



Maritime &  
Coastguard  
Agency

**THE CODE OF PRACTICE FOR THE SAFETY  
OF  
FISHING VESSELS OF LESS THAN 15  
METRES LENGTH OVERALL**

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## 1.0 Foreword

- 1.1 The aim of this Code of Practice is to improve safety in the 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.

## 2.0 Application

- 2.1 This Code applies to all fishing vessels, registered in the UK, of less than 15 metres Length Overall (LOA). Vessels of 15 metres (LOA) to less than 24 metres Registered Length (L) operating solely in categorized waters may as an alternative comply with the requirements of this code for decked vessels of 12 metres (L) to less than 15 metres (LOA).
- 2.2 For vessels built after 1 February 2014, references to Registered Length mean the Registered Length as defined in The Statutory Instrument 1998 No. 1916 The Merchant Shipping (Tonnage) (Fishing Vessels) (Amendment) Regulations 1998.
- 2.3 For vessels built before this date, the Registered Length means the registered length shown on the vessel's certificate of registry.

## 3.0 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 and Certification of fishing vessels

- 3.2 The vessel owner shall present the vessel for inspection on first registration, at change of ownership, and at intervals not exceeding five years from the date of last inspection for a Certificate Renewal Inspection. If owners wish to present their vessels as a group to be inspected on the same day, the surveyor should be contacted to make the necessary arrangements.
- 3.3 On satisfactory completion of the inspection an Inspection Form and Small Fishing Vessel Certificate 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. The Small Fishing Vessel Certificate may remain in force for 5 years from the date of its issue or such shorter periods as may be specified by the Maritime and Coastguard Agency (MCA).
- 3.4 A vessel may be inspected by the MCA at any time to check compliance with Code requirements.
- 3.5 The MCA may cancel a Small Fishing Vessel Certificate if satisfied:
- (i) that the certificate has been issued based upon false or erroneous information;
  - (ii) that since the issue of the certificate, the hull, equipment or machinery have sustained any damage or are otherwise inadequate for their intended service;

- (iii) that the vessel has been significantly modified or changed its mode of fishing without due authorisation;
- (iv) that another Fishing Vessel Certificate has been issued in respect of the vessel; or
  - (v) that the vessel has ceased to be registered as a fishing vessel in the United Kingdom.

### **Annual Self-certification**

- 3.6 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; and
  - .2 safety and other specified equipment continues to comply with the checklist appropriate to the length and construction of the vessel: and
  - 3 a health and safety risk assessment has been completed and given or explained to the crew.

On completion of these annual checks, the owner must sign a self-certification declaration as contained in the Specimen Certificate at Annex 4 confirming that the vessel complies with the Code, and retain a copy of the declaration onboard for inspection purposes.

### **All vessels**

- 3.7 The carriage of unnecessary spare gear, stores and parts, the accumulation of debris and the cumulative effects of minor modifications over time can adversely affect the vessel's lightship weight and centre of gravity. Attention shall be made to limiting these effects if lightship growth and the possibility of adverse effects on the vessel's stability are to be avoided.

### **Vessel Modifications**

- 3.8 Substantial modifications or alterations affecting the vessel's structure or stability, the removal or repositioning of equipment, changes in the vessel's mode of fishing and/or its gear or the fitting of additional equipment shall be investigated, prior to making any changes, to ensure that the vessel will continue to comply with the required stability criteria. In addition such modifications or alterations shall only be carried out after consultation and with the approval of the MCA.

### **Construction and Outfit Standards**

- 3.9 In addition to the requirements contained in sections 3.1 to 3.7 and 3.17 to 3.34, vessels wishing to join the UK Register as a fishing vessel for the first time have to demonstrate that their vessel's construction and in the case of vessels over 7m registered length, their outfit, is of a suitable standard as follows.
- 3.10 For vessels built since 16 July 2007, (hereafter referred to as a "New Vessel") and registering as a fishing vessel for the first time, the construction and outfit must conform to the recognised standard of a Certifying Authority for small Fishing Vessels or a standard recognised by the MCA as suitable for Fishing Vessels, which was applicable at the time of build. Failure to do so will result in the vessel not being registered, On first registration of a new vessel, the owner shall supply the required hull construction and outfit certificates to the Registry of Shipping and Seamen (RSS), together with the Small Fishing Vessel Certificate in order that the vessel can be registered.

- 3.11 For vessels built prior to 16 July 2007, owners will be required to prove that the condition of the vessel is satisfactory. This is carried out through a Certifying Authority who will complete a registration survey. This survey will examine the vessel's structure, and in the case of vessels of 7m and over, their outfit, against a Certifying Authority's standard for small fishing vessels. The MCA will then examine the Certifying Authority's report, and either allow registration or require the owner to address areas of concern. Registration will not be allowed to proceed until areas of concern have been addressed to the satisfaction of the MCA and the Certifying Authority. When registering the vessel the owner shall supply the Inspection Report from the Certifying Authority and the Small Fishing Vessel Certificate to RSS in order that the vessel may be registered.
- 3.12 Vessels that have previously been on the UK Register, but that are currently off the Register for any reason and apply to re-register after a period of 6 months or more have elapsed since they left the Register will be treated in accordance with 3.10 above, regardless of the age of the vessel.
- 3.13 For all vessels (whether new build or not), an MCA safety inspection must follow the Certifying Authority's registration survey. The MCA inspection will cover the requirements of this Code, the crew qualifications, and any other mandatory requirements.
- 3.14 To register a Fishing Vessel built since 16 July 2007 the following is required:

Vessel Length	Hull Construction Certificate issued by a Certifying Authority	Outfit Compliance Certificate issued by a Certifying Authority	Safety Checklist (Annex 1.1-1.6)	Stability Information
Under 7 metres (LOA)	Yes	Recommended	Yes	Recommended
7 metres (LOA) to less than 12 metres (L)	Yes	Yes	Yes	Recommended
12 metres (L) to less than 15 metres (LOA)	Yes	Yes	Yes	Yes

- 3.15 To register a fishing vessel built before 16 July 2007, the following is required;

Vessel Length	Registration Survey by a Certifying Authority	Safety Checklist (Annex 1.1-1.6)	Stability Information
Under 7 metres (LOA)	Yes	Yes	Recommended
7 Metres (LOA) to less than 12 metres (L)	Yes	Yes	Recommended
12 metres (L) to less than 15 metres (LOA)	Yes	Yes	Yes

- 3.16 Before purchasing an existing vessel or commissioning a new build vessel you are advised to seek professional advice on:
- The suitability of the vessel for its intended mode of fishing; and
  - the suitability of the vessel to be registered as a fishing vessel.

## **PERSONAL FLOATATION DEVICES AND SAFETY HARNESES**

- 3.17 All crew, whilst working on the open decks of fishing vessels at sea, should wear Personal Floatation Devices and/or use Safety Lines. See Guidance in Annex 2 for further information.

*Open Decks; anywhere on a sea going vessel that is exposed and not within a weathertight or watertight area or within the shelterdeck area of a vessel.*

*At sea; not alongside.*

## **EMERGENCY PROCEDURES**

### **Inspections**

- 3.18 Inspections of the life-saving equipment and fire appliances shall be made at intervals of not more than one month.

### **Drills**

- 3.19 The skipper and crew shall ensure that they are familiar in the use of all lifesaving and fire appliances and equipment with which the vessel is provided and shall ensure that all members of the crew know where the equipment is stowed. Related training shall be carried out in drills, including flooding drills, held in port or at sea, at intervals of not more than one month. Further information is contained in MGN 430 (F) Fishing Vessels: Checks on Crew Certification and Drills.
- 3.20 The drills referred to in section 3.19 shall ensure that the crew thoroughly understand and are exercised in the duties which they have to perform with respect to the handling and operation of all life-saving, fire-fighting, flooding controls and survival equipment. If a vessel carries 5 or more crew, a muster list shall be provided with clear instructions for each member of the crew, which shall be followed in case of emergency.

### **Records of Inspections and Drills**

- 3.21 The times, dates and particulars of inspections and drills shall be recorded and available for future inspection.

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

- 3.22 Where vessels of 15 metres (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 metre (LOA) to less than 24 metre (L) Fishing Vessels, they shall in addition to 3.1 to 3.21 and 3.23 to 3.34, report their intentions to the nearest Marine Office before proceeding outside categorized waters.

### **Penalties and Detention**

- 3.23 If in the course of an inspection a vessel that is found:
- not to have been adequately equipped;
  - not to have properly maintained safety equipment;
  - not to be self-certified in accordance with the Code; or
  - to be 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.

### **All fishing vessels of 12 metres (L) to less than 15 metres (LOA) Stability built after the entry into force of this Code**

#### **General Requirements**

- 3.24 All fishing vessels of 12 metres (L) to less than 15 metres (LOA) vessels built after the date of entry into force of this Code shall be provided with approved stability information to the satisfaction of the MCA, in accordance with MGN 281(F), for the vessels intended operation. Placement of the draught marks should be witnessed by the MCA.

- 3.25 The approved stability information shall contain the information and particulars that are detailed in Annex 3.
- 3.26 **Other vessels, for which satisfactory stability characteristics have been demonstrated by means of roll testing, and which have not undergone modification should carry the results of the most recent roll test onboard in lieu of the approved stability information that is required by section 3.24.**
- 3.27 All such vessels shall be sufficiently stable when intact in the conditions of service for which they are intended.
- 3.28 The skipper shall take the precautionary measures necessary to maintain adequate stability of the vessel.
- 3.29 Information on the vessel's stability shall be available on board and accessible to those on watch.
- 3.30 Instructions supplied concerning the vessel's stability shall be strictly observed by those on watch.
- 3.31 Stability information shall be checked and the continuing validity confirmed at certificate renewal by verifying the vessels lightship details held by the MCA. When changing, repositioning or adding equipment, e.g. fishing gear, winches, or shelters, advice shall be sought from MCA on the effect this could have on the stability of the vessel before the changes are made.

### **Stability Criteria**

- 3.32 Vessels shall, for the operating conditions and circumstances set out in Annex 3 including icing allowances when applicable, and in all foreseeable operating conditions, satisfy the following stability criteria after due correction for the free surface effects of liquids in tanks:
- i the area under the curve of righting levers (GZ curve) should not be less than:
    - (a) 0.055 metre-radians up to an angle of 30°;
    - (b) 0.090 metre-radians up to an angle of 40° or such lesser angle of heel at which the lower edges of any openings in the hull, superstructures, deckhouses or companionways, being openings that cannot be closed weathertight, are immersed;
    - (c) 0.030 metre-radians between the angles of heel of 30° and 40° or such lesser angle as defined in (b);
  - ii the righting lever (GZ) should be at least 200 millimetres at an angle of heel equal to or greater than 30° ;
  - iii the maximum righting lever (GZ) should occur at an angle of heel not less than 25°;
  - iv in the upright position the transverse metacentric height (GM) should not be less than 350 millimetres;
- 3.33 For vessels engaged on twin beam fishing the values of dynamic stability, righting lever and metacentric height given in sections 3.32 i), ii) and iv) respectively shall be increased by 20%.

## **Lightship Particulars**

3.34 The vessels lightship particulars shall be determined by inclining on completion of building to the satisfaction of the MCA.

## **4.0 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)). Although share fishermen are not considered workers, it is strongly recommended that a risk assessment is done, regardless of the number of crew and their employment status.

4.3 A risk assessment is intended to be a careful examination of the vessels procedures or operations which could cause harm, so that decisions can be made as to whether adequate control measures are in place to reduce those risks to an acceptable level 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 already in place.

4.5 It is not a legal requirement that risk assessments be written, nevertheless, the MCA strongly recommends that such assessments be written. Printable risk assessment forms can be found on the SEAFISH Website <http://www.seafish.org/industry-support/fishing/safety-at-sea/risk-assessment> or Telephone: 01472 252 300). Other websites providing guidance on risk assessments for fishermen are also available.

4.6 The health and safety risk assessment must also be reviewed regularly, (at least annually) 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 also be reviewed 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-certification.

## **Basic Safety Training Requirements on All Fishing Vessels New Entrants**

4.9 A new entrant is defined as a person who is for the first time gainfully employed or engaged as a crew member on a commercial fishing vessel registered in the United Kingdom.

4.10 Before starting work as a fisher all new entrants must have completed the following course:

- 1 day Basic Sea Survival.

4.11 Within 3 months of starting work, all new entrant fishers must complete the following additional courses:



- 1 day Basic Fire Fighting and Prevention;
- 1 day Basic First Aid; and
- 1 day Basic Health and Safety (only required of new entrants after 01 January 2005).

4.12 Upon completion of these four courses, new entrants are recommended to apply to Seafish for a New Entrant photo identification card verifying their compliance with these requirements.

### Experienced Fishers

4.13 An experienced fisher is defined as a person who has been working as a fisher for two years or more.

4.14 In addition to the courses required of new entrants (above), all experienced fishers, regardless of whether they hold a Certificate of Competency, must complete the following course:

- 1 day Safety Awareness and Risk Assessment.

4.15 Upon completion of this course, experienced fishers are recommended to apply to Seafish for an Experienced Fisher photo identification card verifying their compliance with this requirement.

### Merchant Navy STCW basic safety training.

4.16 For those working or wanting to work in the maritime industry outside the fishing industry it is necessary for them to hold Seafarers Training Certification and Watchkeeping (STCW) basic safety training certificates. With this in mind it is agreed that the following STCW courses may be used in place of the some of the New Entrant Courses:

Basic STCW Safety Course	Fishers's Basic Safety Training Course
Personal Survival Techniques STCW Ref. A-VI/1-1	Sea Survival
Fire Prevention and Fire Fighting STCW Ref. A-VI/1-2	Fire Fighting and Prevention
Elementary First Aid STCW Ref. A-VI/1-3	First Aid

4.17 The MCA will accept STCW basic safety training which is approved by any Maritime Administration which is signatory to the STCW Convention.

4.18 Courses from other providers and foreign governments are also accepted as equivalent to certain UK courses. All require documentary evidence or verification from a training provider. Currently the majority of the one day courses do not have an expiry date.

Provider/Course	Basic Sea Survival	Basic Health And Safety	Basic Fire Fighting	Basic First Aid	Safety Awareness
RYA/DfT <sup>1</sup>	Yes	No	No	Yes	No
Belgium <sup>2</sup>	Yes	No	Yes	Yes	No
Spain <sup>2</sup>	Yes	No	Yes	Yes	No
Republic of Ireland <sup>2</sup>	Yes	No	Yes	Yes	No
The Netherlands <sup>2</sup>	Yes	No	Yes	Yes	No

Denmark/Faroe Islands <sup>2</sup>	Yes	No	Yes	Yes	No
Iceland <sup>2</sup>	Yes	No	Yes	Yes	No
Lithuania <sup>2</sup>	Yes	No	Yes	Yes	No
UK Royal Navy <sup>3</sup>	Yes	No	Yes	Yes	No

1. Inshore skipper ticket.

2. Fishing Basic Safety Course equivalents

3. On completion of Royal Navy Basic Training

4.19 The Safety Awareness and Risk Assessment course and the Basic Health and Safety courses have no STCW alternatives. Any fishers coming from outside the UK must, regardless of whether they have undertaken the Merchant Navy STCW basic safety training, undertake these courses before commencing work for the first time on a UK Registered fishing vessel.

### Additional Voluntary Training Courses

4.20 In addition to the mandatory courses, the following voluntary courses are available for fishers on vessels of less than 16.5m registered length:

- Bridge Watchkeeping 2 day course (intended for skippers of vessels less than 16.5m<sup>1</sup> operating within 20 miles of a safe haven);
- Bridge Watchkeeping 5 day course (intended for anyone taking a navigational watch and skippers of vessels less than 16.5m operating beyond 20 miles of a safe haven);
- Diesel Engine 1 day course (intended for skippers of vessels less than 16.5m operating within 20 miles of a safe haven);
- Engine Room Watchkeeping 2 day course (intended for skippers of vessels less than 16.5m operating beyond 20 miles of a safe haven);
- Engine Room Watchkeeping 5 day course (intended for anyone taking an engine room watch);
- Intermediate Stability Awareness 1 day course (intended for skippers of vessels less than 16.5m and anyone taking a navigational watch on any vessel).

4.21 It is our intention to consult with the fishing industry as to whether these courses should become mandatory for all skippers of vessels of less than 16.5m registered length.

4.22 Fishers who complete the following will receive a Skippers Certificate for Under 16.5m Vessels operating up to 20 miles offshore:

- 1 day GMDSS Short Range Certificate course;
- 1 day Basic Health and Safety course;
- 1 day Basic Sea Survival course;

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<sup>1</sup> The Fishing Vessels (Certification of Deck Officers and Engineer Officers) Regulations 1984 No.1115 do not require the crew on vessels of under 16.5m registered length to hold Certificates of Competency. Vessels covered by this Code are therefore not required to have crew on board with Deck or Engine Officer Certificates. These voluntary courses have been developed for fishermen on board vessels of less than 16.5m registered length and reference is therefore made to these voluntary courses as they also apply to vessels affected by this Code.

- 1 day Basic Fire Fighting and Prevention course;
- 1 day Basic First Aid course;
- 1 day Safety Awareness course;
- 1 day Seafish Bridge Watchkeeping course (12 months service in the fishing industry is required before this course can be taken. A testimonial must be provided as evidence);
- 1 day Diesel Engine course; and
- 1 day Stability Awareness course.

As an alternative to the 2 day Seafish Bridge Watchkeeping course, a Boatmaster's Licence or 5 day RYA /DfT Yachtmaster Coastal Course Certificate is also accepted.

4.23 Fishers who complete the following will receive a Skippers Certificate for Under 16.5 metres Vessels operating beyond 20 miles offshore:

- 1 day GMDSS Short Range Certificate course;
- 1 day Basic Health and Safety course;
- 1 day Basic Sea Survival course;
- 1 day Basic Fire Fighting and Prevention course;
- 1 day Basic First Aid course;
- 1 day Safety Awareness course;
- 5 day Seafish Bridge Watchkeeping course (18 months service in the fishing industry is required before this course can be taken. A testimonial must be provided as evidence);
- 2 day Seafish Engine Room Watchkeeping course; and
- 1 day Stability Awareness Course.

As an alternative to the 5 day Seafish Bridge Watchkeeping course, a RYA Yachtmaster Offshore Certificate of Competency is also accepted.

### **Winches, tackles and hoisting gear**

- 4.24 Every vessel that is provided with winches, tackles and hoisting gear shall have such gear properly installed having regard to the intended service of the vessel.
- 4.25 All hoisting gear, hauling gear and related equipment shall satisfy the requirements of The Merchant Shipping and Fishing Vessels (Provisions and Use of Work Equipment) Regulations 2006 No. 2183 and the Merchant Shipping and Fishing Vessels (Lifting Operations and Lifting Equipment) Regulations 2006 No. 2184 as applicable.
- 4.26 All equipment used in hoisting/hauling should be used only by a competent person and must be inspected and examined at regular intervals.
- 4.27 All parts of hauling and hoisting gear and related equipment must be maintained in good repair and working order.
- 4.28 The controls for the hauling and hoisting gear shall be installed in an area sufficiently large enough to enable operators to work unhindered.

- 4.29 The hauling and hoisting gear operator must have a clear view of the equipment and any crew member working near it.
- 4.30 The hauling and hoisting gear shall be controlled by a dedicated operator at all times. The operator shall also give exclusive attention to that task and not carry out other tasks while operating the equipment.
- 4.31 If the hauling and hoisting gear is controlled from the wheelhouse, the operator must also have a clear view of the crew working near the gear, either directly or via any other suitable medium. The operator must give exclusive attention to that task and must not carry out any other task while operating the equipment.
- 4.32 The hauling and hoisting gear shall also have appropriate safety devices for emergencies, including emergency stop facilities. It should be possible to stop gear from the wheelhouse.
- 4.33 A reliable communications system must be used between the wheelhouse and the working deck and the crew shall be trained in the use of hand signals.
- 4.34 A sharp look out must always be maintained and the crew warned of the imminent danger of heavy oncoming seas during fishing operations or when other work is being undertaken on deck.
- 4.35 Contact with bare ropes and warps and with moving parts of the equipment shall be minimized by installing protective devices such as shields or barriers.
- 4.36 The following control measures shall be installed for restricting moving masses (on vessels with trawl doors or codends):
- (i) devices to immobilise the trawl doors;
  - (ii) devices to control the swinging motion of the codend.
- 4.36 The crew must be trained in the use of fishing gear and hauling and hoisting equipment.

### **Radio Licences**

- 4.37 All vessels fitted with a radio must have a radio licence, which can be obtained from: The new Website is:

<http://licensing.ofcom.org.uk/radiocommunication-licences/ships-radio/>

The Address of the licencing team is:

Spectrum Licensing  
Riverside House  
2a Southwark Bridge Road  
London  
SE1 9HA

The contact numbers are as follows:

Spectrum Licensing  
Tel: 020 7981 3131 or 0300 123 1000  
Fax: 020 7981 3235

Textphone: 020 7981 3043 or 0300 123 2024 - Please note that these numbers only work with special equipment used by people who are deaf or hard of hearing.

E-mail: [spectrum.licensing@ofcom.org.uk](mailto:spectrum.licensing@ofcom.org.uk)

- 4.38 Failure to obtain a radio licence (which also records the Ship'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.
- 4.39 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 crewmember should have a Long Range Certificate; these can be undertaken at the nearest Nautical College.

## **MARPOL PLACARDS**

- 4.40 A MARPOL Placard is contained at Annex 5 which sets out the restrictions on waste disposal. This should be displayed and/or shown to the crew.

## **5.0 STABILITY GUIDANCE FOR VESSELS OF LESS THAN 12M REGISTERED LENGTH**

- 5.1 Guidance on Stability is contained in MGN 503 and MGN 526(F). This MGN states that any vessel must be stable for its intended purpose and it is reasonable to expect that naval architectural skills will be employed during the design and construction process to ensure that the vessel is safe for use. MCA recommends that all purchasers ask for stability information from builders. It should be noted that a hull designer/builder may well have ensured stability is adequate for the design but the equipment, layout of down-flooding points etc may differ significantly once an owner has fitted out the vessel, invalidating the designer's assumptions and providing a false sense of security to the owner/operator and the owner/skipper should take into account the remainder of this section when considering stability.
- 5.2 While no specific statutory requirements currently exist for the stability of small fishing vessels, the owner, skipper and others do have legal responsibilities as detailed under the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997.
- 5.3 For example their duties include ensuring, as far as is reasonably practicable:
- Systems of work that are safe and without risk to health;
  - Safe arrangements for the use, handling, and stowage and transportation of articles and substances;
  - There is provision of information, instruction, training and supervision necessary to ensure health and safety of workers and other persons.
- 5.4 In the absence of specific statutory requirements for stability and its subsequent approval of stability, owners may use other methods to assess stability and support skippers and fishers to meet their health and safety general duties and responsibilities. It is not acceptable to do nothing and assume the vessel's stability is satisfactory. It is always better to assess the situation or obtain professional advice and MGN 526(F), or subsequent amending MGNs, helps by providing additional information for this process. In short, MCA is providing a number of methods you may find helpful. MCA Fishing Vessel Surveyors cannot decide which method of stability assessment is best for your vessel (that is for owners/ skippers and crews to decide), but can assist in discussing the pros and cons of each method and may be able to identify specific risks/ similar vessels/ fishing methods which may assist owners/skippers and crews in coming to a decision on which stability assessment method best fits their vessel.

## **6.0 APPEAL PROCEDURES**

- 6.1 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.
- 6.2 If agreement cannot be reached with the person who carried out the inspection the owner may refer the matter to the Consultant Surveyor <sup>2</sup>(Fishing Vessels) in the Region where the vessel was inspected.
- 6.3 Should the above procedure fail to resolve the dispute, the owner may refer the matter to the Director of Maritime Safety and Standards at MCA Headquarters, and, if necessary, to the MCA Chief Executive.
- 6.4 If an owner is still not content with the way in which the complaint has been handled, the owner may serve notice, within twenty one days, of the completion of the procedure given in sections 6.1 to 6.3 above, on the MCA that their dispute be referred to a single arbitrator appointed by agreement between the MCA and the owner.

A person should not be qualified for appointment as a arbitrator unless that person is:

- (i) a person holding a certificate of competency as a deck officer, marine engineer officer 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.
- 6.5 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.
- 6.6 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.
- 6.7 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 the MCA's internal complaints procedure.

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<sup>2</sup> Known in the MCA as the Consultant Surveyor

## 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 7 metres (L)

Item	Remarks/compliance	Expiry/Service Date
Lifejackets – 1 per person		
1 Lifebuoy ( with 18 metre 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		
Satellite EPIRB		
VHF Radio – DSC fixed or hand held.		
Bailer		
Approved Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		
Radar Reflector		
CO Alarms for every enclosed space that has a fired cooking or heating appliance		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. In addition to the Satellite EPIRB, Personal Overboard locator beacons are recommended. Carriage of a Liferaft is also recommended. 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.

Substantial modifications or alterations affecting the vessel's structure or stability, the removal or repositioning of equipment, changes in the vessel's mode of fishing and/or its gear or the fitting of additional equipment shall be investigated, prior to making any changes, to ensure that the vessel will continue to comply with the required stability requirements. In addition such modifications or alterations shall only be carried out after consultation and with the approval of the MCA.

## 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 7 metres and above to less than 12 metres (L)

Item	Remarks/compliance	Expiry/Service Date
Liferaft(s) - sufficient capacity for all persons on board vessel		
Lifejackets - 1 per person		
2 Lifebuoys (1 with 18 metre buoyant line attached) <u>or 1 Lifebuoy (with 18 metre buoyant line) +1 Buoyant Rescue Quoit</u>		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
1 Fire Pump + Hose and 1 Fire Bucket and lanyard		
Satellite EPIRB		
VHF Radio – DSC fixed or hand held		
Bilge Alarm, if bilge not visible		
Bilge Pump		
Approved Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		
Radar Reflector		
CO Alarms for every enclosed space that has a fired cooking or heating appliance		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. In addition to the Satellite EPIRB, Personal Overboard locator beacons are recommended. The Liferaft, which is mandatory, can be fitted with either a Float free Release or Hydrostatic Release Unit mechanism. The Liferaft may also be contained in a valise only if it can only be stored away from exposure to the elements. 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

Substantial modifications or alterations affecting the vessel's structure or stability, the removal or repositioning of equipment, changes in the vessel's mode of fishing and/or its gear or the fitting of additional equipment shall be investigated, prior to making any changes, to ensure that the vessel will continue to comply with the required stability requirements. In addition such modifications or alterations shall only be carried out after consultation and with the approval of the MCA.



## 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 12 metres (L) and above to less than 15 metres (LOA)

Item	Remarks/compliance	Expiry/Service Date
Liferaft(s) - Sufficient capacity for all persons on board vessel		
Lifejackets - 1 per person + 2 spare		
2 Lifebuoys (1 with 18 metre buoyant line attached) <u>or 1 Lifebuoy (with 18 metre buoyant line) +1 Buoyant Rescue Quoit</u>		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
1 Fire Pump + Hose <u>and</u> 1 Fire Bucket and Lanyard		
VHF Radio – DSC fixed and hand held		
Satellite EPIRB		
Bilge Alarm, if bilge not visible		
Bilge Pump		
Approved Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		
Approved Stability book in accordance with MGN 281 or roll test for existing vessels for New Vessels only		
Radar Reflector		
CO Alarms for every enclosed space that has a fired cooking or heating appliance		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. In addition to the Satellite EPIRB, Personal Overboard locator beacons are also recommended. The liferaft, which is mandatory, can be fitted with either a Float Free Release or Hydrostatic Release Unit mechanism. The Liferaft can also be contained in a valise only if it can be stored away from exposure to the elements. 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.

Substantial modifications or alterations affecting the vessel's structure or stability, the removal or repositioning of equipment, changes in the vessel's mode of fishing and/or its gear or the fitting of additional equipment shall be investigated, prior to making any changes, to ensure that the vessel will continue to comply with the required stability requirements. In addition such modifications or alterations shall only be carried out after consultation and with the approval of the MCA.

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

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

### DECKED Vessels of less than 10 metres (L)

“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
Liferaft(s) (for vessels of 7 metres (L) and over) - sufficient capacity for all persons on board vessel		
Lifejackets - 1 per person		
2 Lifebuoys (1 with 18 metre buoyant line attached) <u>or</u> 1 Lifebuoy (fitted with 18 metre 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)		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
Gas Detector		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
Fire Detectors		
1 Fire Pump + Hose and 1 Fire Bucket and lanyard		
Satellite EPIRB		
VHF Radio – DSC fixed or hand held		
Bilge Pump		
Bilge Level Alarm		
Approved Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		
Radar Reflector		
CO Alarms for every enclosed space that has a fired cooking or heating appliance		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. In addition to the Satellite EPIRB, Personal Overboard locator beacons are recommended. The Liferaft, which is mandatory for vessel of 7 metres (L) and over and strongly recommended for vessels under 7 metres (L), can be fitted with either a Float Free Release or Hydrostatic Release Unit mechanism. The Liferaft can also be contained in a valise only if it can be stored away from exposure to the elements.

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. Substantial modifications or alterations affecting the vessel's structure or stability, the removal or repositioning of equipment, changes in the vessel's mode of fishing and/or its gear or the fitting of additional equipment shall be investigated, prior to making any changes, to ensure that the vessel will continue to comply with the required stability requirements. In addition such modifications or alterations shall only be carried out after consultation and with the approval of the MCA.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: ANNEX 1.5 CHECK LIST OF REQUIREMENTS

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

### DECKED Vessels 10 metres and above (L) to less than 12 metres (L)

“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 + 2 spare		
Liferaft(s) - sufficient capacity for all persons on board vessel		
2 Lifebuoys (1 with 18 metre buoyant line attached) or 1 Lifebuoy (fitted with 18 metre 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)		
Fire Detectors		
1 Fire Pump and hose, 2 Multi-purpose Fire Extinguishers (fire rating 5A/34B and 13A/113B), 1 Fire Bucket and lanyard, 1 fixed Fire Extinguishing system for the machinery space		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
Satellite EPIRB		
VHF Radio - DSC fixed and hand held		
Bilge Pump		
Bilge Level Alarm		
Approved Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		
Radar Reflector		
CO Alarms for every enclosed space that has a fired cooking or heating appliance		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. In addition to the Satellite EPIRB, Personal Overboard locator beacons are recommended. The Liferaft, which is mandatory, can be fitted with either a Float Free Release or Hydrostatic Release Unit mechanism. The Liferaft can also be contained in a valise only if it can be stored away from exposure to the elements.

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.

Substantial modifications or alterations affecting the vessel's structure or stability, the removal or repositioning of equipment, changes in the vessel's mode of fishing and/or its gear or the fitting of additional equipment shall be investigated, prior to making any changes, to ensure that the vessel will continue to comply with the required stability requirements. In addition such modifications or alterations shall only be carried out after consultation and with the approval of the MCA.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: ANNEX 1.6 CHECK LIST OF REQUIREMENTS

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

### DECKED Vessels 12m and above (L) to less than 15 metres (LOA)

“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 and 2 spare		
Liferaft(s) - sufficient capacity for all persons on board vessel		
2 Lifebuoys (1 with 18 metre buoyant line attached) or 1 Lifebuoy (fitted with 18 metre 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)		
Fire Detectors		
1 Fire Pump and hose, 2 Multi-purpose Fire Extinguishers (fire rating 5A/34B and 13A/113B), 1 Fire Bucket and lanyard, 1 fixed Fire Extinguishing system for the machinery space		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio - DSC fixed and hand held		
Satellite EPIRB		
Bilge Pump		
Bilge Level Alarm		
Approved Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		
Approved Stability Book in accordance with MGN 281 or roll test for existing vessel (New Vessels only)		
Radar Reflector		
CO Alarms for every enclosed space that has a fired cooking or heating appliance		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. In addition to the Satellite EPIRB, Personal Overboard locator beacons are recommended. The liferaft, which is mandatory, can be fitted with either a Float Free Release or Hydrostatic Release Unit mechanism. The Liferaft can also be contained in a valise only if it can be stored away from exposure to the elements.

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

Substantial modifications or alterations affecting the vessel's structure or stability, the removal or repositioning of equipment, changes in the vessel's mode of fishing and/or its gear or the fitting of additional equipment shall be investigated, prior to making any changes, to ensure that the vessel will continue to comply with the required stability requirements. In addition such modifications or alterations shall only be carried out after consultation and with the approval of the MCA.

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

#### Anchors & Cables

For new vessels these should be in accordance with the most recent version of Certifying Authority construction standards. 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, attached and ready for use.

#### 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.

*In all vessels, a bilge alarm system is to be fitted in the wheelhouse with audible and visible indication at helm/control position. Bilge level sensors are to be fitted in the machinery space and fish room/hold. Sensors should also be fitted in any compartment which has a bilge suction if the level of bilge water cannot be readily checked visually without entering the compartment*

#### Carbon Monoxide Alarms

Carbon Monoxide Alarms should be installed in every enclosed space that contains a fired cooking or heating appliance. Fired appliances apply to but may not be limited to appliances fired by LPG, diesel or paraffin. CO Alarms are not required when heating or cooking is undertaken using electrical cookers or heaters.

CO Alarms should be of the Lithium Battery type and installed, regularly tested, maintained and replaced in accordance with the manufacturers guidance.

- Signs of CO include staining, sooty smears or discolouration of surfaces around an appliance or its flue;
  - appliances that are difficult to light, keep lit or burn weakly;
  - burners with yellow or orange or “floppy” flames that threaten to go out;
  - an unfamiliar or burning smell when an LPG or oil appliance is on;
  - smelling engine exhaust fumes regularly inside the space.<sup>3</sup>
- 
- Carbon Monoxide Alarms are a useful back-up precaution but must NOT be regarded as a substitute for proper installation and maintenance of gas equipment by a Gas Safe registered engineer. If you decide to buy a carbon monoxide alarm, ensure it meets current safety standards (BS EN 50291) and carries the Kitemark.

#### Cooking and Heating Appliances

Appliances that are purchased should meet the latest standards and be suitable for use on boats and be installed and serviced regularly (at least annually) by qualified persons. Repairs should only be undertaken using proprietary components. Vents and flues should be checked for damage and blockages.

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<sup>3</sup> Source: Boat Safety Scheme and CoGDEM

## Electrical systems

Due to fires on board fishing vessels, insulation testing of electrical systems is undertaken regularly and records maintained to confirm this has taken place. Further details can be found on in Chapter 6, paragraph 6.3.1 of the Instructions for the Guidance of Surveyors MSIS 27 Survey and Inspection of Fishing Vessels <https://www.gov.uk/government/publications/survey-and-inspection-of-fishing-vessels-chapters-1-to-17-msis-27>

The risks of electric shock are much greater on board ship than they are normally ashore because wetness, high humidity and high temperature (including sweating) reduce the contact resistance of the body. In those conditions, severe and even fatal shocks may be caused at voltages as low as 60V. It should also be borne in mind that cuts and abrasions significantly reduce skin resistance

## EPIRBs

Every EPIRB should:

- i) be fitted with a float free arrangement, whose operation will cause it to activate;
- ii) be stowed in such a position that it is protected from possible damage and is easily removable from its mounting for placing in any survival craft (reference should be made to MGN 267(F) - The Location and Stowage of Liferafts and Emergency Positioning Radio Beacons (EPIRBs) on UK Registered Fishing Vessels;
- iii) have the float-free arrangement routinely replaced or serviced in accordance with the manufacturers instructions;
- iv) have the power source replaced whenever necessary and at least before its expiry date;
- v) be registered, reference should be made to The Merchant Shipping (EPIRB Registration) Regulations SI 2000, No. 1850 and Merchant Shipping Notice 1816 (M&F) – Mandatory Registration of Electronic Position indicating Radio Beacons (EPIRBs);
- vi) comply with IMO Resolution A810 (19)/ETS 300 062 (second edition) when renewed.

## Flares and smoke signals

Should be of an approved type and within their expiry date and stored in a water proof container.

## Fire buckets

Should be heavy duty with a Lanyard. Buckets need not be made of steel.

## Fire Detectors

Battery powered fire detectors and alarms may be suitable under certain circumstances for accommodation only where easily audible from the wheelhouse and/or deck, and would be assessed on a case by case basis by the Surveyor to check their suitability for purpose.

For engine spaces remote from the wheelhouse a battery operated fire detector is unsuitable as it is extremely unlikely that the alarm will be audible.

Therefore for this type of engine space an alarm which is audible and also visual shall be provided in the wheelhouse. A selection of detector models is available which can be connected to each other such that an alarm in the engine space also triggers an alarm in the wheelhouse. Advice on these types is available from the MCA.

In essence a fire detector for engine spaces should be fit for purpose and may be a combination of smoke and/or optical detectors connected by wire to a similar alarm in the wheelhouse.

### 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:

<b>Designation</b>	<b>Equivalent Dry Powder</b>	<b>Equivalent Foam</b>
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 formal service station approved by the manufacturer. In the case of sealed units, these should be replaced when they reach their expiry date.

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. Engine driven pumps are acceptable but are liable to failure in the event of an engine compartment fire.

## 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 and Personal Floatation Devices (PFDs)

A vessel is required to carry life-saving appliances (LSA) including lifejackets for all persons on-board through regulation forming part of the "Statutory LSA". These Statutory Lifejackets are of a type designed tested and maintained to a standard appropriate to the vessel type and area of operation. These lifejackets are to provide persons buoyancy in an abandon ship scenario.

Lifejackets should be stowed either in a deckhouse or other dry and readily accessible position or best alternative position and have stowage positions clearly and permanently marked.

A statutory lifejacket can be very bulky in nature, cumbersome to move in when worn on deck, however once in the water, they provide a high level of buoyancy for the wearer awaiting rescue.

A PFD can be a lifejacket or a buoyancy aid or wearable buoyancy device that also provides persons buoyancy in the water. The intended use of a PFD is to be constantly worn when on deck in case of falling overboard, rather than intentionally entering the water or survival craft during an abandon ship scenario.

A PFD can be much smaller and more streamlined such as a waistcoat styled buoyancy aid enabling the user to continue to perform tasks whilst wearing it on deck, with the added level of safety that should they fall overboard, the PFD will offer them added buoyancy and increase the chances of survival until recovered.

In the event of an abandon ship scenario, individuals should, if time permits, remove their PFDs and don the statutory lifejacket provided on the vessel, which will offer them a higher level of buoyancy than their PFD and a greater chance of survival.

A lifeline and harness attaching the person to the vessel may be worn, instead of or in addition to the PFD. Lifejackets should be of the solid-filled type, or if inflatable should comply with BS EN 396 or BS EN 399, soon to be replaced by EN ISO 12402, with 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.



## Liferafts

### 1. Vessels Operating less than 60 miles from a Safe Haven;

- .1 should be provided with liferaft capacity to accommodate at least the total number of persons on board;
- .2 the liferaft(s) provided should be either;
  - i) in accordance with those for vessels operating 150 miles or more from a safe haven except that the liferaft(s) should be equipped with "SOLAS B PACK"; or
  - ii) built to the ISO 9650 – Small Craft Inflatable Liferafts, Part 1, Type 1, Group A standard, provided the liferaft(s) are fitted with a boarding ramp; are equipped to the level of "SOLAS B PACK", which may, where necessary, include a "grab bag" to supplement the equipment integral to the liferaft, and are certificated as compliant with Part 1, Group A and Part 3 of ISO 9650 from March 2005 onwards.
- .3 liferafts carried in vessels which operate between 20 and 60 miles from a Safe Haven outside the UK Search and Rescue Region, where the sea temperature is less than 10 degrees centigrade, shall have an insulated floor and insulated canopy.
- .4 liferafts should be carried either;
  - .1 in approved FRP containers stowed on the weather deck or in an open space, and fitted in a float free arrangement so that the liferafts float free, inflate and break-free automatically; or
  - .2 in FRP containers or valise stowed in readily accessible and dedicated weathertight lockers opening directly to the weather deck.
- .5 vessels operating 3 miles or less from a safe haven in favourable weather and daylight<sup>4</sup>, may utilise open reversible liferafts, constructed to SOLAS standard, MED approved ("Wheelmarked") or DfT approved. Liferaft(s) should be equipped to a level equivalent to a "DfT E Pack"<sup>6</sup>. This may, where necessary, include a "grab bag" to supplement the equipment integral to the liferaft.
- .6 All liferafts, should be serviced at a service station approved by the manufacturer and at the manufacturer's recommended intervals, however, where the liferaft(s) are stored in valises this should be at least annually.<sup>5</sup>
- .7 Inflatable liferaft hydrostatic release units<sup>8</sup> (other than the types which have a date limited life and are test fired prior to disposal) should be serviced annually at a service station approved by the manufacturer.<sup>7</sup>

**Notes:** Sea temperature data may be found in sources such as the Admiralty Pilot for a given sea area and period.

To facilitate rapid abandonment in an emergency, where a liferaft 'grab bag' is provided, it should be in an accessible position known to all on board.

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<sup>4</sup> "Favourable weather" means wind, sea and visibility conditions which are safe for a small vessel to operate within the limits applied to it; or, in any other case means conditions existing throughout a voyage or excursion in which the effects either individually or in combination of swell, height of waves, strength of wind and visibility cause no hazard to the safety of the vessel, including handling ability.

In making a judgement on favourable weather, the master should have due regard to official weather forecasts for the service area of the vessel or to weather information for the area which may be available from the MCA or similar coastal safety organisation <sup>6</sup>DfT "E" PACK requirements can be found in MSN 1676 (M+F), Schedule 4, Part 4.

<sup>5</sup> MGN 362 (M+F) provides further guidance on the servicing of inflatable liferafts, inflatable lifejackets and hydrostatic release units.

<sup>8</sup> MGN 343 (M+F) – "Hydrostatic Release Units (HRU) – Stowage and Float Free Arrangements for Inflatable Liferafts.

Equipment carried in the 'grab bag' does not count towards the equipment the vessel itself must ordinarily carry.

## 2. **Vessels Operating between 60 and less than 150 miles from a safe haven**

- .1 The liferaft requirements apply as they do for vessels operating 150 miles or more from a safe haven except that, the liferaft need not have an insulated floor or insulated canopy where the vessel operates exclusively in waters having a temperature of 10 degrees centigrade or higher (see notes). The certification shall clearly show this limitation, or;

liferafts built to the ISO 9650 – Small Craft Inflatable Liferafts, Part 1, Type 1, Group A standard, provided the liferaft(s) are fitted with a boarding ramp; are equipped to the level of "SOLAS A PACK"<sup>4</sup>, which may, where necessary, include a "grab bag" to supplement the equipment integral to the liferaft; and are certificated as compliant with Part 1, Group A and Part 3 of ISO 9650 from March 2005 onwards, are acceptable.

Compliance certification issued by one of the EC notified bodies responsible for approval of life saving appliances, described in the Marine Equipment directive ([www.MARED.org](http://www.MARED.org)), will be recognised as full third party verification of compliance

- .2 Liferafts, in general, should be contained in FRP containers (which may be a suitable container other than a SOLAS container) stowed on the weather deck or in an open space and should be fitted with float free arrangements (hydrostatic release units) so that the liferafts float free, inflate and break free automatically. Other stowage and release mechanisms will be considered when they can be demonstrated, to the satisfaction of the Administration, to provide an equivalent level of safety.

## 3. **Vessels Operating 150 miles or more from a safe haven** ("Safe haven" means a harbour or shelter of any kind which affords safe entry and protection from the force of weather); The liferafts provided should;

- .1 be constructed to SOLAS standard, Wheelmarked or DfT approved, have insulated floor and insulated canopy and be equipped with a "SOLAS A PACK"<sup>6</sup>; and
- .2 in general, be contained in fibre reinforced plastic (FRP) containers (which may be a suitable container other than a SOLAS container) stowed on the weather deck or in an open space and should be fitted with float free arrangements (hydrostatic release units) so that the liferafts float free, inflate and break free automatically. Other stowage and release mechanisms will be considered when they can be demonstrated, to the satisfaction of the Administration, to provide an equivalent level of safety.

### 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 or torpedo 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.

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<sup>6</sup> SOLAS "A" PACK requirements can be found in MSN 1676 (M+F), Schedule 4, Part 6.

<sup>4</sup> SOLAS "B" PACK requirements can be found in MSN 1676 (M+F), Schedule 4, Part 6.

### 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 which are required by this Code and MSN 1781, 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 allround 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 which will comply with the specification in MSN 1781).
10. Shapes commensurate with the size of the vessel, (Fishing – two cones apexes together one above the other, Anchor – Ball)

### Personal Locator Beacons

In addition to any EPIRB required as above, all persons onboard are strongly recommended to wear a personal EPIRB (Personal Locator Beacon) to aid the rescue of a person overboard. Personal EPIRBs should comply with EN 302152 and be registered in accordance with The Merchant Shipping (EPIRB Registration) Regulations SI 2000, No. 1850 and Merchant Shipping Notice 1816 (M&F) – Mandatory Registration of Electronic Position indicating Radio Beacons (EPIRBs).

### Radio

When operating offshore up to 30 nautical miles from the coast, a VHF radio should be adequate to contact a coastal radio station in good conditions. For vessels' operating more than 30 nautical miles 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.

### Radar Reflectors

Vessels shall have, if less than 150gt, and if practicable, a radar reflector or other means to enable detection by ships navigating by radar at both 9 and 3 GHz

## INFORMATION AS TO STABILITY OF FISHING VESSELS

The book to be kept on board the vessel pursuant to the requirements of this Code, shall 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 and or stores 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:

$$1.025 \times \rho i$$

where  $\rho$  = specific gravity of the liquid;  $i$  = transverse moment of inertia of the surface

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

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

- (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 subparagraphs (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 3.31 and 3.32 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 (1st November to 30th 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 therefrom 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.



Maritime &  
Coastguard  
Agency

**UNITED KINGDOM OF GREAT BRITAIN AND  
NORTHERN IRELAND SMALL  
FISHING VESSEL CERTIFICATE**

Particulars of Vessel

Name of Vessel			
Official RSS Number		Fishing Number	
Port of Registry		Registered Length	
Date on which keel was laid		Overall Length	
	(Month)	(Year)	

**THIS IS TO CERTIFY:**

- i) *that the vessel has been inspected and found to comply with the requirements of the Code of Practice for Small Fishing Vessels that are applicable;*
- ii) *that the life-saving appliances are sufficient for a total of ..... persons;*
- iii) *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.*

Completion date of the Inspection on which this Certificate is based. | \_\_\_\_\_ |

This Certificate is valid until \_\_\_\_\_ | subject to the Annual Self Certification being completed

Signature | \_\_\_\_\_ | Name | \_\_\_\_\_ |

Place | \_\_\_\_\_ | Date | \_\_\_\_\_ |

Any unauthorised modification to the vessel or it's equipment may invalidate this certificate or endanger the crew. If you intend to modify the vessel seek professional guidance.

This Certificate is no longer valid on change of ownership of the vessel and application to MCA should be made to inspect the vessel and renew the certificate.

**ANNUAL SELF-CERTIFICATION (Owner to verify and sign in spaces below that the vessel continues to comply with the requirements of the Code)**

<b>Name of Owner</b>	<input type="text"/>
<b>Address of Owner</b>	<input type="text"/>
	<input type="text"/>
<b>Post Code</b>	<input type="text"/>

**I CERTIFY, IN RESPECT OF THIS VESSEL THAT:**

- i) The safety equipment has been checked in accordance with the appropriate checklist relevant to the vessel contained within the Code of Practice for Small Fishing Vessels;
- ii) Such safety equipment carried is in accordance with the requirements of the Code;
- iii) The Safety equipment has been properly maintained and serviced in accordance with manufacturers recommendations;
- iv) A risk assessment\* of work activities has been completed in accordance with the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997; and

\* The Risk Assessment is written **YES/NO** (Delete as appropriate)

**The Annual Certification by the owner should take place within three months either side of the anniversary date of the Completion date of the Inspection.**

<b>1<sup>st</sup> Anniversary Signature of Owner</b>	<input type="text"/>	<b>Date</b>	<input type="text"/>
<b>2<sup>nd</sup> Anniversary Signature of Owner</b>	<input type="text"/>	<b>Date</b>	<input type="text"/>
<b>3<sup>rd</sup> Anniversary Signature of Owner</b>	<input type="text"/>	<b>Date</b>	<input type="text"/>
<b>4<sup>th</sup> Anniversary Signature of Owner</b>	<input type="text"/>	<b>Date</b>	<input type="text"/>

