AS LOW POWER ON BATTERIES	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	1240	CARGO AND OTHER HATCHWAYS		FISHROOM HATCH TO REPLACE EDGE	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	1550	LIGHTS, SHAPES, SOUND-SIGNALS		STERNLIGHT TO REPLACE	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	1673	VHF EPIRB		HRU ON EPIRB OUT OF DATE	18/08/2006		Aberdeen
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	199	OTHER (CERTIFICATES)		INTERMEDIATE INSPECTION TO UNDERTAKE	30/11/2007	25/08/2008	Glasgow
ST AMANT	0000000	A10298	17.83	Fishing Vessel - Steel	620	INFLATABLE LIFERAFTS		RAFT HRU INCORRECTLY RIGGED	30/11/2007	25/08/2008	Glasgow
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	371	MEDICAL EQUIPMENT		MEDICAL KIT TO UPDATE	05/12/2007	30/09/2008	Glasgow
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	520	LIGHTING		HOLD LIGHTS TO REPAIR (2)	05/12/2007	30/09/2008	Glasgow
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	620	INFLATABLE LIFERAFTS		FIT A QUICK RELEASE CLIP TO THE RAFT HARNESS	05/12/2007	30/09/2008	Glasgow
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	730	FIRE FIGHTING EQUIPMENT AND APPLIANCES		FIRE EXTINGUISHERS TO SERVICE	05/12/2007	30/09/2008	Glasgow
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	745	Ventilation		WHEELHOUSE TOP VENT CLOSURES TO FREE	05/12/2007	30/09/2008	Glasgow
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	1099	OTHER (ALARMS)		SECOND E/R BILGE ALARM FAULT TO REPAIR	05/12/2007	30/09/2008	Glasgow
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	1240	CARGO AND OTHER HATCHWAYS	ONE MONTH	FISH HOLD AND FORE SPACE HATCHES AND COAMINGS TO CHIP - ESTABLISH SOUND MATERIAL AND REPAIR OR REPLACE	05/12/2007		Glasgow
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	1240	CARGO AND OTHER HATCHWAYS		FREE E/R ESCAPE HATCH HANDLE	05/12/2007	30/09/2008	Glasgow
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	1550	LIGHTS, SHAPES, SOUND-SIGNALS		BOTTOM NUC LIGHT TO REPAIR	05/12/2007	30/09/2008	Glasgow
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Wood	628	STOWAGE OF LIFERAFTS		liferaft tru due end July.	29/07/2008		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Wood	711	INERT GAS SYSTEM		CO2 LOCKER DEFECTIVE (ACCESS PAINTED OVER).	29/07/2008		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	199	OTHER (CERTIFICATES)		UKFVC TO BE DISPLAIED	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	262	Evidence of Basic Training		SAFETY CERTIFICATES FOR [REDACTED] TO BE FORWARDED TO ABERDEEN MO WITHIN 14 DAYS	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	499	OTHER (FOOD)		GARBAGE TO BE DISPOSED OF ASHORE	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	520	LIGHTING		PORT DECK LIGHT (WHEELHOUSE) TO RECTIFY	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	532	Deck - hold/tank, etc.		WHEELHOUSE AND DECKS TO CLEAR	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	540	Protection machinery		SHACKLES/CHAIN/VARIOUS LOCATIONS) TO BE INSPECTED - IN PARTICULAR WHEELHOUSE CHAIN STAY (STBD) AND HANGING BLOCKS	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	650	LIFEBUOYS		LIFEBUOYS TO BE READY FOR USE	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	720	READY AVAILABILITY OF FIRE FIGHTING EQUIPMENT		EMERGENCY FIRE PUMP - PIPES TO BE MADE READY	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	739	Emergency Fire Pump		EMERGENCY FIRE/SALVAGE PUMP TO RESITE	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	741	Means of Control (opening, closure of skylights, pumps, etc machinery spaces)		QUICK CLOSING VALVES TO PROVE	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	799	OTHER (FIRE SAFETY)		PENETRATIONS IN ENGINE ROOM TO SEAL	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	899	OTHER (ACCIDENT PREVENTION)		CREW TO BE BRIEFED ON EMERGENCY PROCEDURES	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	960	MEANS OF ESCAPE		EMERGENCY ESCAPE (AFT) TO BE MARKED AND KEPT CLEAR	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	999	OTHER (Stability and Structure)		LOLER/POWER RECORDS TO BE KEPT	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	999	OTHER (Stability and Structure)		MASTER TO PROCEED TO EYEMOUTH (SLIP BOOKED) FOR REPAIRS	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	1410	PROPULSION MAIN ENGINE		FUEL OIL LEAK ON MAIN ENGINE (PORT SIDE) TO RECTIFY	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	1420	CLEANLINESS OF ENGINE ROOM		FUEL OIL LEAK ON MAIN FILTER TO RECTIFY	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	1550	LIGHTS, SHAPES, SOUND-SIGNALS		NAV LIGHTS TO PROVE WORKING	01/06/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	199	OTHER (CERTIFICATES)		VESSEL INSPECTED FOR COMPLIANCE WITH IMPROVEMENT NOTICES (02/09/10) AND 30/09/10. VESSEL HAS REMEDIED DEFICIENCIES - NO FURTHER ACTION	29/09/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	930	STABILITY/STRENGTH/LOADING INFORMATION AND INSTRUMENT		WEIGHTS AND POSITIONS OF RECENT MODIFICATIONS TO FORWARD TO ABERDEEN MARINE OFFICE (VIA CONSULTANT)	29/09/2010		Aberdeen
ST AMANT	0000000	A10298	15.88	Fishing Vessel - Steel	1299	OTHER (LOAD LINES)		PORT OF REGISTRY TO PAINT ON VESSEL	29/09/2010		Aberdeen

Copy of MCA Form MSF 5500, *15 to 24 metre Fishing Vessels Survey/Inspection Aide-Memoir*

SURVEY / INSPECTION			
General	Y	N	N/A
Safety Signs			
SOLAS 1 Poster			
Safety belts/harnesses			
Muster List – more than 5 crew			
Machinery Spaces			
Main and Auxiliary engines, condition, guards, exhaust, no exposed high temperature surfaces, fuel lines			
Remote Electrical Stops			
Arrangements for oil fuel, lubricating oil and other flammable oils. Operation of remote means of quick closing valves on tanks that contain oil fuel, lubricating oil and other flammable oils			
Bilge pumping – test of bilge pump/s and bilge alarms			
Bilges, condition, no oil being pumped overboard. Disposal arrangements for Oily water			
Fixed fire fighting system for machinery: CO2/FM 200 etc. capacity has been checked. Distribution pipework proved clear			
Compressed air systems			
Condition of pipework, securing clips, skin fittings, sea cocks and their ease of operation (above floor plates)			
Electrical systems – alternators, motors etc.			
Electrical cables – condition, securely clipped, electrically safe			
Batteries, condition (Emergency and Radio)			
Emergency Escape routes, not obstructed, clearly marked			
Bulkheads, frames, condition			
Fire doors, flaps etc. condition			
Steering gear, condition, operational test			
Record of Planned Maintenance – see MT 4 questionnaire			
Fire risks and hazards			

OUT OF WATER SURVEY			
(INTERMEDIATE/RENEWAL)	Y	N	N/A
Condition of Hull			
Steel – Ultrasonic test and report			
Bilge Keels			
Sea Chests			
Sacrificial Anodes			
Wood – condition of planking, nails, caulking etc.			
Aluminium - condition			
GRP – condition, gel coat, damage, osmosis etc.			
Stern Gear condition			
Report			
Clearances			
Lubrication			
Propeller			
Kort Nozzle			
Steering Gear condition			
Rudder			
Rudder Stock			
Clearances			
Condition of sea inlets and discharge valves/cocks			
Draught Marks – Condition/accuracy			
Anchor and Chain cable condition			

COMPLETION OF SURVEY			
	Y	N	N/A
Should there be any doubt before completion of the survey/inspection contact the Principal Fishing Vessel Surveyor or local Marine Office for advice			
UKFVC issued or endorsed;			
Inspection report left with Owner/Skipper			
Record of Equipment (check list) left with Owner/Skipper			

	15 TO 24 METRE FISHING VESSELS SURVEY/INSPECTION AIDE-MEMOIR (Based on the 15 – 24 m Code of Safe Working Practice)		Doc No
			MSF 5550
			Revision 2 16/09/09
Name of Vessel			
Date			

CERTIFICATES AND RECORDS			
	Y	N	N/A
Validity of UK Fishing Vessel Certificate (Intermediate survey carried out?)			
Self Certification form			
Signed annually by the owner			
Radio Survey carried out at appropriate intervals			
Validity of Certificate of Registry Note: change of ownership and/or modifications to the vessel such as change of length, engine etc. will require that the Certificate of Registry be renewed/amended			
Validity of Crew Training Certificates Basic Safety Awareness Sea Survival Fire Fighting First Aid			
Validity of Servicing certificates for Fire Appliances Life Rafts etc			
Risk Assessments Copies on board/available in Risk Assessment folder Note: change of ownership or change of mode of fishing will require amended/new Risk Assessments			
Any new equipment fitted meets current rules/fit for purpose etc.			
Has any fire occurred on board necessitating the operation of the fixed fire-extinguishing systems or the portable fire extinguishers since the last survey;			
Safety Drills carried out and recorded			
Any requirements for Concentrated campaign or inspection have been confirmed – see any separate instructions			
Discuss use of lifelines/harnesses/belts			

INSPECTION ITEMS REQUIRED	
Lif jackets, with lights	1 per person + 2 spare
Liferafts - for sea area A1, where only 1 raft may be carried	1
Liferafts - for sea area A1 and A2 and all Beam Trawlers	2
Lifebuoys, 1 with light and smoke signal, 1 with 18 m buoyant line	2
Means of recovering a person from the water	1
Parachute Flares (SOLAS/MED Approved)	6
Hand held flares (SOLAS/MED Approved)	4
Smoke Signal (SOLAS/MED Approved)	2
Line Throwing Apparatus (SOLAS/MED Approved)	2
Fire Detection System, including audible and visual alarms (new builds show location of fire)	1
Fixed Fire Fighting System for Machinery Space	1
Fixed Fire Fighting System for Galley if Structural Fire Protection not provided	1
Power Operated Fire Pump and hose/s – 15 m ³ /hr at pressure 2 kg/m ²	1
Fire Extinguisher suitable for accommodation	3
Fire Extinguisher suitable for oil fires	2
Capacities of Fire Extinguishers Water – 9 litre, Foam – 9 litre, CO ₂ – 3 kg, Dry Powder – 4.5 kg, Multipurpose – equivalent to 9 litre fluid extinguisher	1
Fire Blanket	1
LPG Flame Failure devices and Low Pressure shut off valve	1
LPG Gas detection and alarm system	1
Bilge Pump	2
Bilge Alarm, Fish Room and Machinery Space	2
Navigation Lights and Sound signals	Comply
VHF Radio Hand Held	1
Satellite EPIRB	1
Compass and Deviation Card	1
Nautical Charts and Publications	Up to date
Signalling Lamp	1
Stability Book (or Roll Test report)	On board
Safety Harnesses	2
Medical Stores and Kit to current MSN schedule	On board
Waterproof Torch	
Note; Existing vessels may still comply with the requirements of the Fishing Vessels (Safety Provisions) Rules 1975 as amended	

SURVEY / INSPECTION			
Hull	Y	N	N/A
Stability, condition of vessel			
Inclining Test or Lightship Check carried out			
Hull condition, external, internal			
Mooring and anchoring arrangements			
Decks, Bulkheads, frames condition			
Deck			
Lifeboats, Rescue Boats condition of boats			
Equipment in boats to scale required and in date			
Embarkation arrangements and launching appliances for each survival craft including relevant tests and overboard lights			
Each inflatable liferaft, the hydrostatic release unit and float-free arrangements.			
Note; reduced strength HRU used for smaller liferafts			
Lifebuoys, self-igniting lights, self-activating smoke signals and buoyant lines, correctly marked			
Fire pumps/s, Fire main, Hydrants, hoses and nozzles,			
Each pump, operated separately - jet of water produced at any part of the ship whilst required pressure is maintained in fire main			
Emergency instructions available for each person on board. Copies of suitably up-dated muster list posted in conspicuous places and in a language understood by all persons on board and posters or signs in the vicinity of survival craft and their launching stations			
Portable and non-portable fire extinguishers – correct type, condition, adequately maintained, location			
Safety of operation of fishing gear, winches, wires, blocks, nets, lines etc. (LOLER & PUWER Regs)			
Ease of access to safety equipment			
Watertight doors, condition			
Hatches and Skylights			
Scuttles and Flush Scuttles			
Ventilators			
Air Pipes			
Freeing Ports			
Pilot Ladder/Boarding arrangements			
Gas Cylinders, storage, safety precautions			

SURVEY / INSPECTION			
Wheelhouse/Cabin	Y	N	N/A
Windows, condition, clear view?			
Doors, condition			
Crew have received appropriate onboard training			
Instructions for on-board maintenance of LSA are on board. Inspect any immersion suits, thermal protective aids etc.			
Lif jackets (inc, whistles, retro-reflective material and lights)			
Encourage owners and crew to wear working lifejackets at all times (Constant Wear Buoyancy Equipment)			
Table or curve of residual deviations for magnetic compass provided			
Operational and, where appropriate, maintenance manuals for all navigational equipment provided			
Charts and nautical publications necessary for intended voyage available and up-dated.			
Operation of two-way VHF radiotelephone apparatus			
Operation of EPIRB – annual test certificate provided			
Navigation lights, shapes and sound signalling equipment			
Parachute flares are not out of date			
Hand-held flares are not out of date			
Smoke signal/s are not out of date			
Line throwing rockets and strikers are not out of date			
Examining and testing fire detection and alarm system, if fitted			
As appropriate, the magnetic compass, gyro compass, radar installation, automatic radar plotting aid, echo-sounding device, speed and distance indicator, rudder angle indicator, propeller rate of revolution indicator, variable pitch propeller pitch and operational mode indicator. Automatic identification system, voyage data recorder, ECDIS, GPS.			
Fixed fire fighting system for galley, as appropriate, and means of operation clearly marked			
Fire Blanket in galley			
Garbage arrangements			
LPG Gas detection and alarm system, condition and test			
Factory Deck			
Tonnage Valves			

Extracts from MCA's *Fishermen's Safety Guide* (2008)

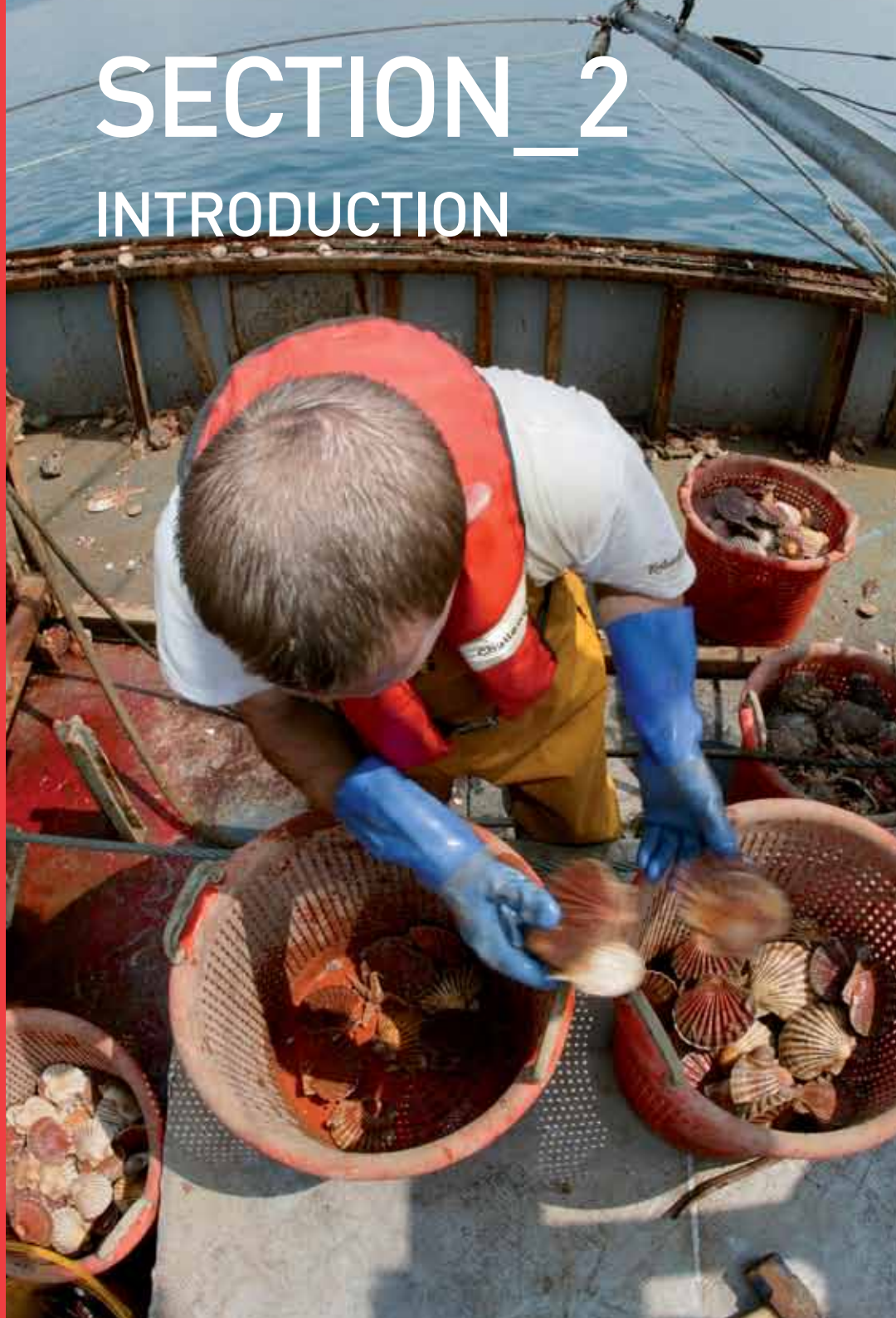
FISHERMEN'S SAFETY GUIDE

A guide to safe working practices and
emergency procedures for fishermen



SECTION_2

INTRODUCTION



Skipper/crew safety

A fishing vessel is a dangerous place, even for the experienced fisherman. Don't be over confident or careless, don't take unnecessary risks and be on guard for sudden vessel movements.

Does everyone have suitable clothing and footwear for the job they do?

- Is clothing close fitting and free of flaps or loose belts which could snag in gear or machinery. Are boots slip resistant and do they have protective toe caps.

Is everyone able to move round the vessel safely in any weather?

- Do you have the proper ladders and walkways for moving about the vessel; stepping on the winch or the edge of pounds to climb up or down may, one day, result in a fall. **Is it possible to move easily around the working areas of the vessel without the dangers of tripping, slipping or falling? Are there any obstructions that need to be removed or made safer?** Are all handrails in place and are they of sufficient height? Is there adequate lighting installed?
- Is the gear, equipment and fenders neatly and properly secured when not in use and loose equipment (above and below deck) securely lashed to the vessel?
- Are emergency routes and exits kept clear and doors and hatches easily operable at all times? Are hatch covers closed and fastened down when not in use? A hinged hatch cover, if temporarily open, should be secured so that it does not fall on you or your crewmate.
- Avoid standing on netting: it can slide easily across the deck, avoid walking on dredges and dredge poles, and ropes and wires which will cause trips.
- On shelter deck vessels, never make your way around the outside of the shelterdeck as a short cut to reach the bag hatch. Keep the top of shelterdecks clear to ensure visibility from the wheelhouse.

Are the Freeing Ports obstructed?

- If the catch is stowed on deck are you confident that it will not shift in bad weather

Is there a free flow of air into and out of the crew accommodation?

- Are accommodation ventilation ducts clear of obstruction, particularly in spaces which contain gas heaters?

SECTION_3

BEFORE SAILING



Electrical installations

Only use qualified people to install and maintain electrical systems.

Are switchboards on vessels clearly marked and fuses/circuit breakers checked to ensure that they are the correct rating? Are the correct rated fuses being used? Using the wrong fuses may result in short circuits, fire danger and electrocution.

Is electrical equipment such as switchboards, fuse boxes, etc, protected from water leaks as this leads to short circuits and fire dangers?

Batteries give off hydrogen gas which will cause an explosion if ignited. Do not smoke or allow a naked flame near batteries.

Emergency drills *(see also section 5: Emergencies)*

Drills are now required to be demonstrated as part of the survey and inspection of all vessels over 15m. It is proposed that this will extended to vessels under 15m.

Emergency situations require all persons on board to react in an effective manner and without panic. Whilst it is expected that all persons will have completed basic training in survival, first aid and fire fighting, it is also essential that regular training and practice takes place to ensure that the crew can react properly in various situations.

- ... What problems could arise that would trigger 'emergency situations'?
- ... Does each crew member know what to do in such situations?
- ... How often are emergency drills practised?
- ... Do you know where the fire fighting and lifesaving equipment is stowed?
- ... Do you know how to operate such equipment?

On every vessel, all on board should be aware of what they should do and the equipment to use to cope with various types of emergency. Situations need to be discussed and courses of action planned.

Equipment may need to be obtained and located where it will be to hand if required. The layout of each vessel and fishing methods used will impose particular problems and it is essential that solutions are found before facing these problems in a real emergency. It is often too late to ask questions when an emergency has occurred.

Further guidance on drills can be obtained by calling 023 8032 9139 or emailing fishing@mcga.gov.uk The paper guidance can be either posted or emailed to you.

Lifesaving equipment

Lifejackets and buoyancy aids

Each year UK fishermen needlessly drown and yet had they worn a lifejacket their lives might have been saved.

Manufacturers now supply various buoyancy aids and compact inflatable lifejackets¹ that can be comfortably worn whilst working on deck. How effective the different ones are will depend on the buoyancy given and if they support you properly in the water.

Typical buoyancy aids, such as the work vest or body warmer types, have 50-80 Newtons (11-18 lbsf) of buoyancy, will keep your mouth clear of the water however if you are unconscious then it will not stop you slumping forwards, with your face in the water.

A compact inflatable lifejacket, a 150 Newton (35lbsf) version with automatic inflation, will operate even if you are unconscious when entering the water. They are lightweight and unrestricting to wear.

It is important that inflatable lifejackets are worn on top of the oilskin jackets and not underneath, as there must be sufficient space for the device to inflate: otherwise your breathing could be severely restricted.

A safety harness with a 'D' ring incorporated into your buoyancy aid or lifejacket will greatly assist in your recovery from the water.

Try out the lifejacket before an emergency occurs. Follow donning instructions on the lifejacket and never wear clothing over it. Before entering the water, make sure the jacket is secured and hold both arms across the lifejacket/ chest; with one hand blocking off your nose and mouth. Enter the water feet first.

1. Two free leaflets are available from the RNLI at fishingsafety@rnli.org.uk. They give advice on suitable lifejackets for trawling and potting fishing methods.

2. DVD's entitled 'Cold Water Shock' and 'Survive' are also available from the RNLI at fishingsafety@rnli.org.uk or by calling 0800 328 0600.



SECTION_5

EMERGENCIES



Man overboard (MOB)

Wearing a lifejacket at all times on deck will significantly increase your chances of survival if you go overboard.

When a man overboard situation occurs, it is essential that the right actions are taken quickly as the cold temperature of the water will rapidly reduce the person's ability to survive. Raise the alarm by shouting "Man Overboard!" or press the MOB alarm if fitted, to alert all on board.

Immediately throw the lifebuoy, together with its smoke float/light unit, overboard. Although the person in the water may not be able to reach the lifebuoy it will mark his approximate position.

Ensure that the helmsman is aware of the situation. He should mark the vessel's position – most Navais have a MOB function. It may prove vital if contact is lost with the person in the water.

Act as lookout (or ensure that somebody else does) and watch the person in the water and point at them continuously, in view of the helmsman so he knows where the man in the water is.

If it is safe and depending on how the fishing gear is deployed, the helmsman should start to turn as quickly as possible to avoid losing sight of the person in the water.

In most circumstances and weather conditions, recovery of a person from the water should be carried out from the 'weather side' of your vessel. This prevents the vessel from drifting down on top of them and reduces the risk of ropes and heaving lines (being used for the recovery) from fouling the propeller.

Deploy a scrambling net or ladder if possible. Have a heaving line ready to throw to the person in the water in case it is difficult to manoeuvre alongside them.

A boat hook can assist in getting the person back alongside.

In poor visibility or when the weather and sea state are heavy the 'Williamson Turn' is a good way for the helmsman to get back on to a reciprocal course which will take you back down the track.

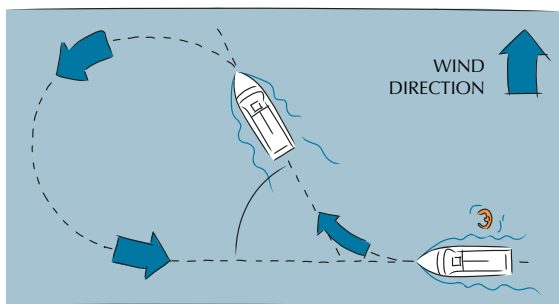
Put the helm hard over to the side that the man has fallen over until you are 60° from your initial course.

Once the new heading has been reached put the helm hard over the other way (i.e. away from the side the man has fallen over) until the reciprocal course has been reached.

Steer this course and the casualty should be ahead of you.

In heavy weather the reciprocal course may bring the sea astern or on the quarter. In this case a short initial 'head to sea' course may be necessary.

During the hours of darkness a white parachute flare, which will pick up the retro reflective tape on clothing/buoys, can be used to illuminate the area. Remember your night vision will be impaired if you look at the fire.



Williamson Turn

Additional follow up action

The following additional actions should also be considered depending upon the circumstances:

- Sound an alarm of three long blasts if there are other vessels in the vicinity.
- Initiate a Pan broadcast or an equivalent DSC 'urgency' message.
- Advise the Coastguard of the situation.
- Consider starting an appropriate search pattern if the person in the water is still missing.

In the water

If you fall or are washed overboard the actions mentioned below will assist you to survive until you can be rescued:

- Don't panic – it is essential to conserve as much energy as possible; you will need it to assist with your recovery from the water.
- Tighten up the wrist, ankle and neck fastenings of your protective clothing to reduce heat loss and delay the onset of hypothermia and subsequently death. Do not attempt to swim back to the vessel, for the same reasons.
- In rough conditions turn your back to the waves to keep your mouth and nose clear of spray.
- Look for the lifebuoy which may be close by. If you can reach it, invert it over an upraised arm thence over your head and shoulders. Remain



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*An executive agency of the
Department for
Transport*

Extracts from *European Handbook for the Prevention of Accidents at Sea and the Safety of Fishermen* (2007)

EUROPEAN HANDBOOK FOR THE

prevention of accidents at sea and the safety of fishermen

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prevention of accidents at sea and the safety of fishermen



Berechňa



Fiskeriet's
Arbejdsmiljøråd



We wish to thank all
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Fisheries Board (BIM)

www.bim.ie

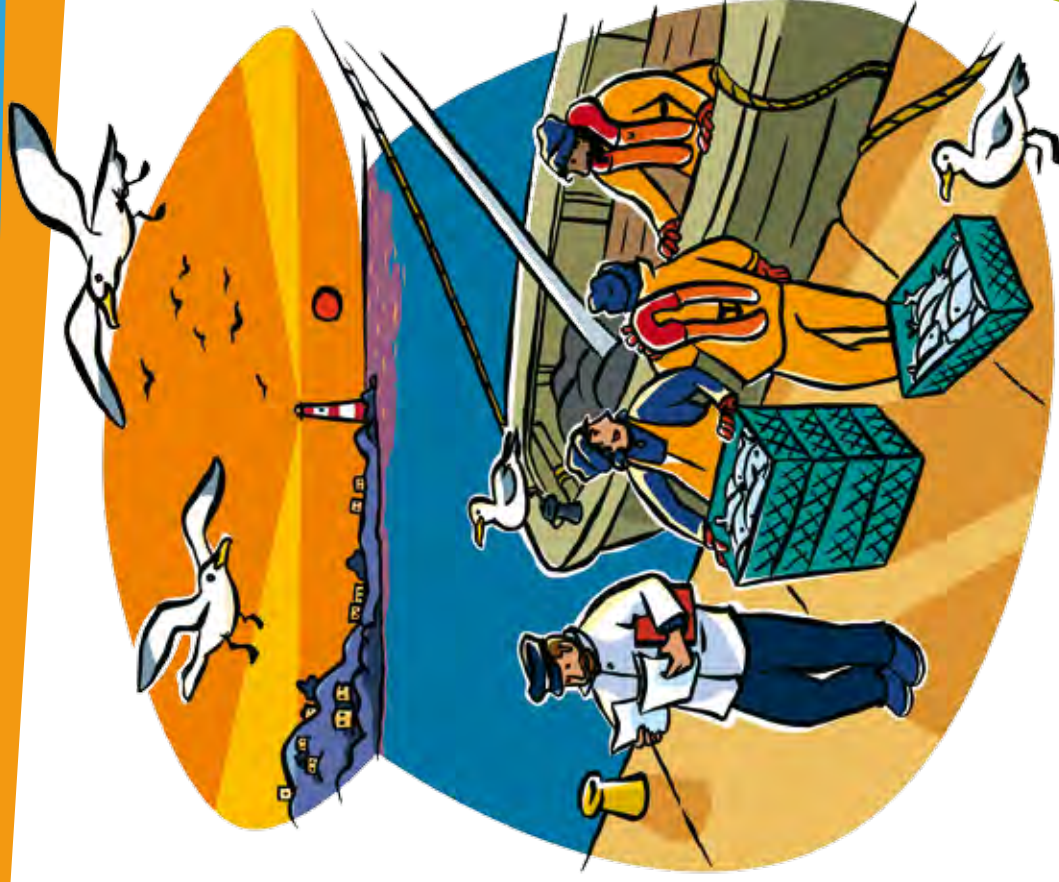
Layout

www.xlsgraphic.com

illustration

Véronique Hariga

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ETF

REFOPE



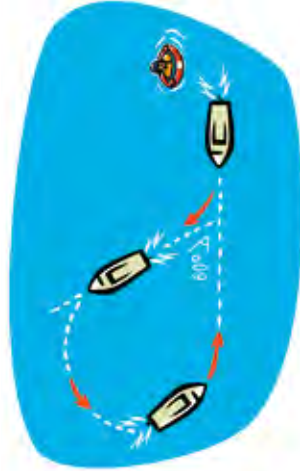
Initiative of the social partners of the sea fishing sector
co-financed by the European Union / May 2007



Man overboard situations are a frequent occurrence on fishing vessels and in all too many cases lead to loss of life. It is vital to be ready for such a situation by knowing what to do and how to work together as a crew to recover a person from the water. Drills and discussion on how to deal with this are the best means of preparation.



TURN VESSEL towards casualty. Throw a lifebuoy overboard and mark the position



The "Williamson Turn" Helm should be put hard over towards the casualty until you have added 60° to your initial course, at which time the helm is put hard over in the opposite direction so as to bring the vessel back on its reciprocal course. In this way, the casualty should be sighted ahead of the vessel.

APPOINT a look-out to keep sight of the MOB and to guide the skipper back to the casualty



ALERT MESSAGE



TRANSMIT A "PAN PAN"

RECOVERY of a person from the water on weather side, lowest point of the vessel



ORGANISE a suitable means of retrieval, scrambling net, ladder, basket, Jason Cradle, rescue sling, or line



TREAT the casualty

Cold Shock

Cold shock is a term used to describe the initial response of a victim to cold water after sudden immersion.

SYMPTOMS

Initial deep gasping.
Rapid breathing.
Panic.
Increase in both heart rate and blood pressure.



Control your breathing

DANGERS

Inhalation of water.
Drowning.
Stroke or heart attack.

PREVENTION

Use man overboard prevention equipment.

Wear approved lifejacket.

Wear clothing with good insulation and waterproofing properties.

Wear immersion suits (dry/wet).

Hold on to some support and don't attempt to swim until symptoms have gone.

Exit the water as soon as possible.



PREVENT further heat loss.

MONITOR airway, breathing, and circulation.

INSULATE BODY and specially the head.

REMOVE WET CLOTHING if dry replacements are available.

DO NOT GIVE ALCOHOL.

AVOID RUBBING the victim's body.

Keep the person under **CONSTANT OBSERVATION.**

Slips, Trips & Falls

We frequently face the danger of slips, trips and falls and a lot of the time we don't even notice them or think of the possible outcome of such danger to our health and safety. It is the responsibility of every person on board to look after themselves and their colleagues. It is your duty to report any possible dangers, hazards accidents and near misses.



PREVENTION

- Keep all work areas tidy
- Maintain the floor surfaces
- If you spill anything, clean it up
- Post up warning signs in areas of danger
- Report any potential hazards
- Adjust the lighting to suit the task
- Remove all possible floor obstructions



POSSIBLE CAUSES OF SLIP, TRIP AND FALL HAZARDS

- Incorrect footwear
- Slippery floors
- Rushing around
- Spillages of oil, grease, water, powder, granules and gels
- Uneven deck, floor or change in levels
- Low lighting
- Loose or worn floor covering

Copy of RNLI leaflet *Trawling Which lifejacket for You?* (2009)



Trawling

Which lifejacket for you?

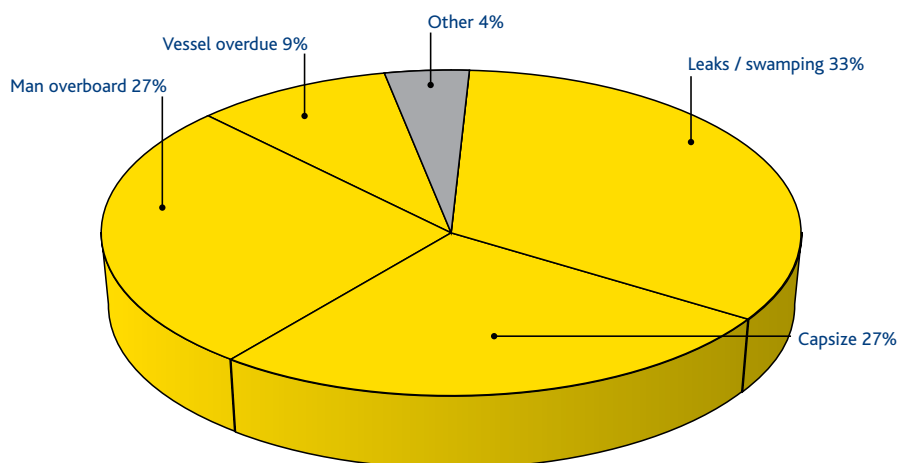
*'I won't go to sea without
a lifejacket again'*

Tommy Yule, Skipper, Arbroath



Lifeboats

Lives lost from fishing vessels 1997 to 2006 (RNLI statistics)



- 96% of fishing deaths end up with the crew in the sea, so wearing a lifejacket can make the difference between life and death.
- Over the last two years, over 120 fishermen have volunteered to wear a range of lifejackets and buoyancy aids while working on deck and have helped us to assess the strengths and weaknesses in terms of comfort and durability. As a direct result of taking part in the trial, **the fishermen involved that now wear lifejackets all or most of the time has risen by 900%** – a sure sign that they have now found a lifejacket that is suitable for their work.
- This leaflet provides you with vital information (based on the opinions of other fishermen) to help you to make a decision on which lifejacket is right for you.

New standards for buoyancy aids and lifejackets

ISO, the International Standards Organisation, has just published new international standards for buoyancy aids and lifejackets. The EN marked buoyancy aids and lifejackets are still fine provided they are 'in-date', correctly serviced and have not reached the end of their useful life. But when replacing kit you will soon find you are looking at ISO marked equipment.

A summary of the new buoyancy categories is shown below:



Level 50

For competent swimmers near a bank or shore, or with help close to hand. Minimal bulk, but limited use in disturbed water. Cannot be expected to keep the user safe for a long period of time. Insufficient buoyancy to protect those unable to help themselves. Requires active participation by the user and is unlikely to turn a person from a face-down position in the water.



Level 100

Recommended for those in sheltered and calm water. It may not have sufficient buoyancy to protect a person who is unable to help themselves and may not roll an unconscious person on to their back, particularly if they are wearing heavy clothing.



Level 150

For general offshore and rough weather use. Will turn an unconscious person into a safe position and requires no subsequent action by the user to maintain this position.

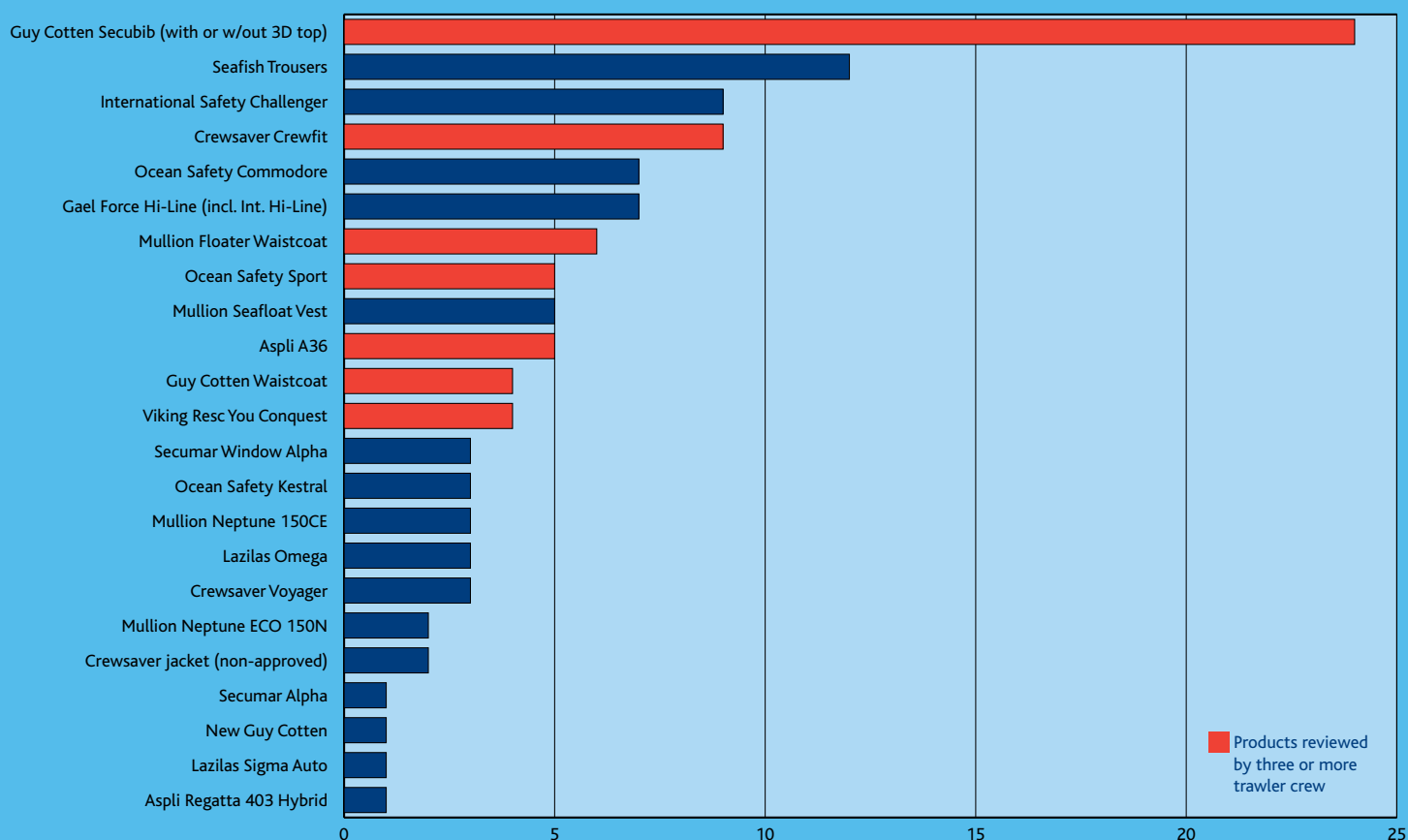


Level 275

Primarily for offshore use and by people carrying significant weights, and thus requiring additional buoyancy. Also for those wearing clothing which traps air and which may adversely affect the self-righting capacity of the lifejacket. Designed to ensure the user floats with mouth and nose clear of the surface.

The seven most popular lifejackets and buoyancy aids for trawling

Number of fishermen on the trial initially choosing product



Scores: average comfort when working (10 = high)



Full results for each product can be requested from the RNLI Fishing Safety Team.

*results shown are over a shorter average period of time



Lifeboats

Results by type of fishing – trawling (including scalloping)

Number in trial:	45 (36.3% of overall trial)
Regional split:	Scotland 64%; South West 36%
Role:	skipper 58%; crew 38%; engineer 4%
Average trip frequency (per month):	1-9 trips 20%; 10-14 trips 18%; 15-19 trips 16%; 20+ trips 47%
Average trip duration (hours or days):	6-12 hours 60%; 1-2 days 20%; up to 9 days 20%
Pre-trial use of lifejackets whilst fishing:	none 71%; rarely/very rarely 5%; occasionally 23%; yes, when working alone 2%
Number of different products tried:	19

Product	First review number of testers	Average comfort when WORKING (10 = high)	Average comfort when WEARING (10 = high)	Average DURABILITY (10 = as new)	After (average number of months)	Second review number of testers	Average comfort when WORKING (10 = high)	Average comfort when WEARING (10 = high)	Average DURABILITY (10 = as new)	After (average number of months)
Guy Cotten Secubib (with or w/out 3D top)	9	6.7	7.1	8.7	5	6	5.8	6.7	5.8	15
Crewsaver Crewfit	4	7.8	7.8	7.3	4	2	7	6.5	6.5	12
Guy Cotten Waistcoat	3	9.5	9.7	9	4	2	6	8	8	12
Mullion Floater Waistcoat	3	7.7	8	9.3	3	2	8	8	8.5	9
Viking Resc You Conquest	3	7.7	7.3	9.3	3.5	0				
Aspli A36	3	6	6.3	8	3.5	1	4	4	6	17
Ocean Safety Sport	3	5.7	6.3	9	3.5	1	3	3	6	17
Crewsaver Voyager	2	7.5	8	8.5	11.5	1	7	8	8	19
Seafish Trousers	2	7.5	8	7.5	3.5	1	8	8	8	6
Secumar Alpha (with or w/out window)	2	7.5	7.5	7.5	2	1	7	7	8	8
International Safety Challenger	2	7	8	8.5	3	1	3	4	6	16
Mullion Seafoat Vest	2	6	7.5	9.5	2	1	9	9	5	12
Lazilas Sigma Auto	1	8	8	6	5	1	3	4	7	17
New Guy Cotten	1	8	8	9	2.5	0				
Gael Force Hi-Line	1	7	7	8	3	1	8	10	10	7
Lazilas Omega	1	7	8	9	2	1	8	6	9	6.5
Aspli Regatta 403 Hybrid	1	6	6	9	2.5	0				
Ocean Safety Commodore	1	6	8	10	1.5	0				

Full results for each product can be requested from the RNLI Fishing Safety Team.

Our thanks to the lifejacket manufacturers who helped us with this project

Crewsaver
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Gosport Hampshire
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• International Safety Challenger

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• Ocean Safety Sport

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Guy Cotten
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• Seafish trousers

For further information, call the Fishing Safety Team on 01202 663142.



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rnli.org.uk

A charity registered in England, Scotland and the Republic of Ireland