

HANDBOOK OF EXEMPTIONS (VESSELS UNDER 24.4 METRES BUILT PRIOR TO THE INTRODUCTION OF THE FISHING VESSELS (SAFETY PROVISIONS) RULES 1975 ONLY) **APPENDIX B**
MSN 1872, as revised after the revoking of the Fishing Vessels (Safety Provisions) Rules 1975

General introduction

The Fishing Vessels (Safety Provisions) Rules 1975 extended for the first time to fishing vessels a system of regular statutory surveys for the purpose of issuing safety certificates. The Rules took account of the recommendations contained in the 1969 Holland—Martin Report on Trawler Safety and extended some of them to smaller vessels (above 12 metres in length).

It was envisaged from the outset that they would be applied to existing vessels as far as was reasonable and practicable and that for these vessels exemptions from complying with particular Rules could be granted. To ensure uniformity of practice as between survey areas, and to assemble knowledge of the condition of the inshore fleet (and the extent of the exemptions required) the initial procedure for the granting of exemptions was centralised on the Department of Trade (now Maritime and Coastguard Agency) HQ Senior Surveyors.

After some two years experience of the phase-in programme a well defined pattern emerged of the exemptions found necessary. It was decided by the Department of Trade to decentralise the powers of exemption from HQ to the fishing vessels surveyors for these normal exemptions. This coincided with the Fishing Industry Safety Group recommendation that it would be advantageous for fishermen to know of the exemptions likely to be granted to their vessels, and the Rule interpretations of what was reasonable and practicable that had been agreed by the Department's surveyors and representatives of the inshore fleet.

To give effect to both of these proposals it was agreed that a small technical Sub-Group of FISG should be responsible under the Chairmanship of the Surveyor General, for the preparation and publication of a handbook which was designed to acquaint owners with the exemptions normally given to existing vessels in the inshore fleet (below 24.4m in length) and also to provide fishing vessels surveyors with guidance to those exemptions. Parts of the Handbook may be extended to existing vessels of 24.4m and over in length when experience of surveying such vessels has been gained later in the survey programme.

The result of the Sub-Groups deliberations are set out in the following pages. The handbook is in tabular form and follows the order of the Rules. At the beginning of each broad sector is a narrative which sets out the principles followed by the surveyors in

determining the scope of, and conditions to be attached to, the exemptions described in that particular sector.

A current General Exemption issued to vessels of less than 24.4m RL built prior to 1999 is in force relating to the Fishing Vessels (EC Directive on Harmonised Safety Regime) Regulations 1999. With the introduction of the Fishing Vessel (Codes of Practice) Regulations 2017, those Regulations are being revoked and there is a need to re-issue the General Exemption to refer to the new Regulations.

The UK currently has 20 vessels of 24 to less than 24.4m RL, built prior to 1999 in accordance with the Fishing Vessels (Safety Provisions) Rules but as they are less than 80 feet, to different requirements than those of 80 feet and over. EC Directive 97/70 on a Harmonised Safety Regime for Fishing Vessels requires these vessels to comply with Chapters I (General), XIII (Emergency Procedures) and X (Shipborne Navigation Equipment) of the IMO Torremolinos Protocol. All vessels over 24m RL are expected to have International Fishing Vessel Certificates in the form of that contained within the EC Directive. Article 5 of the Directive allowed existing vessels to continue to comply with rules in force at the time of the vessels construction.

Prior to 2002 vessels under 24.4m RL were therefore subject to the Fishing Vessel (Safety Provisions) Rules 1975 as they applied to vessels of less than 24.4m and were issued with a UK Fishing Vessel Certificate.

In 2002, when the Code of Practice for the Safety of Fishing Vessels of 15m Length Overall to less than 24m RL (15-24m Code) was introduced, various Rules and Regulations were amended so that requirements that were previously applicable to 24.4m RL were extended down to 24m RL. This was done to bring length requirements in UK legislation into line with those contained in EU Directives. In 2006, the MCA also introduced MGN 322 which requires all existing vessels of 24m RL and over to follow an equivalent standard to a Recognised Organisation.

For these 20 vessels in question, they were therefore built to lesser requirements which were at the time contained within the following Regulations:

- The Fishing Vessels (Safety Provisions) Rules 1975;
- The Fishing Vessels (Life Saving Appliances) Regulations 1988; and
- The Merchant Shipping (Crew Accommodation)(Fishing Vessels) Regulations 1975

As a result of the amendments to the applicable lengths, they are not able to comply fully with the requirements that were laid down for vessels of 24.4m RL and over and were also unable to meet the standards of a Recognised Organisation, as they were not built to these standards.

The MCA became aware of the issue when a vessel of 24.36m RL that wished to cut a notch in the vessels waterline to bring its

length to under 24m. This would bring the vessel within the 15-24m Code. There are no Regulations available to MCA that can prevent the vessel from cutting this notch although there are some modifications to recommend in horizontal stiffening and continuation of internal stem bar by offsetting in the local area but we would not wish to see vessels undertaking these modifications.

The MCA is unable to issue these vessels a UK Fishing Vessel Certificate as this would not be accepted for international operation because the vessels are over 24m RL. The vessels however do not meet the current standards required for the issue of an International Fishing Vessel Certificate as the requirements were changed after they were built and could therefore be detained by foreign port states.

With no power to prevent notches being cut and as they were built to the requirements now contained in the 15-24m Code, the pragmatic solution was to issue an International Fishing Vessel Certificate together with a general exemption from the above mentioned regulations, subject to the vessels complying with the 15-24m Code of Practice.

These vessels are still required to comply with the requirements of EC Directive 1997/97 where they apply to existing vessels.

With the implementation of the Fishing Vessels (Codes of Practice) Regulations 2017, the Code of Practice for the Construction and Use of Fishing Vessels of 15m to less than 24m in Length, this Handbook has now been revised. As vessels of 24m to less than 24.4m and built before the introduction of the Fishing Vessels (Safety Provisions) Rules 1975 are now surveyed to MSN 1872, the references in this Handbook are to the relevant parts of MSN 1872. The Code does not in all instances replicate the requirements of the Rules and some requirements have been rewritten. The revised Handbook indicates, where possible, the location of the previous requirement of the Rules within the new Code. However, the previous reference to the Rule has been retained in brackets as an aid for reference.

It is important to emphasise that while the exemptions shown are normally given to existing vessels they are not automatically given; nor are they always given without conditions being attached. The Agency requires that the surveyor must be satisfied that the arrangements on a vessel, while not complying with the exact letter of the Code, conform with their spirit and provide adequate standards of safety and survival.

Conversely, exemptions not contained in the Handbook may be applied for. In these cases if the local surveyor is satisfied that an exemption not on the normal list is justified, he may recommend to Headquarters that it be granted.

In order that vessels may continue fishing whilst under survey an interim certificate will be issued which recognises that it would be reasonable and practicable to allow a period of some 12 months before all the survey work has been done and a full certificate issued. In addition the Owner might wish to defer carrying out some repairs. In these cases, provided he considers it safe to do so, the surveyor can recommend that the continued validity of the full certificate is conditional upon completion of the deferred repairs

within a specified period.

During the period the vessel is under survey and especially in the case where a repair is deferred the Owner should recognise the contribution to the safety of the vessel if these repairs are carried out as soon as possible rather than putting them off to the end of the period of grace.

This document represents the agreed view as to what are reasonable and practicable interpretations of the Code for existing inshore Fishing Vessels and Owners may wish to provide more than these proposals suggest.

Parts A and B

Hull - structural strength and watertight integrity

The external survey of the hull will be carried out with the vessel in dry dock or on a slipway. Provided the Surveyor is satisfied with the access to the keel it is also permissible to carry out this survey with the vessel on a hard or beach but under those conditions it is not usually possible to carry out any repairs to the bottom structure. In addition, attention should be given to the form of that part of the hull which is externally visible when the vessel is afloat ie hogging or sagging.

Whilst it must be recognised that the Surveyor has to see enough of the structure internally to be satisfied with its condition the Surveyor himself has to appreciate that disturbance of structure for this purpose is costly without necessarily making any improvement and therefore he needs to be selective in his requirements for opening out. The removal of bottom cement, listings, linings or insulation should be kept to a minimum consistent with the Surveyor's satisfaction and should not normally be undertaken unless there is reason, on the basis of the survey externally or internally elsewhere, to suggest such disturbance is necessary. In wooden vessels keel fastenings should not be removed unless there is reason to suspect deterioration due for example to dissimilar woods, or excessive gaps between members which would permit the entry of water or other liquids which could attack the fastening.

Details are given in the Code in respect of the closing appliances which must be fitted to openings in order to maintain the integrity of the structure against the entry of water. The closing appliances on existing vessels would not be expected to meet these requirements in respect of the details but the Surveyor will need to be satisfied that such appliances are effectively weathertight in order to achieve the same integrity against the entry of water.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
A - HULL				
Structural Strength	The structural strength should be adequate for the intended service	2,1,1 (2(1))		No exemption can be granted from the requirement to have the strength adequate for the intended service
	Rule 2(2) requires the provision of Watertight bulkheads	2.1.6.2 (2(2))	That the existing bulkheads may be accepted	The fitting of additional watertight bulkheads will not be demanded and the rendering of non WT bulkheads watertight will not be required. Holes for winch drives and drainage maybe retained but other holes must be repaired. With later vessels number of WT bulkheads will probably comply and in these vessels with hydraulic winces the need for exemption will be less.
B - WATERTIGHT INTEGRITY				
Closing Arrangements	The requirements are general and covered by other detailed Rules	2.2.1 (3)		(No exemption necessary).
Doors	Doors in the outer watertight structure should be weathertight and fitted with gaskets and clamping devices	2.1.7 (4)	That the door is substantially weathertight on this existing vessel	In deckhouses fitted with windows or which do not contribute buoyancy for stability, the house will not be counted as part of the weathertight structure and exemption is not necessary. The existing doors if in good condition can be retained and the provision of gaskets and clamping arrangements will not be required. The deck openings within such spaces will require suitable closing arrangements. Such an arrangement would consist of a solid cover operable from both sides and capable of preventing substantial quantities of water passing below.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Hatchway covers	The requirement for hatchway covers are detailed in Rule 5	2.2.2 (5)		<p>Exemption will be granted:</p> <p>1 Provided that the appliances shown on FV2 are maintained in a good condition and the surveyor is satisfied that the existing arrangements are weathertight.</p> <p>2 If the following minimum dimensions are complied with:</p> <p>a) for existing wooden hatch boards (i) there should be a minimum thickness of 30mm (25mm marine plywood) in association with a bearing surface of not less than 37.5mm and (ii) a 'drop-on' box type hatch cover properly secured can be accepted under (2) of Rule 5 for vessels up to 24.4m;</p> <p>b) for existing steel covers there should be a minimum thickness of 4.5mm in association with 1.0m span. The above reduced dimensions to continue until renewal is necessary at which time new covers to comply with the Rule where practicable.</p>
Machinery Space Openings	The arrangements for the closing of exposed machinery space openings must give a substantial weathertight closure	2.2.1 (6)		No exemption will be granted.
Other Deck Openings	Under Rule 7(1) flush deck scuttles are required to be permanently attached to the structure	2.2.1 (7(1))		No exemption is required but where required by the method of fishing the omission of keep chains is acceptable provided that the covers are of a type which can be locked in position. 50% are carried as spare covers and are suitably stowed. (Such an arrangement would not be considered an exemption from Rule requirement but an acceptable alternative under Rule 122.)

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
	Companionways and other similar erections which protect openings leading directly below deck are required to be fitted with weathertight doors and in general provided existing arrangements are substantially weathertight they can be accepted.	2.2.1 (7(2))	That the existing arrangement is effectively weathertight until renewal is necessary	Access via hatchways should be closed by a weathertight cover
Ventilators	Ventilators shall be capable of being closed weathertight by devices permanently attached to the ventilator.	2.2.7 (8)		If the condition of the coaming is satisfactory and provided with plugs and/or canvas covers existing ventilators will be accepted until renewal. Exemption will not be needed as plugs and covers will be accepted as compliance. Machinery space ventilators should comply. Owing to danger of use of cooking and heating systems without adequate ventilation additional ventilators may be required in certain isolated cases. See Rule 34.
Air pipes	Air pipes should be capable of being closed.	2.2.8 (9)		A short length of collapsed hose will be accepted in lieu of plug and cover. No exemption will be necessary. The surveyor shall have regard to the height of the air pipe from the point of view of entry of water into the fuel tank.
Sidescuttles & skylights		2.2.5 (10(1))		Where a superstructure or deck erection is common with a wheelhouse fitted with windows the volume of such an erection cannot be considered intact.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
	<p>Sidescuttles</p> <p>That sills are not less than 1m above the deepest water-line.</p> <p>Engine Room Sidescuttles</p> <p>Other sidescuttles</p> <p>Skylights should be capable of operation from both sides and provided with means of closing if inserts damaged.</p>	2.2.5 (10(4))		<p>Deadlights to sidescuttles will not be required provided that openings within the erection which lead to spaces below deck are fitted with reasonable closing arrangements. (See Rule 4).</p> <p>Sidescuttles in engine castings are not acceptable except that where the lowest point of such sidescuttles is more than 1m above the deepest load waterline a fixed sidescuttle with external means of blanking off will be accepted.</p> <p>Other sidescuttles serving spaces below deck should be permanently blanked off where their lowest point is not more than 1m above the deepest load waterline. In higher positions the sidescuttles may be an opening type fitted with hinged deadlights or external blanks. Glasses in existing sidescuttles, skylights or windows will be accepted until glass renewal is necessary. Toughened glass should be used for replacement.</p> <p>No exemption will be granted.</p>
Side Openings	Closing arrangements should be of adequate strength and watertight.	2.2.5 (11)		No exemption granted.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Inlets Discharges & Scuppers	Ship side valves should be fitted and the material of piping should be suitable.	2.2.6 (12(1))	That the overboard discharges are fitted above the water-line and the pipes are of substantial metal construction. Except that in engine cooling systems short lengths of suitable flexible piping for anti-vibration purposes will be accepted.	Exemption granted until such time as pipe needs renewal. Plastic or rubber piping on inlet and discharge systems will not be accepted.
Inlets & Discharges	A bilge alarm system should be fitted.	4.3.3 (12(2))		Exemption will not be granted and a bilge alarm system should be fitted in all vessels when machinery spaces are periodically unattended.
	Existing valves which do not comply with Rule 12(3) will be accepted until renewal is necessary.	2.2.6 (12(3))	Replacement unnecessary on existing vessel until renewal.	Now superceded. No longer relevant
Height of Coamings	The height of coamings to hatchways, doorways, ventilators and air pipes is set out in Rule 13.	2.4 (13(1) 13(3) 13(4) 13(5))		In general provided the coamings are in satisfactory condition the existing height will be accepted until renewal is necessary. When renewal of coamings is necessary Rule height coamings should be provided if practicable having regard to fishing operations.
Freeing ports	Rule requirements have been based upon past experience and removal of water trapped on deck makes a significant contribution to the vessels safety.	2.3.2 (14)		Existing areas which are deficient should be increased where practicable.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
C - FREEBOARD AND STABILITY				
Freeboard	Freeboard should be sufficient to provide safety and adequate stability.	3.2 (15(1))	That the length of service and the GM obtained from a rolling test indicate a satisfactory freeboard.	Roll period test demonstrates adequate stability.
	Draught marks	3.3 (15(2))	Notwithstanding the need to provide Draught Marks for registration purposes under Part 1 of the 1894 MS Acts Draught Marks will not be insisted upon for the purpose of these Rules.	All new vessels will require Draught marks. (Includes vessels registered under Part IV).
Stability	<p>Most of the older existing vessels under 24.4m (80 ft) will be exempt from meeting the full stability requirements of Rule 16 (Para 3.1.2) and carrying on board the stability information. This exemption is conditional upon the vessel demonstrating adequate stability by means of a rolling period test. It is inevitable that there must be some limitations associated with this method and the exemption is given on the understanding that:</p> <ul style="list-style-type: none"> i) the vessel has a history of safe operating experience; ii) it will continue to fish using the method of fishing which led to this safe experience; iii) the stability will be re-examined if there has been substantive alterations to the vessel including the fishing gear eg adding rope drums; iv) the vessel is rolled in a departure condition which is generally representative of other conditions during the voyage cycle and will be so operated as to achieve reasonable constancy of loading draughts, trim etc; and v) departure from (iv) should only be undertaken if the results of the rolling period test indicate a sufficient margin of stability in excess of the minimum requirement to permit the anticipated changes in the condition eg the adverse effects of the shift of cargo likely to behave as a viscous liquid. 			

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Stability Criteria	The stated numerical values to be achieved in all operating conditions	3.1.2 (16)	Roll period will be accepted for existing vessels under 24.4m and for all existing beam trawlers. Exemption will be granted on this basis subject to the carriage of suitable guidance notes for the skipper.	

Parts D, E, F and G

Machinery, boilers, electrical equipment, steering gear etc

When considering the acceptance of these items for existing vessels it will be reasonable and practicable to give as much credit as possible to what is already provided and proved to be satisfactory in service.

For this reason it is considered that any Code requirement which requires testing of an installation before its use, or the provision of design data, or material specification is not applicable to existing vessels.

The Surveyor will make every effort to fit in with the Owner's maintenance schedules especially if these follow the maker's recommendation. Provided there is documentary evidence of regular maintenance it will be possible to issue the initial certificate without fully opening out the machinery provided that this will take place during the period of validity of the certificate and the installation appears to be in a generally satisfactory condition.

Similarly a history of satisfactory operating experience and the Surveyors satisfaction with the general condition will be accepted as proof of sufficient maintenance.

In general items renewed or fitted for the first time will be expected to meet the requirements of the Code unless to do so would be incompatible with the existing arrangements.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
D - MACHINERY				
General	That machinery installation is adequate for service intended.	4.1.2 (17(1))	That machinery remains satisfactory in service and until machinery is replaced.	Surveyor & Owner to agree survey programme having regard to manufacturer's recommendations. Surveyor to satisfy himself with general condition. No exemption required.
	That there shall be safe and free access to machinery.	4.1.2.2 (17(2))	That machinery remains satisfactory in service and until machinery is replaced.	Existing arrangements will be accepted.
	That means shall be provided to prevent over pressure in machinery installation.	4.1.2.6 (17(3))	That machinery remains satisfactory in service and until machinery is replaced.	Existing arrangements will be accepted.
	That proper alarm detection and control systems be provided in periodically unattended machinery spaces.	4.1.2.5 (17(4))	That machinery remains satisfactory in service and until machinery is replaced.	Casualty experience shows the need for bilge alarms – other control systems and alarms not demanded. Existing equipment accepted.
	Requirement for pressure testing for boilers and pressure vessels.	4.1.5 (17(5))	No exemption required.	Pre-installation requirements not applicable to existing vessels.
	Boilers and pressure vessels and their mountings to be maintained in an efficient condition.	4.1.5 (17(6))	No exemption required.	Maintenance will be demonstrated during survey.
	Provision for cleaning and inspection of pressure vessels.	4.1.5 (17(7))	That PVs remain satisfactory in service and until they are replaced.	Some small air receivers have no hand holes – exemption will be granted.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
	Rule 18 dealing with Boiler Feed Systems and Rule 19 with Steam Pipe Systems will not apply to inshore vessels.			
Machinery	The effective means of control be provided for main and essential auxiliary machinery and requirement for a dead ship start capability.	4.1.2.3 (20(1))	No exemption required.	Existing arrangements which have proved satisfactory will be accepted and facility to start from a dead ship condition will be normally expected.
	Requirements for over-speed protection of machinery.	4.1.2.4 ((20(2))	That machinery remains satisfactory in service and until machinery is replaced.	Arrangements if fitted should be effective but special provision not demanded on existing vessels.
	Requirement for pre-installation pressure testing.	4.1.5 (20(3))	No exemption required.	Pre-installation pressure testing not applicable to existing installations.
	Machinery to be maintained in efficient condition.	4.1 (20(4))	No exemption required.	Surveyor will be able to satisfy himself during survey by inspection.
Means of going astern	Requirement for adequate power for astern operation.	4,1,3 (21)		Satisfactory service will be accepted as proof of adequate provision of means of going astern.
Shafts	Shafts to be designed to withstand maximum working stress.	4.1.6 (22)	That shafts remain satisfactory in service.	Subject to shaft being satisfactory in service design information will not be demanded. At the initial survey the surveyor will check the tailshaft wear down and may at his discretion require that the tailshaft be withdrawn.
Exhaust systems	Exhausts to be adequately cooled or lagged.	4.1.10 (23)	No exemption.	Surveyors will ensure compliance with this rule as compliance is easily accomplished and compliance will contribute to the personal safety of the crew. In addition to preventing the ignition of oil which may spray on to the hot exhaust due to pipe failure.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Air Pressure Systems	Requirement for air pressure systems to be of adequate capacity and strength.	4.1.5 (24)	Exemption from detailed requirements until items are replaced.	Provided the Department has full knowledge of the existing arrangements and is satisfied with their adequacy and also that the surveyor is satisfied with maintenance, exemption will be granted from the majority of the detailed requirements except Rule 24(11). No exemption will be granted to allow the use of soft soldered joints in air pressure systems.
Cooling water systems	Rule 25 deals with cooling water systems for vessels 24.4m (80ft) and above.	4.1.11 (25)		
Cooling systems	Requirement for the provision of two means of supplying cooling water to essential machinery.	4.1.11 (26(1))	That machinery remains satisfactory in service and until machinery is replaced	Every effort should be made to comply with this requirement, by means of cross over connections to other systems, dismantled spare pumps or other equivalent means. Exemption will be granted where this requirement is not readily achieved.
	Requirement for cleaning of sea water strainers without interruption of water supply.	4.1.11 (26(2))	That existing arrangements remain satisfactory in service and until they are replaced.	Existing arrangements for straining cooling water will be accepted.
	Means to prevent over pressure in cooling systems and indicate proper working.	4.1.11 (26(3))	That existing machinery remains satisfactory in service and until it is replaced.	It is not considered reasonable to incorporate overpressure control in existing cooling systems.
Lubricating oil systems	Rule 27 applies to vessels 24.4m (80ft) and above.			

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Lubricating oil pumps	Requirement for standby pump for main engines over 500 HP	4.1.12 (28(1))	That existing machinery remains satisfactory in service and until it is replaced.	Compliance is achieved by the carriage of an easily fitted spare L.O. pump. Where the fitting of such a spare pump is considered by the surveyor to be impracticable on existing vessels exemption will be given.
	Requirement for L.O. strainers	4.1.12 (28(2))	No exemption	
	Requirement for means of indicating system failure	4.1.12 (28(3))		The provision of lub oil pressure gauge or low pressure warning light in the wheelhouse would meet the requirement of an "alarm". If impracticable exemption will be considered.
	Requirement for flexible piping to meet BSS requirements	4.1.12 (28(4))	Under very exceptional circumstances for L.O. systems	Existing piping will be accepted for Hydraulic systems.
	Requirement for substantial construction and self closing arrangements	4.1.12 (28(5))	No exemption for self closing arrangements	On existing vessels existing glasses accepted provided self closing arrangements fitted
	Requirement for piping to be seamless steel or similar material, pressure test requirement before installation	4.1.12 (28(6))	On condition that the existing piping remains satisfactory in service and until piping is replaced.	Normally the existing piping will be accepted given that no piping readily destroyed by fire is fitted.
	Limitation on fuel flash point.	4.1.13 (29(1))	That engine remains satisfactory in service and until it is replaced.	Vessels burning diesel oil will comply and a paraffin engine if met, will be granted an exemption.
	Requirement for save-alls and gutters under-tanks, pre - installation pressure testing, and sighting restriction in relation to sources of ignition.	4.1.13 (29(2))	On condition that the tanks remain satisfactory in service and until they are replaced.	Pressure testing of existing tanks impracticable and provision of gutters, save-alls etc delayed until tanks are removed.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
	Requirement for means of sounding tanks and preventing over pressure.	4.1.13 (29(3))	No exemption.	Satisfactory sounding arrangements must be fitted.
	Requirement for air pipes to be led to open air and situated to prevent danger from overflow.	4.1.13 (29(4))	No exemption.	
	Requirement that air pipes be 1.25 times area of filling pipe.	4.1.13 (29(5))	Until air pipes or Tanks are replaced.	Existing air pipe led to open air accepted. Surveyor will consider the arrangements with regards to entry of water to fuel tanks.
	Self closing drains to be provided. <i>Withdrawn - MDM 16/95</i>	4.1.13 (29(6))	On condition that existing valves remain satisfactory in service and until valves are replaced.	Drains provided for the removal of water from oil fuel tanks or separators should be self-closing but existing valves will be accepted.
	Requirement to fit remote operated valves on fuel tank outlets.	4.1.13 (29(7))		Provision must be made to shut off the fuel from a position outside the space in which the tank is situated.
	Requirement that valve covers cannot slack off in operation	4.1.13 (29(8))	On condition that existing valves remain satisfactory in service and until valves are replaced.	Existing arrangements will normally be accepted.
	Requirement that pumps in fuel systems be separate from other systems and provision of closed circuit relief valves	4.1.13 (29(9))		Compliance required if fitted.
	Requirement that fuel storage and distribution is effective.	4.1.13 (29(10))		Satisfactory service to date will be taken as proof of compliance no exemption required.

Subject	Requirement	Code section (Previous Rule in ()	Exemption	Comment
	Rule 29(11) deals with main propulsion units or auxiliaries operated by steam and this is not likely on existing inshore vessels.	29 (11)		Not relevant
	Requirement that filters can be cleaned without interrupting the flow of oil and cannot be opened in use.	4,1,13 (29(12) 29(13) 29(16))	Until engine is replaced.	Existing filter systems will be accepted
	Requirement for save-alls and gutters under fuel pumps and filters.	4.1.13 (29(14))	<i>Withdrawn by MDM 16/95</i>	The provision of these under pumps, filters, etc will not be demanded until the items are renewed.
Oil fuel systems - General	Requirement that flexible pipes in fuel systems are fit for their intended purpose.	4.1.13 (29(15))		No exemption can be granted and all flexible pipes in the fuel system must be adequate.
Oil fuel systems (vessels 15-24.4m) in length	Oil fuel filling arrangements to avoid fuel spilling or lodging in any space.	4.1.13 (31(1))	Until fuel tanks are replaced.	Compliance expected, but exceptionally existing arrangements will be accepted until the tank is renewed. Compliance will not be required where major structural alterations are necessitated.
	Fuel pipes to be of seamless steel or similar and requirement for pre-installation pressure test.	4.1.13 (31(2))	New material to meet pressure test requirement.	A pressure test on an existing system is not required but the materials in an existing system must be suitable.
	These should be of adequate construction, protected and fitted with self-closing arrangements.	4.1.13 (31(3))		Compliance expected.
Oil Fuel installations Cookers and Heaters	Flash point limitation, fuel tank to be outside space, and fuel shut off outside space requirement for safe filling and venting arrangements.	5.9.3 (32(1) 32(2) 32(3))		Compliance expected.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Ventilation	Requirement for adequate ventilation of spaces containing fuel tanks and systems.	4.1.14 (33)	No exemption required.	Satisfactory service to date will be accepted as proof of compliance with the requirement.
L.P.G. Installations	Requirement that such systems be fitted in a proper and safe manner.	5.9.4 (34(1))	No exemption give. <i>Confirmed by MGN 192</i>	Safe installation in accordance with the British Standards and Code of Practice for BUTANE will be expected and flueless space heaters in <u>sleeping</u> accommodation will not be accepted.
	Requirement that gas to have odouriser added.	5.9.4 (34(2))		Gases supplied in the UK normally contain an odouriser.
	Gas to be stowed on deck or in well ventilated compartments on deck.	5.9.4 (34(3))	No exemption given.	
	Spaces containing gas appliances shall not have openings to spaces below decks. Where this is the case exhaust ventilation required.	5.9.4 (34(4))	On condition that a coaming is provided round the opening ventilation and drainage to the space is adequate and the gas detection system covers the lower space.	Deck openings leading below from space containing L.P.G. appliances will be allowed in existing vessels.
	Requirement for adequate ventilation of spaces containing gas consuming appliances.	5.9.4 (34(5))		Although the British Standard Code of Practice CP339 lays down minimum requirements for ventilation (existing arrangements will be accepted on existing inshore vessels if considered satisfactory).
	Mechanical ventilation systems to be separate and constructed to eliminate hazards due to sparking.	5.9.4 (34(6))		Compliance expected.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
	Where gas appliances are installed below decks mechanical exhaust ventilation to be provided.	5.9.4 (34(7))		Self-trimming cowls or rotary exhaust heads will be accepted as mechanical ventilation to spaces below deck in vessels below 24.4m (80 ft).
	Requirement for gas detection and alarm equipment.	5.9.4 (34(8) 34(9))	No full term exemption considered.	Until an intrinsically safe gas detector system is available, short term exemptions will be given from providing this equipment although existing equipment will be allowed to remain until renewed.
	Requirement for flame failure device and low pressure shut off, in gas systems.	5.9.4 (34(10))	Exemption from flame failure device where construction of cooker precludes installation short term exemption from L.P. cut out to allow equipment to be obtained.	
Storage of Dangerous Liquids and Gases.	Flammable liquids, toxic liquids, toxic gases and compressed gases will be stored on open deck or in compartments especially constructed gas-tight, properly ventilated and fitted with electrical equipment suitable for use in a flammable atmosphere	5.9.6 (35)		As here required in existing vessels it will normally be necessary to stow the gas cylinders on the open deck in order to ensure compliance.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
E - BILGE PUMPING				
	Rule 36 deals with vessels 24.4m (80ft) and over			
	Requirements for size of bilge pumps and piping in accordance with vessel size.	4.3 (37)	On condition that the existing equipment remains satisfactory in service and until it is replaced.	In general an existing bilge system which is satisfactory will be accepted on an existing vessel and exemption will be granted where pipes and pumps are below the size or capacity specified. However there are requirements which will be sought:- the provision of a non-return valve to any bilge connection from any pump which has a sea connection (this will avoid back flooding from a sea connection via the bilge system) - and the provision of suitable piping with the exception of short tail pipes which may be flexible.
F - ELECTRICAL EQUIPMENT AND INSTALLATIONS				
General	System to be such as to protect persons from electrical hazards.	4.2 (38)		Inspection which shows reasonable standard of installation and maintenance will be accepted. Megger or other equally effective test required.
Distribution Systems	Switchboards to be guarded and arranged to protect crew.	4.2.3 (39(1))	Compliance required.	Up to 24 volts DC minimal requirements.
	Prohibition of hull return systems.	4.2.2.3 (39(2))	That installation is in good condition and that insulation values are maintained.	Exemption on existing vessels.
	Where two generators are fitted, each to have capacity to operate essential services, and preference trips on non essential loads.	4.2.3 (39(3))		Unlikely to apply to existing inshore vessels although if necessary exemption would be given.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
	Installation to be such as to reduce interference to a minimum.	4.2.3 (39(4))		New equipment must comply.
Electrical Precautions	That electrical equipment shall be constructed and installed so that there will be no danger to persons handling it in a proper manner.	4.2.7 (40(1))		Compliance expected through 24V DC presents no danger to persons.
	Cables to have flame retardant sheaths and conduit to be earthed.	4.2.7 (40(2))	On condition that cables remain satisfactory in service and until they are replaced.	Existing cables accepted.
	Cable to be supported to prevent chafing or damage.	4.2.7 (40(3))		Surveyor will satisfy himself with cable installation.
	Electrical joints to be in junction or outlet boxes.	4.2.7 (40(4))		Unless surveyor is satisfied that the compliance would be impracticable it is expected that all electrical joints will be properly made.
	To be arranged so that temperature rise will not damage associated wiring or cause a fire risk.	4.2.7 (40(5))		Existing fittings will be carefully examined to be sure that over-heating has not taken place.
	All circuits except steering gear to have overload protection. Protective devices to be marked with rating and capacity of protected circuits.	4.2.2 (40(6))	Until equipment is replaced.	This will be insisted upon through suitable fuses would be considered as meeting this requirement. Exemption will be given on existing ships from the marking requirements.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
	Electrical equipment not to be installed in spaces where flammable mixtures are liable to collect unless of a type which will not cause ignition.	4.2.5 (40(7))		Not likely to apply to vessels below 24.4m. LPG spaces dealt with separately.
	Circuits terminating in bunkers or holds to be provided with isolating switches outside the space.	4.2.7 (40(8))		Compliance expected though not likely to apply to vessels below 24.4m.
	Rule 41 deals with electrical power requirements for vessels 24.4m (80ft) and above.	41		
Requirements for vessels 15-24.4m in length	Where electrical power is the only means for maintaining essential services two independent power sources to be provided.	4.2.10 (42(1))	That an emergency source to cover Rule 42(2) is provided. Batteries would suffice.	This is not expected that this would apply to existing vessels. Though where encountered exemption will be given.
	To operate for at least three hours emergency services listed in Rule 42(2).	4.2.10 (42(2))		Compliance expected.
	Emergency supply may be batteries.	4.2.10 (42(3))		
	To operate under stated conditions of heel and trim.	4.1.3 (42(4))		Batteries will normally meet this requirement.
	Means to be provided for testing emergency supply.	4.2.7 (42(5))		Switching on supply will be accepted as means of testing.
	Adequate alternative supplies may be accepted.	4.2.7 (42(6))		A relaxation of 42(3).

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Accumulators	Batteries to have adequate capacity.	4.2.10 (43(1))		Satisfactory service will be accepted as proof of adequate capacity.
	Two means of charging to be provided.	4.2.10 (43(2))	Provided batteries meet Rule 42(2).	Exemption will be granted.
	Output to be based upon lowest operational speed of prime mover. Prime mover to operate within safe speed range.	4.2.8 (43(3))	On condition that existing equipment remains satisfactory in service and until it is replaced.	This rule should be complied with though in many cases information to check compliance will not be obtainable and exemption will be granted in these cases.
	Ventilation to prevent accumulation of explosive gas.	4.2.9 (43(4))		If these batteries are housed in the engine room of small vessels where charging can only take place with the engine running the air flow produced will be considered to provide sufficient ventilation.
	At least two sets of batteries of adequate capacity to be provided	4.2.9 (43(5))	That alternative means of starting are provided or where it would be unreasonable to expect the installation of a 2 nd set of batteries.	Compliance expected in general.
	One battery charging generator to be independently driven on vessels over 19m in length.	4.2.10 (43(6)))	Exemption given in all cases.
G - MISCELLANEOUS PLANT AND EQUIPMENT				
Steering gear	Requirement for provision of efficient main and auxiliary steering gear.	4.4.1 (46(1))	On condition that steering gear remains satisfactory in service and until it is replaced.	If it is considered impracticable to provide auxiliary steering exemption will be granted.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
	Steering gear to be of a strength for service intended.	4.4.1 (46(2))		Proof of satisfactory service will be taken as demonstrating compliance capabilities but the Surveyor will need to be satisfied that auxiliary steering can be brought into action rapidly.
	Speed of rudder operation over stated angles required.	4.4.1 (46(3))	On condition that steering gear remains satisfactory in service and until it is replaced.	If existing arrangements cannot prove compliance with speed of rudder operation exemption will be granted.
	Person at main steering position to have clear view ahead.	9.4 (46(4))		Previous satisfactory service will be accepted as proof that there is a clear view ahead at the steering position.
	Power steering to have rudder angle indicator in wheel house.	4.4.1 (46(5))		It is expected that vessels with power operated steering gear will have a rudder position indicator.
CP Propellers	CP propellers and their control equipment to be adequate for the service intended.	4.1.9 (50)		Satisfactory service will be accepted as proof that the controllable pitch propeller and control gear operates satisfactorily.
Refrigeration Plant	Refrigerating plants to be installed and protected to reduce to a minimum danger to persons on board.	4.1.15 (51)		This type of equipment is not likely to be found on existing vessels and if provided will be accepted as adequate provided ammonia or methyl chloride is not used.
Anchors and cables	Anchors and cables to be sufficient in number and size having regard to vessels service and size.	4.4.4 (52)		Existing arrangements will be accepted as adequate.

Part H

Structural fire protection and fire detection

The Agency has always recognised that it would be impracticable and unreasonable to introduce the full structural aspects of fire protection into existing vessels. However, casualty experience indicates the safety benefit of adequate means of escape and, as a general principle, the Agency will be seeking to obtain two means of escape from accommodation spaces, service spaces and manned machinery spaces.

Part I

Protection of crew

This section is aimed at preventing crew falling over the side and to enable men to pass safely around the deck in heavy weather when the vessel is not fishing.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
H - STRUCTURAL FIRE PROTECTION & FIRE DETECTION				
General	There should be no substantial fire risk.	5.5.1 (55)		There will be no exemption granted from Rule 55. The Rule will be used to remove any serious or substantial fire risk where any item is considered particularly hazardous.
Steel Vessels	The structural fire protection requirements for vessels with steel hulls are set out in Rule 56	5.2 (56)	Exemption from most parts of this Rule on the grounds that it would be impracticable to comply on an existing vessel.	Compliance with the provision of fire resisting bulkheads etc as laid down in Rule 56 would only be required in existing vessels which were undergoing major structural alterations affecting the spaces requiring this protection.
		5.2 .1 (56(14)) 56(16) 56(20))	No exemption granted. No exemption No exemption	The requirement that steel pipes should be provided for conveying oil, other combustible liquids and also for overboard scuppers discharges etc should normally be met as would be the requirement that the hinged portion of engine room skylights are operable from both sides. With the relaxations made in respect of structural fire protection the requirement for a fire detection system within accommodation spaces remote from control stations should be met in all vessels 24.4m (80ft) in length and over.
GRP Vessels	The requirements for fire protection are set out in Rule 57.	5.2.2 (57)	Exemptions will be considered individually at Headquarters.	Details of existing vessels to be submitted at the time of phase-in.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Wood Vessels	The requirements are set out in Rule 58	5.2.2 (58)	Exemption from most parts on the grounds that full compliance would be impracticable on this existing vessel.	<p>The constructional requirement of Rule 58 would not be met until structural alterations or renewals are carried out. However it is considered both reasonable and practicable to require the provision of local insulation in way of cooking or heating appliances and the proper insulation and positioning of heated exhaust pipes and ducts. Similarly whilst existing wooden ladders will be accepted until renewal is necessary it is considered that deck opening should be provided with a suitable closing appliance to meet the requirements of Rule 58(3). Because there will be a small number of wooden vessels 24.4m (80ft) or more in length the requirement for an automatic fire detection and alarm system will be considered on an individual ship basis.</p> <p>Exemption can be granted from any part of Rule 58 except 58(2), 58(5) and 58(8).</p>
Ventilation	All vessels would be expected to have means for stopping fans and closing main inlets and outlets from a position outside the spaces served as required by Rule 59(1). Similarly provision for closing funnel ventilation openings under Rule 59(2) would be expected.	5.3 (59)	That compliance is impracticable on this existing vessel.	Other requirements would be the subject of exemption provided the Surveyor is satisfied that there is no undue fire risk. Each ventilator should be provided with means of closing.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Means of Escape	In general two means of escape are required from each accommodation space, service space or machinery compartment.	5.7 (60(2))	That it is impracticable to provide the second means of escape on this existing vessel.	The normal means of access may be considered as one means of escape for the purpose of Rule 60 and the Department considered it necessary to provide the second means of escape required by Rule 60(2). It is prepared to recognise that in some small vessels it is physically impossible to provide one. Where the size of the machinery space renders it impracticable a second means of escape is not required under Rule 60(4) and the Department is prepared to exempt existing vessels from this second escape if the machinery space is unmanned. In these small vessels where second means of escape are not possible the single escape where practicable be protected from fire risk and in other cases an additional fire extinguisher may be requested.
Space Heaters & Cooking Stoves	The equipment should be safely installed and in addition to this Rule oil heating and cooking installations should comply with Rule 32 and LPG installations with Rule 34.	5.9, 5.10 (61)		No exemption granted.
Automatic Fire Detection Systems	All wood and GRP vessels to have fitted an automatic fire detection and alarm system in their machinery spaces.	5.5.1 (62)	That it is unreasonable to require such a system on this existing vessel.	Exemption has been granted to vessels of less than 24.4m (80ft) built before 1947 from meeting this requirement. This exemption will be extended to other existing vessels of this size as they phase in. <i>Now required – 2000</i>

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
I - PROTECTION OF CREW				
Bulwarks Guard Rails	Protection to a height of 915mm is required.	6.1.3 (63(1) 63(2) 63(7))		Where exemption is granted to allow existing arrangements to be accepted which do not provide a full bulwark height and portable wire guards no exemption would be granted for the provision of lifelines and safety belts to allow safe access about the deck in heavy weather. However if full height protection is provided by the bulwark and guard rail exemption to the provision of lifelines and safety belts will be granted to vessels under 18m (59ft) in length.
Opening In Decks	All access hatchway openings should be not less than 600mm x 600mm	6.1.3 (64(2))		Existing openings will be exempt from the size requirement provided access is satisfactory and the opening is not less than 460mm x 380mm.

Part J

Nautical equipment

This part of the Code covers the nautical equipment which is considered necessary to navigate the fishing vessel safely between its home port and the fishing grounds. The full list of equipment in the Code is designed mainly for middle and distant water vessels. The following exemptions may be granted to vessels of less than 24.4 metres in length which operate inshore or near waters.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
J - NAUTICAL EQUIPMENT				
Magnetic Compasses Requirements	In vessels of less than 24.4 metres in length the compass may be of the overhead or bench type capable of being properly compensated.	9.5.1 (67)	No exemptions need to be granted from this Rule as it covers the normal Compass installation in this size of vessel.	The compass should be adjusted prior to issue of Certificate and also if any alterations are made to the equipment in the wheelhouse.
Compasses General Requirements	Most vessels of less than 24.4 metres have an overhead or bench type compass fitted so the need for a voice pipe does not arise. Also this size of vessel is not usually fitted with an Emergency Steering position.	9.5.1 (68(1))	On the grounds that the standard compass position is contained within the wheelhouse and no Emergency Steering position is fitted.	

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Sounding Equipment	This equipment should comply with the performance specifications for a general purpose shipborne Echo sounder.	9.5.2 (69)	<p>Where existing equipment gives satisfactory indication of the depth of water this equipment will be accepted.</p> <p>No exemptions will be granted to this Rule as it is thought that an Echo Sounder is an essential aid to navigation on a fishing vessel.</p>	Visual type sounders may be accepted instead of the normal visual/recording chart type.
Nautical Publications	Vessels of less than 24.4 metres operating in inshore or near waters should carry adequate Admiralty charts to cover their area of operation. Also an Almanac, M Notices, Notice to Mariners and operating Manuals for the navigational aids on board.	9.5.3 (70)	From Rule 70(4), (5)(b) and paras (a), (c), (f), (g), (h), (i), (j) and (k) of Schedule 25 provided adequate charts complying with Rule 70(3) are carried and paras (b), (d), (e) and (l) of Schedule 25 are complied with.	This Rule applies to vessels who operate more than 5 miles from the coast. Charts should be corrected up to date within the previous nine months.
Signalling Equipment	An efficient hand lamp has been accepted on vessels of less than 24.4 metres.	9.5.4 (71(b))		

Part IIIa

Life-saving appliances and equipment

In general on Safety and survival items the Department has been reluctant to grant exemptions since the new Rules were in the main the 1965 Rules* transposed with a reduction in the number of length breakpoints and a few additions.

Following representations from the Industry on behalf of existing inshore vessels it has been decided to revert to the 1965 breakpoints for existing vessels and grant exemptions provided they comply with the old Rules.

It should be borne in mind that it is the Department's policy to have a secondary means of LSA carried on all vessels but due to the lack of suitable stowage space on the smaller vessels only one means of LSA may be carried.

*The Merchant Shipping (Life - Saving Appliances) Rules 1965 SI 1965 No. 1105

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
PART IIIA - LIFE-SAVING APPLIANCES AND EQUIPMENT				
Life-Rafts	Provision of two rafts is required.	7.1.2 (79(a))	<p>Where the structure of older vessels precludes the stowage of the second raft. Exemption can be granted as follows:</p> <p>On existing fishing vessels of 17 metres in length or over but of less than 18 metres in length the Department will accept compliance with the relevant requirements in paragraphs (5) or (6) of Rule 17 of the 1958* Life-saving Appliances Rules as satisfying the requirements of paragraph (a) of Rule 79 of the New Rules until such time as any structural alteration or re-design of the fishing vessel makes it practicable to fit two life-rafts. In that event, two liferafts instead of the existing one liferaft shall be carried.</p> <p>* The Merchant Shipping Life Saving Appliances Rules 1958 SI 1958 No 602.</p>	For LSA purposes existing vessels are those whose keels were laid before 26 May 1965.

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Portable Radio Equipment	As this equipment is an essential part of the 2182 kHz rescue network the Department has only been willing to grant exemption on a very restricted basis.	9.1.2 (79(b))	<p>eg (1) For a limited period where difficulties of supply are proven and (2) for certain types of fishing vessel (pair trawlers) where the Department is satisfied that the vessel must necessarily operate in company with other vessels. Exemption can be granted as follows:</p> <p>(1) Exemption is granted from Rule 79(b) of the FV(SP) Rules 1975 for _____ months until this equipment can be supplied on board.</p> <p>(2) Exemption is granted from Rule 79(b) of the FV(SP) Rules 1975 provided the vessel is in the company of MFV _____ at all times.</p> <p>Both vessels being fitted with fixed M/F equipment.</p>	

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Lifebuoys	In general four lifebuoys should be carried.	7.1.2 (79(e))	<p>However where the structure of older vessels only allows the stowage of two lifebuoys, an exemption can be granted on vessels of less than 21 metres as follows:</p> <p>On existing vessels of less than 21 metres the Department will accept compliance with the relevant requirements in paragraph 9(b) of Rule 17 of the 1965 Life-Saving Appliances Rules, as satisfying the requirements of paragraph (e) of Rule 79 of the new Rules until such time as any structural alteration or re-design of the fishing vessel makes it practicable to fit for lifebuoys shall be carried.</p>	Existing vessels are those covered by Rule 1(4) of the FV(SP) Rules 1975 (Pre-1.5.75. vessels).

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
Line throwing Appliance	In the under 17 metre vessel a 4 unit line throwing appliance is required to be carried.	7.1.2 (80(d) 89 & schedule 12 para (1))	On this size of vessel there is usually a lack of suitable stowage space for this equipment which has become rather bulky with the introduction of the new self-contained units. It is the Departments view that the normal four unit pack could be reduced to a two unit pack and exemption granted as follows: Exemption from Rule 89 and para(1) of schedule 12 is granted in so far as the 4 rocket and 4 line, Line Throwing Appliance may be replaced with a 2 rocket and 2 Line, Line Throwing Appliance.	

Subject	Requirement	Code section (Previous Rule in)	Exemption	Comment
<p><u>Lifeboat</u> Class C Boat and Suitable Inflatable Boat.</p>	<p>Where there is insufficient suitable space on existing vessel between 24.4 – 26 metres in length to stow the lifeboat, Class C Boat of suitable inflatable boat the Department may grant an exemption.</p>	<p>78(1) (b)</p>	<p>On existing fishing vessels of 24.4 metres in length and over but of less than 26 metres the Department will accept compliance with the relevant requirements in paragraph (5) of Rule 17 of the 1965 Lifesaving Appliances Rules as satisfying the requirements of para (1) (b) of Rule 78 of the new Rules until such time as any structural alterations or re-design of the fishing vessel makes it practicable to fit a lifeboat class C boat, or suitable inflatable boat; in that event the vessel must comply with paragraph (1) (b) of Rule 78 in full.</p>	<p>Not Relevant to vessels under 24.4m</p> <p>Existing vessels are those covered by Rule 1(4) of the FV(SP) Rules 1975</p> <p>(Pre – 1.5.75. vessels)</p>

Part IIIb

Fire extinguishing appliances

The Fire Extinguishing Appliance Rules follow very closely the requirements of the 1965 Fire Appliance Rules. However when the 1965 Rules were introduced exemptions were granted to existing vessels from some of the new requirements. When the 1975 Fishing Vessel (Safety Provisions) Rules were introduced these exemptions were not carried into these Rules for vessels after their phase in date.

As a general policy there can be no exemption from the requirements of the Code. However where the introduction of metrication to the Rule breakpoints has transferred a vessel to a more onerous category sympathetic consideration will be given to allowing the scale of fire appliances to remain for the pre metrication breakpoint.

In addition where the emergency fire pump required by Rules 103(4), 104(4) and 105(2) and (3) has a sea suction situated in the machinery space or where this suction can only be fitted in the engine room exemption will be given from the portion of these rules which require that this sea suction be outside the engine room. On condition that the sea valve is locked open or made operable from outside the space and the sea suction line is adequately lagged.