Annex A

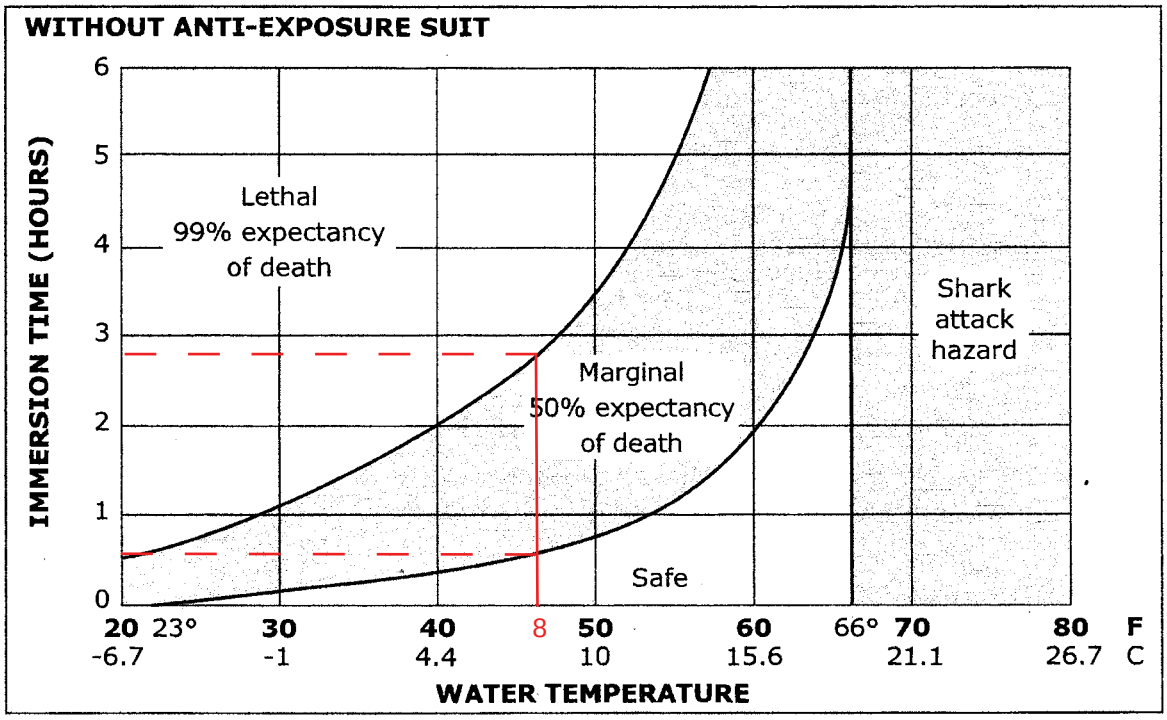
Extract from Coastguard data for survival times for persons immersed in water annotated to show estimated life expectancy times for a person immersed in sea water of 8°C not wearing an immersion suit

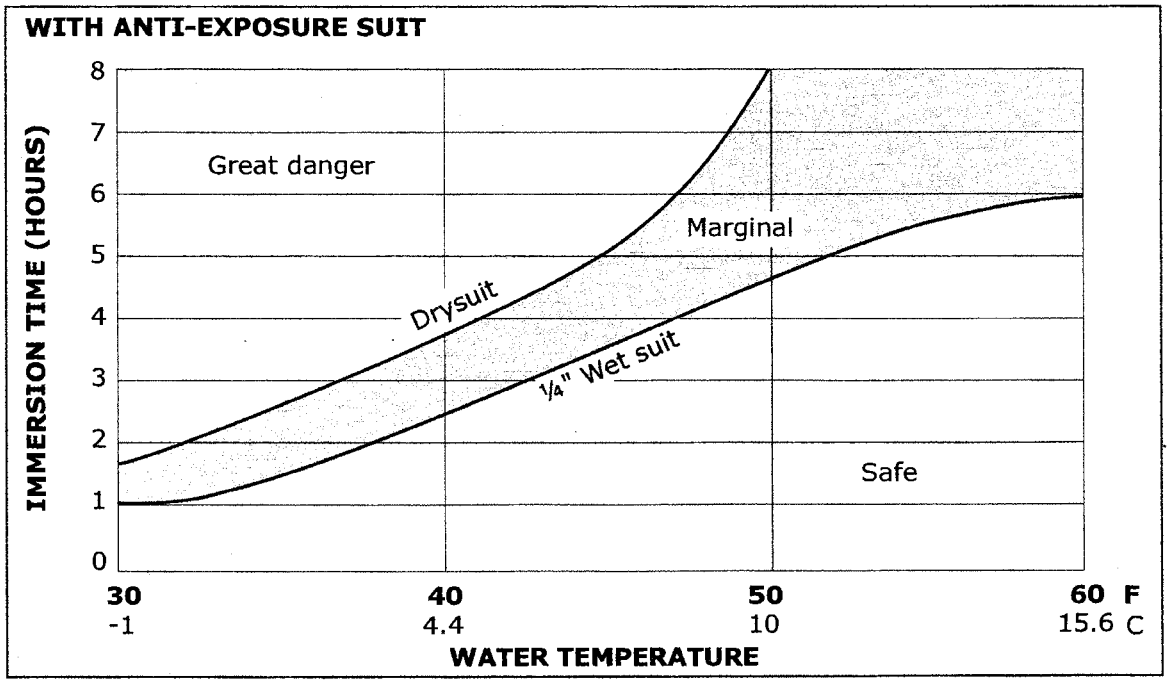
Appendix 9

WATER CHILL GRAPHS

Environmental factors may severely limit the time available for search and rescue. Survivors life expectancies vary with, for example, water temperature, type of clothing worn, physical condition, will to live etc.

The following graphs are not absolute and the SMC must use the information **for guidance only**.





Annex B

Extracts from the 1975 Rules (including MAIB annotation showing calculation of Vessel Numeral Value for *St Amant*)

HER MAJESTY'S STATIONERY OFFICE
Government Bookshops
49 High Holborn, London WC1V 6HB
13a Castle Street, Edinburgh EH2 3AR
41 The Hayes, Cardiff CF1 1JW
Brazennose Street, Manchester M60 8AS
Southey House, Wine Street, Bristol BS1 2BQ
258 Broad Street, Birmingham B1 2HE
80 Chichester Street, Belfast BT1 4JY
Government publications are also available through booksellers

ISBN 0 11 050330 9

1975 No. 330

MERCHANT SHIPPING

SAFETY

The Fishing Vessels (Safety Provisions) Rules 1975

Made - - - -	*6th March* 1975
Laid before Parliament	*3rd April* 1975
Coming into Operation:	
(*a*) *Parts I, III and IV*	*1st May* 1975
(*b*) *The remaining provisions* - -	*in accordance with Rule 1(4)*

LONDON
HER MAJESTY'S STATIONERY OFFICE: 1975
£1.30 net

The Secretary of State, after consulting with organisations referred to in section 7(2) of the Fishing Vessels (Safety Provisions) Act 1970**(a)** in exercise of powers conferred by sections 1(1) and 2(1) of that Act and section 427 of the Merchant Shipping Act 1894**(b)** as substituted by section 2 of the Merchant Shipping (Safety Convention) Act 1949**(c)** and amended by section 9 of the Merchant Shipping Act 1964**(d)** and in exercise of powers conferred by section 86 of the Merchant Shipping Act 1970**(e)** and now vested in him **(f)** and of all other powers enabling him in that behalf, hereby makes the following Rules:—

PART I

GENERAL

Citation, application, commencement, interpretation and amendment

1.—(1) These Rules may be cited as the Fishing Vessels (Safety Provisions) Rules 1975.

(2) These Rules apply to every mechanically propelled sea-going fishing vessel registered in the United Kingdom under Part I or entered in the fishing boat register under Part IV of the Merchant Shipping Act 1894.

(3) Parts I, III, and IV of these Rules shall come into operation on 1st May 1975.

(4) All remaining Parts of these Rules shall come into operation—

(*a*) in respect of fishing vessels to which these Rules apply other than fishing vessels described in sub-paragraphs (*b*) and (*c*) of this Rule—

(i) if the keel of the vessel was laid before 1st January 1947—

on 1st October 1975 for vessels of 21 metres in length and over;

on 1st April 1976 for vessels of 18 metres in length and over but less than 21 metres in length;

on 1st October 1976 for vessels of 15 metres in length and over but less than 18 metres in length;

on 1st April 1977 for vessels of less than 15 metres in length;

(ii) if the keel of the vessel was laid on or after 1st January 1947 but before 1st January 1960—

on 1st October 1977 for vessels of 21 metres in length and over;

on 1st April 1978 for vessels of 18 metres in length and over but less than 21 metres in length;

on 1st October 1978 for vessels of 15 metres in length and over but less than 18 metres in length;

on 1st April 1979 for vessels of less than 15 metres in length;

(iii) if the keel of the vessel was laid on or after 1st January 1960 but before 1st May 1975—

on 1st October 1979 for vessels of 21 metres in length and over;

on 1st April 1980 for vessels of 18 metres in length and over but less than 21 metres in length;

(a) 1970 c. 27. **(b)** 1894 c. 60. **(c)** 1949 c. 43.
(d) 1964 c. 47. **(e)** 1970 c. 36.
(f) *See* S.I. 1965/145 and S.I. 1970/1537 (1965 I, p 438; 1970 III, p. 5293).

on 1st October 1980 for vessels of 15 metres in length and over but less than 18 metres in length;

on 1st April 1981 for vessels of less than 15 metres in length.

(iv) if the keel of the vessel was laid on or after 1st May 1975 pursuant to an agreement for the construction of the vessel entered into before that date, on 1st April 1980;

(v) if the keel of the vessel was laid on or after 1st May 1975 pursuant to an agreement for the construction of the vessel entered into on or after that date, on 1st July 1975;

(*b*) in the case of fishing vessels engaged on single or twin boom fishing to which these Rules apply, if the keel of the vessel was laid on or after 1st January 1947 but before 1st May 1975, on 1st July 1977;

(*c*) in the case of fishing vessels of 24·4 metres in length and over to which these Rules apply, other than fishing vessels referred to in sub-paragraph 4(*b*) of this Rule, which at 1st May 1975 are vessels—

(i) classed with Lloyd's Register of Shipping and which continue to be so classed until 1st April 1980; or

(ii) in respect of or in connection with which a grant or loan has been made or is to be made under the Sea Fish Industry Act 1970(**a**) and which are thereby subject to inspection by a person authorised by the White Fish Authority or Herring Industry Board and continue to be subject to such inspection until 1st April 1980

on 1st April 1980.

(5) In these Rules, unless the context otherwise requires, the following expressions have the following meanings respectively:—

" 'A' class division" means a bulkhead or part of a deck which is—

(*a*) constructed of steel or other equivalent material;

(*b*) suitably stiffened;

(*c*) so constructed as to be capable of preventing the passage of smoke and flame to the end of the 60 minute standard fire test; and

(*d*) so insulated where necessary with suitable non-combustible materials such that, if the division is exposed to the standard fire test, the average temperature of the unexposed side of the division will rise not more than 139°C above the initial temperature nor will the temperature at any one point, including any joint, rise more than 180°C above the initial temperature within the time listed below:

A—60 standard .....60 minutes
A— 0 standard ..... 0 minutes

" 'B' class divisions" means those divisions formed by bulkheads, decks, ceilings or linings which—

(*a*) are so constructed as to be capable of preventing the passage of flame to the end of the first 30 minutes of the standard fire test;

(*b*) have an insulation value such that during the standard fire test the average temperature of the unexposed side will not rise more than

(a) 1970 c. 11.

raises either its internal temperature or the temperature of the test furnace more than 50°C above 750°C when tested in accordance with British Standard Specification 476; Part 4; 1970 and the expression "combustible material" shall be construed accordingly;

"Oil fired boiler" means any boiler wholly or partly fired by liquid fuel not being a domestic boiler of less than 73·28 kilowatts;

"Oil fuel unit" means the equipment used for the preparation of oil fuel for delivery to the oil burners of an oil-fired boiler or that used to prepare heated oil for delivery to an internal combustion engine and includes the oil pressure pumps, filters and heaters;

"Person" means a person over the age of one year;

"Principal Length" means the length measured in metres on a straight line from the fore part of the stem at top to the aftermost side of the transom or stern contour;

"Principal Breadth" means the maximum breadth measured in metres on a straight line to the outside of the frame lines of a vessel the hull of which is constructed of metal or to the outer surfaces of a vessel the hull of which is constructed of other material;

"Principal Depth" means the depth measured in metres at the mid point of the Principal Length as the vertical distance from the top of the deck beam at side to the top of the keel or line at the intersection of the inside of the shell plating with the keel where a bar keel extends above that line in a vessel the hull of which is constructed of metal or to the lower rabbet line of the keel of a vessel the hull of which is constructed of other material;

"Sea going" means proceeding outside the limits of smooth or partially smooth waters as specified in Schedule 24 to these Rules;

"Service space" includes galleys, pantries, laundries, store rooms, paint rooms, carpenters' workshops and trunkways leading to such spaces;

"Settling tank" means an oil storage tank in which oil fuel is heated in the course of its preparation for combustion in boilers and machinery and which has a heating surface of not less than 0·18 square metres per tonne of oil capacity;

"Standard fire test" means a test in which specimens of the relevant bulkheads or decks, having a surface area of not less than 4·6 square metres and a height of 2·4 metres, resembling as closely as possible the intended construction and including, where appropriate, at least one joint, are exposed in a test furnace to a series of time temperature relationships, approximately as follows:—

At the end of the first 5 minutes:	538°C
At the end of the first 10 minutes:	704°C
At the end of the first 30 minutes:	843°C
At the end of the first 60 minutes:	927°C;

"Steering gear power unit" means

(*a*) in the case of electric steering gear, the electric motor and its associated electrical equipment; or

(*b*) in the case of electro-hydraulic steering gear, the electric motor, its associated electrical equipment and connected pump; or

(*c*) in the case of steam-hydraulic or pneumatic-hydraulic steering gear, the driving engine and connected pump;

"Suitable" in relation to material means suitable for the purpose for which it is used;

"Superstructure" means a decked structure (including a raised quarter deck) on the freeboard deck either extending from side to side of the vessel or with the side plating not being inboard of the shell plating more than 4 per cent of the breadth of the vessel;

"Superstructure deck" means that complete or partial deck or the top of a superstructure, deckhouse or other erections situated at a height of not less than 1·8 metres above the freeboard deck;

"Surface spread of flame" means the surface spread of flame classified as Class 1 or Class 2 within the meaning of British Standard Specification 476; Part 7; 1971;

"Vessel Numeral" means the product obtained by multiplying together the Principal Length by the Principal Breadth by the Principal Depth;

"Watertight" in relation to a structure means capable of preventing the passage of water through the structure in any direction;

"Weathertight" in relation to a structure means capable of preventing the passage of sea water through the structure in ordinary sea conditions.

(6) The Interpretation Act 1889**(a)** shall apply for the interpretation of these Rules as it applies for the interpretation of an Act of Parliament.

(7) The Merchant Shipping (Life-Saving Appliances) Rules 1965**(b)** as amended **(c)**, and the Merchant Shipping (Fire Appliances) Rules 1965**(d)** shall be amended as follows:

(*a*) In Rule 1(2) of each of the said Rules there shall be inserted in the appropriate places alphabetically the words" "Fishing vessel" has the same meaning as in the Fishing Vessels (Safety Provisions) Act 1970";

(*b*) In the proviso to Rule 1(3) of each of the said Rules, there shall be added after paragraph (ii) as paragraph (iii):

"(iii) mechanically propelled fishing vessels registered in the United Kingdom under Part I or entered in the fishing boat register under Part IV of the Merchant Shipping Act 1894".

(8) The Merchant Shipping (Musters) Rules 1965**(e)** shall be amended as follows:

In the proviso to Rule 1(3) there shall be added at the end of the proviso the words "or to a fishing vessel as defined in section 9(1) of the Fishing Vessels (Safety Provisions) Act 1970, being a mechanically propelled fishing vessel registered in the United Kingdom under Part I or entered in the fishing boat register under Part IV of the Merchant Shipping Act 1894".

(9) The Merchant Shipping (Official Log Books) (Fishing Vessels) Regulations 1972**(f)** shall be amended as follows:

In Regulation 1(2), there shall be substituted for the definition of "the Musters Rules" the words " "the Musters Rules" means the Fishing Vessels (Safety Provisions) Rules 1975 so far as the same relate to musters;".

(a) 1889 c. 63.
(b) S.I. 1965/1105 (1965 II, p. 2940).
(c) The amending Rules are not relevant to the subject-matter of these Rules.
(d) S.I. 1965/1106 (1965 II, p. 3012).
(e) S.I. 1965/1113 (1965 II, p. 3153).
(f) S.I. 1972/1873 (1972 III, p. 5454).

For *St Amant*, Vessel Numeral = Principal Length x Principal Breadth x Principal Depth
= 17.83m x 5.41m x 2.59m
= 249.8

requirements of Rule 111 of these Rules shall be installed in the main propulsion machinery spaces of all such vessels the hulls of which are constructed of combustible material and in other vessels of 24·4 metres in length and over.

I—Protection of the Crew

Bulwarks, guard rails and guard wires

63.—(1) In every vessel of 12 metres in length and over to which these Rules apply, efficient bulwarks, guard rails or guard wires shall be provided to a height at least 915 millimetres above the level of the deck at the perimeters of exposed parts of the freeboard and superstructure decks and the tops of any deckhouse or companionway used in operating the vessel. The height above deck of any fixed bulwarks shall be at least:—

(*a*) 610 millimetres for vessels with Vessel Numerals up to and including 140;

(*b*) 760 millimetres for vessels with Vessel Numerals above 140 but not more than 315;

(*c*) 915 millimetres for vessels with Vessel Numerals above 315.

(2) In every such vessel these bulwark heights shall be increased to not less than 915 millimetres by adequate portable stanchions and guard wires.

(3) In any such vessel the height of the fixed bulwarks specified in paragraph (1) above may be reduced at any point if:—

(*a*) there would be unreasonable interference with the efficient operation of the vessel if such minimum height were adhered to at that point; and

(*b*) adequate protection is provided at that point.

(4) In every such vessel guard rails or guard wires fitted in accordance with paragraph (1) above shall consist of courses of rails or wires supported by stanchions effectively secured on the deck. The openings between the lowest course of the rails or wires and the deck shall not exceed 230 millimetres in height and no opening above that course of rails or wires shall exceed 380 millimetres in height. Where the ship has rounded gunwales the stanchions shall be secured at the perimeter of the flat of the deck.

(5) In every such vessel adequate guard rails, lifelines, gangways or passages shall be provided for the protection of persons on board the vessel when passing between their quarters, machinery spaces and working spaces. Storm rails shall be fitted on the outside of all deck houses and casings.

(6) Every such vessel being a stern trawler shall be provided with doors, gates, or other adequate arrangements at the top of the stern ramp for the protection of persons on board the vessel. A chain or other suitable arrangements shall be provided across the ramp when the doors or gates are open.

(7) In every such vessel an adequate number of lifelines and safety belts shall be provided.

Openings in decks

64.—(1) In every vessel of 12 metres in length and over to which these Rules apply skylight openings which do not provide means of escape shall be provided with protective bars.

(5) In every such vessel if, after the muster list has been prepared, any change takes place in the crew which necessitates an alteration in the muster list, the skipper shall either revise the list or prepare a new list.

(6) In every such vessel, copies of the muster list shall be posted in the crew's quarters and at the main control station before the vessel proceeds to sea and shall be kept so posted while the vessel is at sea.

Training

120.—(1) In vessels of 24·4 metres in length and over to which these Rules apply musters of the crew shall take place at the commencement of each voyage and at intervals of not more than 14 days thereafter, and if more than 25% of the crew have been replaced at any port one of such musters shall take place within 48 hours of leaving that port to ensure that the crew understand and are drilled in the duties assigned to them in the event of an emergency.

(2) In vessels of 12 metres in length and over but less than 24·4 metres in length to which these Rules apply the skipper shall ensure that the crew are trained in the use of all life-saving 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 and such training shall be carried out at intervals of not more than one month.

(3) In vessels of 75 metres in length and over to which these Rules apply drills shall be so arranged that every lifeboat is swung out at least once per month and, if reasonable and practicable, lowered at least once every four months.

(4) In vessels of 24·4 metres in length and over but less than 75 metres in length to which these Rules apply the Class C boat or inflatable boat shall be swung out at each drill and, if equipped with an engine, the engine shall be operated.

Inspections

121.—(1) In vessels of 24·4 metres in length and over to which these Rules apply life-saving and fire appliances and equipment shall be inspected when musters of the crew are held, and in any case at intervals of not more than one month to ensure that all equipment is in good condition and always ready for immediate use.

(2) In vessels of 12 metres in length and over but less than 24·4 metres in length to which these Rules apply inspections of the life-saving equipment and fire appliances shall be made at intervals of not more than one month.

PART IV
EXCEPTIONAL PROVISIONS

Exceptional provisions

122. Where these Rules require that the hull or machinery of a vessel shall be constructed in a particular manner or that any particular equipment, fitting, material, appliance or apparatus shall be provided or that particular provisions shall be made, the hull or machinery of the vessel may be constructed in any other manner or any other equipment, fitting, material appliance or apparatus may be provided or other provision made which is at least as effective as that required by these Rules.

Annex C

Extracts from the 15-24m Code

THE CODE OF SAFE WORKING PRACTICE FOR THE CONSTRUCTION AND USE OF 15 METRE (LOA) TO LESS THAN 24 METRE (L) FISHING VESSELS

FISHING VESSEL SAFETY BRANCH
BAY 1/30
SPRING PLACE
105 COMMERCIAL ROAD
SOUTHAMPTON
SO15 1EG

TEL: 0845 6014072 (Helpline)
FAX: 023 80329173

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

1.2.16 "Deckhouse" or "Superstructure" means a permanent enclosed structure fitted on the freeboard or superstructure deck;

1.2.17 "Depth" means the moulded depth;

1.2.18 "Draught" means the vertical distance from the moulded base line amid-ships to the operating water line of a vessel;

1.2.19 "Enclosed superstructure" means a superstructure with:

i) enclosing bulkheads of efficient construction;

ii) access openings, if any, in those bulkheads fitted with permanently attached weathertight doors of a strength equivalent to the unpierced structure that can be operated from either side; and

iii) other openings in sides or ends of the superstructure fitted with efficient weathertight means of closing;

1.2.20 "Equivalent material" used in the expression "steel or other equivalent material" means any non-combustible material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test (e.g. aluminium alloy with appropriate insulation);

1.2.21 "Existing vessel" means a fishing vessel the keel of which was laid or the construction commenced before 23 November 2002;

1.2.22 "F" class divisions means those divisions formed by bulkheads, decks, ceilings or linings that:

i) are so constructed as to be capable of preventing the passage of flame to the end of the first 30 minutes of the standard fire test; and

ii) have an insulation value such that during the standard fire test the average temperature of the unexposed side will not rise more than 139º centigrade above its initial temperature, nor will the temperature at any one point, including any joint, rise more than 225º centigrade above the original temperature, up to the end of the first 30 minutes of the standard fire test;

The Certifying Authority may require a test of a prototype division, in accordance with the procedures detailed in the Fire Test Procedures Code, to ensure that it meets the above requirements for integrity and temperature rise;

1.2.23 "Fire Test Procedures Code" means the IMO Code for Application of Fire Test Procedures;

1.2.24 "Fishing vessel" has the same meaning as in section 313 of the Merchant Shipping Act 1995;

1.2.25 "Float-free" in relation to life saving appliances means that method whereby the appliance is automatically released from a sinking vessel and is ready for use;

1.2.26 "Freeboard" means the distance measured vertically downwards from the upper edge of the freeboard deck to the waterline;

1.2.53 "Skipper" means the crew member who commands the vessel or has responsibility for it;

1.2.54 "SOLAS 1974 as amended" means the International Convention for the Safety of Life at Sea, 1974, as amended at 23 November 2002;

1.2.55 "Standard fire test" is a test in which a specimen of the relevant bulkhead or deck is exposed in a test furnace to temperatures corresponding approximately to a standard time – temperature curve in accordance with the IMO Fire Test Procedures Code;

1.2.56 "Standards" such as BS (British Standard), EN (European Standard accepted by the European Committee for Standardisation, CEN), IEC (International Electrotechnical Commission) and ISO (International Organisation for Standardisation) identified in the Code for reference purposes, should include any standards that amend or replace them;

1.2.57 "Superstructure" or "Deckhouse" means a permanent enclosed structure fitted on the freeboard or superstructure deck;

1.2.58 "Superstructure deck" means that complete or partial deck or the top of a superstructure, deckhouse or other erection situated at a height of more than 1.8 metres above the freeboard deck;

1.2.59 "Survey" means either an initial survey or a renewal survey conducted at a maximum period of 5 years from the recorded date of issue of the previous UK fishing vessel certificate;

1.2.60 "Survival craft" means a craft capable of sustaining the lives of persons in distress from the time of abandoning the vessel;

1.2.61 "UK fishing vessel" means a fishing vessel which meets the criteria set out in section 85(2)(a) of the Merchant Shipping Act 1995;

1.2.62 "UK Fishing Vessel Certificate" means a certificate issued in respect of a fishing vessel under this Code, refer to Annex 1;

1.2.63 "Vessel" means a new or existing fishing vessel;

1.2.64 "Watertight" in relation to a structure means capable of preventing the passage of water through the structure in any direction under a head of water for which the surrounding structure is designed;

1.2.65 "Weather deck" means the main deck that is exposed to the elements;

1.2.66 "Weathertight" means that in any sea conditions water will not penetrate into the vessel.

1.3 APPLICATION AND INTREPRETATION

1.3.1 Application

1.3.1.1 The Code applies to all fishing vessels, registered in the UK, of 15 metres in length overall to less than 24 metres registered length and will enter into force on 23 November 2002.

1.3.1.2 **It is recognised that in a number of areas it would be impractical for existing vessels to comply fully with the new provisions for construction and permanently fitted equipment. Alternative arrangements or provisions for existing vessels are identified individually for each section or paragraph affected. E**

1.3.1.3 **With reference to section 1.3.1.2, owners of existing vessels may, and are recommended to, comply with the Code as it applies to new vessels, instead of complying with the alternative arrangements or provisions identified in the Code for existing vessels. In such cases, the vessel should generally comply with all the relevant provisions relating to new vessels in that part of the Code. However, provided that an overall improvement in safety is achieved (as compared with the standard achieved by compliance with the alternative arrangements or provisions), the vessel will be taken to comply with this Code if it complies with some rather than all the relevant provisions in that part of the Code. E**

1.3.1.4 **Exemptions previously granted to vessels under the provisions of the Fishing Vessels (Safety Provisions) Rules 1975, as amended, will continue to apply and be recorded on the certificate unless otherwise required in the Code. The conditions associated with those exemptions are individual vessel provisions and need to be met for compliance with the Code. E**

1.3.1.5 The application of the Code to new and existing vessels is indicated within the body of the text by means of the following convention:

i) Normal text: section is applicable to new and existing vessels;

ii) *Text in italics, **N** at right margin: section is applicable to new vessels only;*

iii) **Text in bold format, E at right margin: section is applicable to existing vessels only**

1.3.1.6 Where any provision of the Code is expressed in the conditional (ie. "should") then this provision shall be a requirement.

1.3.1.7 Where a provision in this Code requires equipment, machinery, an arrangement or any other thing to be "to the satisfaction of the Certifying Authority", this means that the Certifying Authority is to determine whether the equipment or machinery etc is suitable for its purpose and satisfies the requirements of this Code.

1.3.2 Compliance with Code Requirements

1.3.2.1 To comply with the Code the vessel owner is responsible for ensuring that the vessel:

i) is built, equipped, surveyed, certified and maintained and operated in accordance with the relevant provisions of the Code;

ii) is subjected to annual self-certification inspections in accordance with section 1.3.7;

iii) continues to comply with the requirements of the Code in service;

iv) is operated by appropriately qualified and certificated crew who have completed mandatory training courses; and

v) is not operated as a fishing vessel without a valid UK fishing vessel certificate being in force.

1.3.3 **Arrangements for Vessels Operating Solely within Categorised Waters**

1.3.3.1 Vessels operated solely within categorised waters, as defined in Merchant Shipping Notice No. M1758(M) – Categorisation of Waters, may, as an alternative to complying with this Code, comply with the requirements of The Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001 and have equipment provided onboard, as required for a decked vessel of the maximum length that is covered by that Code.

1.3.4 **Surveys, Inspections and Certification**

1.3.4.1 Every vessel should be surveyed and inspected in accordance with the requirements of this Section:

i) an initial survey during and on completion of construction, or on transfer to the UK register prior to the issue of a UK Fishing Vessel Certificate;

ii) certificate renewal surveys at intervals not exceeding 5 years;

iii) an inspection in accordance with 1.3.6 below;

iv) surveys during major repairs or modifications;

v) annual self-certification by the owner or a delegated representative.

1.3.4.2 Applications for survey or inspection should be made by or on behalf of the owner of the vessel to the Certifying Authority giving reasonable notice, for the survey or inspection to be carried out, at the port agreed with the Certifying Authority.

1.3.4.3 A vessel may be examined by the MCA at any time to verify compliance with Code requirements.

1.3.5 **Initial Surveys, Surveys for Renewal of Certificates and Surveys during Repairs**

1.3.5.1 A surveyor appointed by the Certifying Authority should survey the vessel in order to verify that the vessel complies with the requirements of the Code and such regulations as may apply to it. The surveyor may require the vessel and any of its machinery, fittings, equipment or arrangements to be submitted to such tests and examinations as are considered necessary to demonstrate compliance with the requirements of the Code.

1.3.5.2 On completion of the survey, the surveyor should provide the MCA with a declaration of survey and a record of particulars in an agreed format.

1.3.5.3 Two copies of the record of particulars should be sent to the owner of the vessel on completion of survey, one copy of which should be placed on board for inspection at subsequent surveys.

1.3.5.4 **When extensive repairs, modifications or alterations are carried out on an existing vessel, then any such work should comply with the requirements of this Code, as applicable to a new vessel, to the satisfaction of the Certifying Authority.** **E**

1.3.6 **Inspections of Fishing Vessels**

1.3.6.1 Every vessel having a valid United Kingdom Fishing Vessel Certificate should be inspected not less than 24 months and not more than 36 months from the recorded date of the vessel's initial or previous renewal survey, by a surveyor or inspector of the Certifying Authority. The inspection should verify that the vessel continues to comply with the requirements of the Code.

1.3.6.2 When a satisfactory inspection has been carried out, the inspector should endorse the Fishing Vessel Certificate accordingly.

1.3.7 **Annual Self-Certification**

1.3.7.1 In addition to compliance with the survey and inspection requirements that are detailed in sections 1.3.5 and 1.3.6 above, the owner or a delegated representative should check the vessel annually, at intervals of not more than 12 months, to confirm that:

i) all fire fighting appliances, life saving appliances and safety equipment that are carried on board the vessel have been suitably maintained and are within date;

ii) the Radio equipment is functioning correctly;

iii) the shipborne navigational equipment, nautical publications and lights, shapes and sound signal appliances, that are required for compliance with The Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations SI 1996, No. 75, are carried on board and are functioning correctly;

iv) the risk assessment (see section 6.1.2) remains appropriate to the vessel's fishing method and mode of operation;

v) no known alteration, damage or deterioration to the vessel or its equipment has occurred in service that would affect the vessel's compliance with the requirements of the Code or the vessel's stability;

vi) weathertight doors and hatches are functioning correctly; and

vii) crew training and certification are valid.

1.3.7.2 On completion of each annual check, the owner should sign a declaration (in the format detailed in Annex 2) confirming compliance with section 1.3.7.1 above and retain the declaration for subsequent inspection.

1.3.8 **Certification**

1.3.8.1 **Issue and form of UK Fishing Vessel Certificates**

1.3.8.1.1 If the Certifying Authority is satisfied that a vessel has been duly surveyed in accordance with the provisions of this Code and is found to comply with the requirements of the Code and other relevant regulations issued under the powers of the Merchant Shipping Act 1995; a UK Fishing Vessel Certificate, in the format set out in Annex 1, will be issued by the MCA to the owner of the vessel.

CHAPTER 6 (PROTECTION OF THE CREW)

6.1 PROTECTION OF PERSONNEL

6.1.1 General

6.1.1.1 Owners should ensure that their vessels are operated without endangering the safety and health of the crew.

6.1.1.2 The crew should be given training and instructions on health and safety matters on board fishing vessels, and in particular, on accident prevention.

6.1.2 Risk Assessment

6.1.2.1 All members of the crew or their representatives should be informed of all measures to be taken regarding health and safety on board the vessel. Such information should be easily understood by the persons concerned.

6.1.2.2 A health and safety risk assessment (reference should be made to Regulation 7 of the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations SI 1997, No. 2962) should be used to satisfy the obligation of providing information to crew members of the measures taken for their own protection.

6.1.2.3 Where risks to the safety and health of the crew cannot be prevented or sufficiently limited by collective or technical means of protection, they should be provided with personal protective equipment.

6.1.2.4 Personal protective equipment in the form of clothing or over clothing, should be in bright colours, contrasting with the marine environment and clearly visible. Reference should be made to The Merchant Shipping and Fishing Vessels (Personal Protective Equipment) Regulations SI 1999, No 2205.

6.1.3 Precautions against falls including Bulwarks, Guard Rails and Hand Rails

6.1.3.1 To ensure the safety of persons against falls, including falling overboard, and when the proper working of the vessel is not impeded, the perimeters of an exposed deck and the tops of any deckhouse should be provided with a combination of bulwarks, guardrails or taut wires of sufficient strength and at a height of at least 1000 millimetres. These bulwarks, rails or wires should be supported efficiently by stays or stanchions. The openings between the courses of any rails or wires should not exceed 230 millimetres for the lowest course and 380 millimetres for any other course. When application of such measures would impede the proper working of the vessel, equivalent safety measures may be considered.

6.1.3.2 **On vessels constructed before 23 November 1995 the height of the bulwarks, rails or wires referred to in sections 6.1.3.1 and 6.1.3.5 should be at least 915 millimetres.** **E**

6.1.3.3 If there is a risk that any member of the crew may fall through openings in the deck, or from one deck to another, then so far as is reasonably practicable adequate protection should be provided.

6.1.3.4 Accesses to installations above the deck for operations or maintenance purposes should be provided with guard rails or similar protective devices to prevent falls and to ensure the crew's safety. Where guard rails provide such protection, they should be of appropriate height.

6.1.3.5 The minimum height above deck of any fixed bulwarks should be 600 millimetres. All bulwark heights should be increased as necessary to not less than 1000 millimetres (but see section 6.1.3.2) by adequate stanchions or guard wires.

6.1.3.6 Access stairways, ladderways and passageways should be provided with hand rails as necessary and storm rails should be fitted on the outside of all deck houses and casings.

6.1.3.7 Adequate guard rails, lifelines, gangways or passages should be provided for the protection of persons on board the vessel when passing between their quarters, machinery spaces and working spaces.

6.1.3.8 On stern trawlers with ramps, the upper part of the ramp should be fitted with a gate or similar protective guard, of the same height as the bulwarks or adjacent structure, to protect the crew from the risks of falling into the ramp. This gate or other device should be capable of being readily opened and closed, *preferably by remote means** and should be open only for shooting or hauling the nets. Safety harnesses and lines should be worn when the gate is open. See also section 6.1.4.2 below.

6.1.3.9 Stairways and ladders should be provided of size and strength adequate for the safe working of the vessel at sea and in port. Stairways and ladders should be provided with non-slip treads and hand rails.

Note: ***Sections 6.1.3.10 to 6.1.3.12 inclusive apply to all vessels constructed on or after 23 November 1995 and, in so far as the structural characteristics permit, vessels of 18 metres in length LBP and over constructed before that date.*** ***N+E***

6.1.3.10 Working areas should be kept clear and, so far as is reasonably practicable, be protected from the sea and provide adequate protection for the crew against falling on the vessel or falling overboard.

6.1.3.11 Handling areas should be sufficiently spacious, in terms of both height and surface area.

6.1.3.12 A gangway or other suitable means, providing an appropriate and safe means of boarding the vessel should be available.

6.1.4 Safety Harnesses

6.1.4.1 A vessel should be provided with at least 2 safety harnesses and additional safety harnesses as necessary for all persons who may be required to work on deck.

6.1.4.2 Efficient and permanent means for securing the lifelines of safety harnesses should be provided on exposed decks.

---

* for vessels constucted on or after 23 November 2002

6.1.5 Surface of Working Decks

Note: ***Sections 6.1.5.1 to 6.1.5.2 inclusive apply to all vessels constructed on or after 23 November 1995 and, in so far as the structural characteristics permit, vessels of 18 metres in length LBP and over constructed before that date. N+E***

6.1.5.1 The surface of working decks and spaces accessible to the crew should be non-slip or anti-slip or be provided with devices to prevent falls and kept free of obstacles as far as possible.

6.1.5.2 Acceptable surfaces are: chequered plate; unpainted wood; a non-skid pattern moulded into fibre reinforced plastic (FRP); non-slip deck paint; or an efficient non-slip covering.

6.1.6 Winches, Tackles and Hoisting Gear

6.1.6.1 Every vessel that is provided with winches, tackles and hoisting gear should have such gear properly installed having regard to the intended service of the vessel.

6.1.6.2 All hoisting gear, hauling gear and related equipment should satisfy the requirements of EU Council Directives 1989/391/EEC, 1995/63/EC and 1989/655/EEC as applicable.

Note: ***Sections* 6.1.6.3 to 6.1.6.13 inclusive apply to all vessels constructed on or after 23 November 1995 and, in so far as the structural characteristics permit, vessels of 18 metres in length LBP and over constructed before that date. *N*+E**

6.1.6.3 All equipment used in hoisting should be tested and examined at regular intervals.

6.1.6.4 All parts of hauling gear, hoisting gear and related equipment should be maintained in good repair and working order.

6.1.6.5 The controls for the hauling gear should be installed in an area sufficiently large to enable operators to work unhindered.

6.1.6.6 The hauling gear should also have appropriate safety devices for emergencies, including emergency stop facilities.

6.1.6.7 The hauling gear operator should have a clear view of the hauling gear and any crew member working it.

6.1.6.8 If the hauling gear is controlled from the wheelhouse, the operator should also have a clear view of the crew working it, either directly or via any other suitable medium.

6.1.6.9 A reliable communications system should be used between the wheelhouse and the working deck and the crew should be trained in the use of hand signals.

6.1.6.10 A sharp look out should 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.

CHAPTER 8 (EMERGENCY PROCEDURES)

8.1 EMERGENCY PROCEDURES

8.1.1 Inspections

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

8.1.2 Drills

8.1.2.1 The skipper should ensure that the crew are trained in the use of all life-saving and fire appliances and equipment with which the vessel is provided and should ensure that all members of the crew know where the equipment is stowed. Such training should be carried out in drills, held in port or at sea, at intervals of not more than one month.

8.1.2.2 The drills referred to in section 8.1.2.1 should 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 and survival equipment. Flooding drills should also be incorporated.

8.1.2.3 If a vessel carries 5 or more crew, a muster list should be provided with clear instructions for each member of the crew, which should be followed in case of emergency.

8.1.2.4 The times, dates and particulars of inspections and drills should be recorded and available for future inspection.

CHAPTER 10 (CREW ACCOMMODATION)

10.1 ACCOMMODATION

10.1.1 Vessel Requirements

Note: ***Sections 10.1.1.1 to 10.1.1.8 inclusive apply to all vessels constructed on or after 23 November 1995 and, in so far as the structural characteristics permit, vessels of 18 metres in length LBP and over constructed before that date. N+E***

10.1.1.1 The crews living quarters, where they exist, should be such as to minimise noise, vibration, the effects of motion and acceleration and unpleasant odours from other parts of the vessel.

10.1.1.2 On vessels with crew accommodation, toilets, wash basins and if possible a shower should be installed and the respective areas should be properly ventilated.

10.1.1.3 Adequate stowage facilities for clothing and personal effects should be provided for each person on board.

10.1.1.4 The galley and mess room, where these exist, should be of adequate size, well lit and ventilated and easy to clean.

10.1.1.5 A refrigerator or other low temperature food storage should be provided

10.1.1.6 As far as is practicable, technical measures should be taken to reduce noise levels in working and accommodation spaces

10.1.1.7 An electric lighting system should be installed that is capable of supplying adequate light to all enclosed accommodation and working spaces.

10.1.1.8 An adequate supply of fresh drinking water should be provided

10.1.2 Additional Requirements for Vessels Constructed on or after 23 November 1995

10.1.2.1 The location, structure, soundproofing, means of insulation and layout of the crew accommodation and means of access should be such as to provide adequate protection against weather and sea, vibration, noise and unpleasant odours from other parts of the vessel likely to disturb the crew during their period of rest;

10.1.2.2 Where the design, dimensions or purpose of the vessel allow, the crew accommodation should be located so as to minimise the effects of motion and acceleration.

10.1.2.3 Appropriate measures should be taken as far as possible to protect non-smokers from discomfort caused by tobacco smoke.

10.1.2.4 Appropriate lighting should be provided within the living quarters such that:

i) adequate general lighting is provided;

ii) reduced lighting is provided in way of crew sleeping spaces;

iii) local lighting is provided for each berth.

10.1.2.5 On vessels with crew accommodation, shower facilities with hot and cold running water should be provided.

10.1.2.6 Hot water supply systems (if fitted) should be suitably designed, installed and fit for purpose.

10.1.2.7 Crew accommodation spaces should be properly ventilated to ensure a constant supply of fresh air and to prevent condensation.

10.1.3 **Recommendations for Existing Vessels of less than 18m in length LBP that are at sea for more than 24 hours:**

10.1.3.1 **When a vessel is intended to be at sea for more than 24 hours an adequate standard of accommodation should be provided on board. In considering such accommodation, the primary concern should be directed towards providing facilities that contribute to the health and welfare aspects of those on board i.e. the sleeping accommodation, the ventilation, the sanitary facilities, the lighting and the fresh water and galley services. Whenever possible, consideration should be given to providing the facilities that are detailed in section 10.1.1.** **E**

10.2 SIGNS

10.2.1 The following signs should be displayed where appropriate;

i) "Emergency escape" (Luminescent, Green/White) to indicate escape routes;

ii) "Keep closed at sea" (Blue/White) on both sides of those doors which require to be closed at sea to satisfy stability requirements;

iii) "First Aid" (Green/White) at the first aid locker;

iv) "Fire-fighting equipment", (Red/White) for fire extinguishers, CO_2 release stations, fire hydrants and hose stowage and push button alarms;

v) "Oil discharge prohibited at sea" (Blue/White) at overboard discharges that are capable of discharging oily bilge water;

vi) Other signs, when identified through risk assessment.

Refer also to The Merchant Shipping and Fishing Vessels (Safety Signs and Signals) Regulations, SI 2001 No. 3444 and MSN 1763 (M+F).

Fishing Vessel Safety Branch
Martitime and Coastguard Agency
Spring Place
105 Commercial Road
Southampton
SO15 1EG

Tel: 02380 329100
Tel: 0845 6014072 (Helpline)
Fax: 02380 329173

Department
for **Transport**

An executive agency of the Department for Transport

Annex D

Photos of DSC alert and “Mayday” transmission procedures posted in the wheelhouse of *St Amant*

mca

Maritime and Coastguard Agency

EMERGENCY RADIO PROCEDURES

The preferred method of contacting the UK Coastguard is by DSC for all types of calls (Distress Urgency and Routine)

NAME OF VESSEL: ST ANNE

MMSI number: 235004473 **Call Sign** 2JAT

- Check main battery switch is on; switch radio on; turn up volume
- Adjust "squelch" control so noise just disappears.

If you have a DSC radio, do this first:

- press DISTRESS button once, select distress designation (if possible)
- if no automatic GPS interface, follow the menu instructions and enter your current position manually (if you do not know present position leave the last position as displayed)
- press DISTRESS button again AND HOLD for 5 seconds until acoustic alarm stops
- wait 15 seconds then continue as below;

then for both DSC and non-DSC radios:

- set the radio channel to 16 high power
- press microphone and speak your Distress or Urgency message slowly and clearly:
  - MAYDAY, MAYDAY, MAYDAY
  - THIS IS ..... (name of vessel 3 times)
  - MAYDAY ... (name of vessel, call sign and MMSI number spoken once)
  - MY POSITION IS ..... (latitude and longitude, or true bearing FROM a known point) – IF YOU DON'T KNOW, DON'T GUESS – GIVE YOUR LAST KNOWN POSITION
  - I AM .... (sinking, on fire, etc)
  - I REQUIRE IMMEDIATE ASSISTANCE
  - I HAVE ... (number of persons on board and any other relevant information such as availability of liferaft)
  - Intentions (eg abandoning to liferaft, will keep watch on radio)
  - OVER – THIS MEANS 'REPLY TO ME'
  - RELEASE THE TRANSMIT BUTTON
  - KEEP LISTENING ON CHANNEL 16 FOR INSTRUCTIONS

MAKE SURE THAT YOU AND OTHERS ON BOARD KNOW HOW TO USE YOUR RADIO BEFORE YOU NEED IT IN AN EMERGENCY

DISTRESS Call

Quick DSC DISTRESS Call

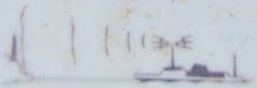
1. If off or UNIT OFF: press the ON button/key.

or

Hook off the handset.

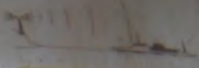
Send DSC distress call.
Open DISTRESS lid and press DISTRESS
on hook until RELEASE is displayed. This takes 5 seconds,
during which the indicator lamps TX and ALARM will flash.

5-4-3-2-1-RELEASE



Wait for answer!

Acknowledgment



4. To VIEW the call, press

Mayday Procedure

5. To enter VHF mode press "16":

6. Lift handset if on hook.

Press

Pressing PTT, say:

"Mayday Mayday Mayday
This is <Ship name (3 times)>

Mayday
This is <Ship name + call sign>
Position:.....
What is wrong:.....
Kind of assistance:.....
Number of crew:.....
Other info:.....
OVER."

Release

Release PTT and listen for answer.

NB! DISTRESS is only to be used in case of an emergency!

Annex E

Photos of relevant extracts from *St Amant* risk assessments

Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible consequences	F/P	S	F/P x S	Control measures necessary with respect to your vessel
General working on the deck of the vessel	Wet conditions	Crewmembers cold and wet	3	3	9	work stop's, crewmember's into galley hot drink's and warm up from heater's
	Cold conditions	Crewmembers tire, accidents are more likely	3	3	9	work stop's crew member's take turn's at sleeping down in cabin
	Objects which may be dropped onto feet	Crushed toes, permanent disability	3	3	9	maintain all shackels and high lifting points were steele toe cap boot's
	Handling fish and fishing gear	Cold hands and damage to hands	3	3	9	were gloves at all times's make sure gloves have no holes in them
	Falling overboard	Drowning	3	3	9	Increase height of vessel rails if possible have crew rged out with effective buoyancy
	Sudden capsize or loss of vessel	Deaths	3	3	9	make sure that all crew members were suitable buoyancy aid when working on deck
	Manual handling of fishing gear and the catch	Back injuries, sprains etc.	3	2	6	Instruct crew members in correct lifting technique's if possible share the load between two crew memb-
	Noise	Hearing damage, misheard instructions	3	3	9	wear ear plug's when in eng room use correct hand signals when on deck's
Other						

Issue 1 (September 1999) Signature [redacted] Date 1-03-02

16-4-02

6/5/11

All Vessels

C5

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)		
1	-	No action is needed
2	-	Can be tolerated, but make sure that it does not become worse
3/4	-	Take action but subject to it being reasonable and sensibly possible
6	-	Must be attended to, you must reduce the risk
9	-	Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
Boarding and leaving the vessel	Use of ladder or gangway	Falling onto vessel or into water – serious injuries or death	1	2	2	
	Boarding via dinghy	Dinghy overwhelmed or run down – drowning				
	Poor lighting	Failure to see dangers. Injuries or death	2	2	4	
	Obstructions	Trips and falls – minor/serious injuries	2	1	2	Deck kept clear of obstructions
	Unprotected openings	Falls with serious injury	1	3	3	no openings to be left open when not in use
	Slippery decks	Falls with minor injuries	2	2	4	keep deck clean, degrease if oil spilt
	Unsafe handrails	Falls into water, drowning	1	3	3	
	Access across vessels	Slips, trips and falls – minor/ serious injuries	1	2	2	
Other						
General working on the deck of the vessel	Wet and cold conditions	Crewmembers cold and wet	2	1	2	Crew are equipped with waterproof clothing
	Objects which may be dropped onto feet	Crushed toes, permanent disability	1	2	2	protective foot wear worn
	Handling fish and fishing gear	Cold hands and damage to hands	1	1	1	Gloves worn when handling fishing gear
	Falling overboard	Drowning	1	3	3	Crew have personal life jackets
	Sudden capsize or loss of vessel	Deaths	1	3	3	

Assessment Date 21/3/05 Review Date ..... Review Date 6/5/11

Signature [redacted] Signature ..... Signature .....

How likely that harm may occur (L)	How harmful (H)
1 Very unlikely	1 Slightly harmful
2 Unlikely	2 Harmful
3 Likely	3 Very harmful

Risk Factors (L x H)

1 - No action is needed
2 - Can be tolerated, but make sure that it does not become worse
3/4 - Take action but subject to it being reasonable and sensibly possible
6 - Must be attended to, you must reduce the risk
9 - Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form — ALL VESSELS

Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
Boarding and leaving the vessel	Use of ladder or gangway	Falling onto vessel or into water – serious injuries or death	1	3	3	
	Boarding via dinghy	Dinghy overwhelmed or run down – drowning				
	Poor lighting	Failure to see dangers. Injuries or death	1	3	3	
	Obstructions	Trips and falls – minor/serious injuries	1	2	2	
	Unprotected openings	Falls with serious injury	1	3	3	
	Slippery decks	Falls with minor injuries	2	2	4	
	Unsafe handrails	Falls into water, drowning	1	3	3	
	Access across vessels	Slips, trips and falls – minor/ serious injuries	2	2	4	
Other						
General working on the deck of the vessel	Wet and cold conditions	Crewmembers cold and wet	1	1	1	
	Objects which may be dropped onto feet	Crushed toes, permanent disability	1	1	1	
	Handling fish and fishing gear	Cold hands and damage to hands	1	1	1	
	Falling overboard	Drowning	1	3	3	
	Sudden capsize or loss of vessel	Deaths	1	3	3	

Assessment Date 25/4/06 Review Date .....

Signature [redacted] Signature .....

C2 All Vessels Issue 2 (April 2004)

Review Date .....

Signature .....

Standard Risk Assessment Form			HANDLING THE CATCH			
Activity or area	Possible hazards	Possible consequences	F/P	S	F/P x S	Control measures necessary with respect to your vessel
Handling the Catch	Unsafe deck area	Trips, slips and falls minor – serious injuries	3	3	9	KEEP DECK SPACE CLEAR OF OBSTRUCTIONS
	Dangerous species	Bites, stings, cuts	1	2	2	DONOT HANDLE UNKNOWN SPECIES, ASK EXPERIENCED CREW OR SKIPPER IF UNSURE
	Limbs or clothing caught in conveyors or elevators	Serious injury	3	3	9	STAY AWAY FROM MOVING PARTS AS MUCH AS POSSIBLE, KEEP GUARDS ON AT ALL TIMES
	Gutting machines and mechanised fish processing equipment	Amputation Serious injury	2	3	6	
	Dipping prawns in antioxidant	Heart damage/asthma attacks				
Other						

Signature [redacted]

Date 19/4/02

6/5/11

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)

1	No action is needed
2	Can be tolerated, but make sure that it does not become worse
3/4	Take action but subject to it being reasonable and sensibly possible
6	Must be attended to, you must reduce the risk
9	Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form — ALL VESSELS

Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
Handling the Catch	Unsafe deck Area	Trips, slips and falls minor – serious injuries	1	3	3	
	Limbs or clothing caught in conveyors or elevators	Serious injury				
	Gutting machines and mechanised fish processing equipment	Amputation Serious injury				
	Dipping prawns in antioxidant	Heart damage/ asthma attacks. Corrosion of vessel				
Stowing the Catch (Fish Room)	Unsafe fishroom floor and working area	Trips, slips and falls Minor – serious injuries	1	3	3	keep working area tidy
	Inadequate lighting	Failure to see dangers	1	2	2	
	Basket of fish dropped from hatch	Serious injury	1	3	3	all slings and lifting ropes checked
	Unsafe fishroom ladder	Serious injury	1	3	3	make ladder fast + safe
	Lone working	No one aware that an accident has occurred	1	3	3	no one working alone
Other						

Assessment Date 21/3/05

Signature [redacted]

Review Date .....

Signature .....

Review Date 6/5/11

Signature .....

How likely that harm may occur (L)	How harmful (H)
1 Very unlikely	1 Slightly harmful
2 Unlikely	2 Harmful
3 Likely	3 Very harmful

Risk Factors (L x H)

1 - No action is needed
2 - Can be tolerated, but make sure that it does not become worse
3/4 - Take action but subject to it being reasonable and sensibly possible
6 - Must be attended to, you must reduce the risk
9 - Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form — ALL VESSELS

Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
Handling the Catch	Unsafe deck Area	Trips, slips and falls minor – serious injuries	1	2	2	
	Limbs or clothing caught in conveyors or elevators	Serious injury	1	2	2	
	Gutting machines and mechanised fish processing equipment	Amputation Serious injury				
	Dipping prawns in antioxidant	Heart damage/ asthma attacks. Corrosion of vessel				
Stowing the Catch (Fish Room)	Unsafe fishroom floor and working area	Trips, slips and falls Minor – serious injuries	1	2	2	
	Inadequate lighting	Failure to see dangers	1	2	2	
	Basket of fish dropped from hatch	Serious injury				
	Unsafe fishroom ladder	Serious injury	1	2	2	
	Lone working	No one aware that an accident has occurred	1	3	3	
Other						

Assessment Date 24/4/06 ....

Signature [redacted] ....

Review Date .....

Signature .....

Review Date .....

Signature .....

Standard Risk Assessment Form — **ALL VESSELS**

Activity or area	Possible hazards	Possible consequences	F/P	S	F/P x S	Control measures necessary with respect to your vessel
Shooting and Hauling Operations	Clothing and jewellery snagged in fishing gear	Serious injuries, man overboard	3	3	9	Crewmember's to wear suitable clothing and no jewellery
	Unsafe deck area	Slips, trips and falls: minor-serious injuries	3	3	9	Keep clear of wire and clear of bar untill bar is on the deck
	Stepping up (reduced rail height)	Falling overboard	2	3	6	allways stand on deck when bring the gear in never stand on rails or rised object on deck
	Poor communications between wheelhouse, winch and deck	Serious injuries, death	2	3	6	make sure winchman is clear on hand signals given from wheelhouse
	Inadequate lighting	Cannot see dangers; injuries man overboard	2	3	6	put more deck lights up
	Gear parting	Serious injury/death	2	3	6	check wire shackles at start of each trip
	Inexperience in a new fishing method	Serious injury/death	3	3	9	Take experienced man on board who's fished this type of fishing
Other						

18-4-02

6/5/11

How likely that harm may occur (L)	How harmful (H)
1 Very unlikely	1 Slightly harmful
2 Unlikely	2 Harmful
3 Likely	3 Very harmful

Risk Factors (L x H)	
1	No action is needed
2	Can be tolerated, but make sure that it does not become worse
3/4	Take action but subject to it being reasonable and sensibly possible
6	Must be attended to, you must reduce the risk
9	Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form			ALL VESSELS			
Activity or area	Possible hazards	Possible Consequences	L	H	LxH	Control measures necessary with respect to your vessel
General Working on the deck of the vessel cont.	Manual handling of fishing gear and the catch	Back injuries, sprains etc	1	1	1	
	Noise	Hearing damage, misheard instructions	1	2	2	Ear protectors supplied, make instructions clear + easy to follow
Other						
Shooting and Hauling Operations	Clothing snagged in fishing gear	Serious injuries, man overboard	1	2	2	no loose fitting clothing to be worn
	Unsafe deck areas	Slips, trips and falls: minor-serious injuries	1	1	1	keep deck area tidy and clear of obstructions
	Working above deck level	Falling overboard/ serious injuries	1	3	3	
	Poor on board communication	Serious injuries, death	1	3	3	make instructions clear and understood
	Inadequate lighting	Cannot see dangers; injuries man overboard	1	3	3	
	Gear parting	Serious injury/death	1	3	3	
	Inexperience of a new fishing method	Serious injury/death	1	3	3	
Other						

Assessment Date 21/3/05 Review Date ..... Review Date 6/5/11

Signature [redacted] Signature ..... Signature .....

How likely that harm may occur (L)		How harmful (H)	
1	Very unlikely	1	Slightly harmful
2	Unlikely	2	Harmful
3	Likely	3	Very harmful

Risk Factors (L x H)	
1	No action is needed
2	Can be tolerated, but make sure that it does not become worse
3/4	Take action but subject to it being reasonable and sensibly possible
6	Must be attended to, you must reduce the risk
9	Cannot be accepted and work/activity must not continue

Standard Risk Assessment Form

Activity or area	Possible hazards	Possible Consequences	ALL VESSELS L	H	LxH	Control measures necessary with respect to your vessel
General Working on the deck of the vessel cont.	Manual handling of fishing gear and the catch	Back injuries, sprains etc	1	1	1	
	Noise	Hearing damage, misheard instructions	1	1	1	
Other						
Shooting and Hauling Operations	Clothing snagged in fishing gear	Serious injuries, man overboard	1	3	3	
	Unsafe deck areas	Slips, trips and falls: minor-serious injuries	1	3	3	
	Working above deck level	Falling overboard/ serious injuries	1	3	3	
	Poor on board communication	Serious injuries, death	1	3	3	
	Inadequate lighting	Cannot see dangers; injuries man overboard	1	3	3	
	Gear parting	Serious injury/death	1	3	3	
	Inexperience of a new fishing method	Serious injury/death	1	3	3	
Other						

Assessment Date 25/4/06 ..... Review Date ..... Review Date .....

Signature [redacted] ..... Signature ..... Signature .....

Annex F

Extract from the 1977 Handbook of Exemptions

Fishing Industry Safety Group – Department of Trade

Fishing Vessels (Safety Provisions) Rules 1975

Handbook of exemptions

London
1977

Part H

Structural fire protection and fire detection

The Department 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 Department 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	Rule	Exemption	Comment
I. PROTECTION OF CREW				
Bulwarks Guard Rails	Protection to a height of 915 mm is required	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	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.