



Construction Standards for Fishing Vessels of Less than 15m LOA - Deck Equipment Emergency Stops

Notice to all Designers, Builders, Owners, Managing Agents, Skippers of Fishing Vessels

This notice should be read with MGN 628: Construction and Outfit Standards for Fishing Vessels of Less than 15m Length Overall.

This MIN expires 21 July 2021

Summary

This Information Note provides clarification on the construction standards of New Fishing Vessels Less than 15m in Length Overall (LOA) in relation to the requirements for emergency stops for hydraulically operated deck equipment. The standard outlined has been applied since 23rd March 2018 and continues to be applicable to vessels built to the Seafish Construction Standard or to MGN 628 requirements.

1. Introduction/ Background

- 1.1 An amendment to section 11.13.3 of the Seafish Construction Standards (2012 Edition, subsequently section 11.14.3 in the 2019 Edition) in relation to emergency stops for hydraulically operated deck equipment became effective on 23rd March 2018. Details of the amendment are provided below.
- 1.2 As of 21st July 2020, the Maritime and Coastguard Agency (MCA) will undertake the survey of new building fishing vessels of less than 24m registered length to Fishing Vessel Construction and Outfit Standards, following the decision of Seafish to cease undertaking this work.
- 1.3 As part of a smooth transition, the MCA will continue to implement the amendments announced by Seafish via their SFIN (Seafish Information Note) publications regarding the applicable construction standards. This MIN transfers SFIN 18 into the MCA publication portfolio.



2. Construction Standards for Freeing Ports

- 2.1 As of 23rd March 2018, the following amendments should have been applied, and continue to be applicable, in relation to emergency stops for hydraulically operated deck equipment on vessels of less than 15m LOA, built to the Seafish Construction Standards and, from 21st July 2020, to vessels built in accordance with MGN 628 section 11.14.3:
- 2.1.1 An emergency stop facility is to be provided at the helm position for all hydraulically operated deck equipment and, in addition, a local emergency stop device is to be fitted at the winch or hauler.
- 2.1.2 The emergency stop facility at the helm and the local emergency stop device shall be of the typical push-to-stop button type and shall be fitted in addition to the normal operating controls of the equipment.
- 2.1.3 All winches and haulers are required to have a local emergency stop device. Consideration should be given to the positioning of the local emergency stop to maximise the chance of operation in the event of an accident. In general, it should be located within a reaching distance of approximately one metre from the actual piece of equipment it is intended to stop (this may not necessarily be the control position), and should be positioned so that it will be visible and readily accessible at all times. The device should not be fitted in a position where other parts of the vessel will cause obstruction to either its visibility or operation.
- 2.1.4 A local emergency stop device may cover more than one piece of hydraulically operated deck equipment providing its location in relation to each piece of equipment complies with the requirements of paragraph 2.1.3.
- 2.1.5 Emergency stop facilities/devices for hydraulic deck equipment are not to interfere with the running of any propulsion engine, i.e. in the case where a propulsion engine provides power for the hydraulic deck equipment, the propulsion engine stop facility shall not be accepted as an emergency stop for hydraulic deck equipment.
- 2.2 Where information in this notice contradicts the Seafish Construction Standards, edition or MGN 628, this notice is to take priority.



More Information

Technical Services - Ships Standards
Maritime and Coastguard Agency
Bay 2/22
Spring Place
105 Commercial Road
Southampton
SO15 1EG

Tel: +44 (0) 203 817 2454
e-mail: fishing@mcga.gov.uk

Website Address: www.gov.uk/government/organisations/maritime-and-coastguard-agency

General Enquiries: infoline@mcga.gov.uk

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