

List of repairs and modifications presented to Macduff Shipyards Limited

VISION II

JOBS FROM 28th July

Shift notes sensors from store to wheelhouse
Fit hooks + heater into store

Renew Rarries on doors + new sheet on dump ✓

Check gallowas blocks + pins - weld us ✓

Check all deck rollers + Gog rollers ✓

Middle clutch slipping out ✓

Steel hyd pipe under dip bin - small leak ✓

Make up spare brake band for winch

Supply spare hoses for net drum motors

Make new cupboard for lifejackets at
back of wheelhouse

Fit in new washing machine + tumble dryer
weld on new name on wheelhouse ✓
weld on new number 0 on side of boat ✓

Agreed electrical repair work

R.D. DOWNIE LTD.

133 SHORE STREET, FRASERBURGH AB43 9BP

Telephone (01346) 518855

FAX: (01346) 515776

JOB CARD

5705

Date 30/7/08

CUSTOMER

Version II - info 2 weeks
long at balance
long in hunt

JOB DESCRIPTION

on shore price on Tuesday

1) Repair air conditioning in cabin.
(tail end was leaking) water - two parts
water in motor - Motor located
outside (below wing/cock)

2) Repair leaks in galleries

3) require 24V supply/ socket in wheelhouse for Notice (being moved from store room to w/h. by Weather)

MATERIALS

[illegible]

Heatstore Base Unit Fan Heater Installation and Operating Instructions

Base Unit Fan Heater

Model: HS BU24N / HS BU24NSS

Issue 6 16/07/03

BEAB
Approved



IMPORTANT: These instructions should be read and carefully retained by the user.

Safety Warnings

- **DO NOT COVER OR OBSTRUCT** the air inlet or outlet grille.
- **ENSURE THE APPLIANCE IS EARTHED.**
- Do Not place heater immediately below a socket outlet.
- If the appliance is covered, there is a risk of fire.
- Do not use this heater with young children unattended.
- Do not use this heater in areas where excessive dust exists.
- Do not touch or obstruct the grille areas when the heater is in operation.

Introduction

This heater has been designed for fitting in the space behind the plinth of floor standing kitchen units or other fitted furniture units. It is recommended that the heater is not installed under cupboards used for storing perishable goods. It can be accommodated in plinths with a minimum height of 120mm, and is suitable for cupboards of 500mm width and above.

Installation

The installation of this appliance should be carried out by a competent electrician and be in accordance with the current IEE wiring regulations.

Before undertaking installation work, ensure the electricity supply is disconnected from any relevant fixed wiring.

The heater is more easily fitted during the installation of new furniture units, or on existing furniture units if they can be temporarily moved from their position against the wall. If an existing furniture unit cannot be moved, then it may be necessary to remove the back of the unit in order to gain access to carry out the wiring installation.

Before installing the unit consider the location with respect to the following;

- The electrical supply and cable length.
- Position heater to deliver heat effectively without causing personal discomfort from overheating while standing at work surfaces etc.
- Minimum plinth height of 120mm and minimum furniture unit width of 500mm.

Procedure

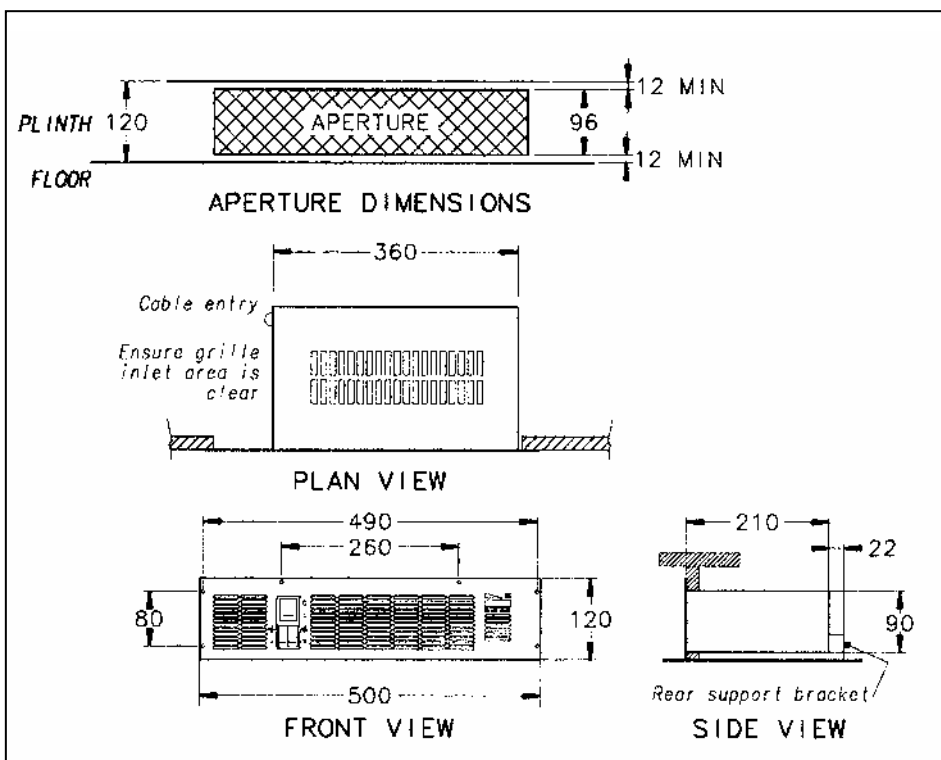
1. Cutting the aperture in the Plinth

Cut aperture in furniture unit plinth to dimensions shown. This must be positioned so that the minimum distance from the bottom of the aperture to the TOP surface of any floor covering is not less than 12mm and not more than 25mm.

If an overhang above the heater is greater than 75mm, then a distance of at least 100mm must be maintained between the overhang and the uppermost part of the heater.

Note: If fitted in corner with adjacent cupboards to left hand side of heater then a distance of at least 150mm must be maintained between the left hand end of the heater and the front of the adjacent cupboard door.

* This dimension must be maintained above the top surface of any floor covering material. All dimensions in millimetres.



2. Power supply connection

Check that the supply voltage details on the heater are in accordance with your electricity supply. The appliance is fitted with 2 metres of flexible cable type H05VV-F size 3 x 1.5mm for electrical connection. The cable may be used to connect the heater to the fixed wiring of the premises through a suitable connection box. The supply circuit to the heater must incorporate a double pole isolating switch having a contact separation of at least 3mm. The power supply cable should be routed from the plinth space to the connection box, ensuring that the cable is left with enough slack to allow removal of the appliance for maintenance. The cable must be protected from any sharp edges.

3. Fitting the Rear Support Bracket

The heater is supplied with a rear support bracket. Fit to the back of the appliance with the two screws supplied. Adjust the rear support bracket so that the vertical distance from the underside of the appliance to bottom of the rear support bracket equals the vertical distance from the floor in the cupboard space to the bottom of the aperture opening. The slots in the rear support bracket allow it to be adjusted to the required height.

4. Marking the Fixing Positions

Slide the heater into position in the plinth aperture. Mark the six fixing holes (two on each side and two on the top). Remove the heater and drill 2mm pilot holes.

5. Mounting the Heater into the Plinth

When the cable connection has been made and the rear support bracket adjusted, slide the heater into the aperture ensuring that it is adequately supported and that the inlet grille is not obstructed. Use the six screws provided to secure the heater to the plinth. (See point 6 below for stainless steel grill fitting).

6. Stainless Steel Grille (BU24NSS model only).

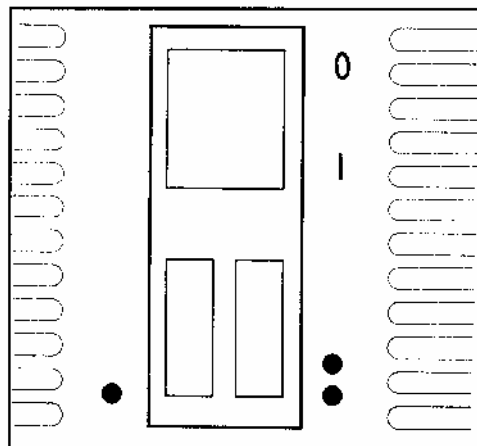
The stainless steel grille is supplied (in the plastic covering) as an attachment for the front of the heater.

This should be offered up to the front of the heater before fixing the heater to the plinth. Use the six screws to secure it to the front of the heater / plinth.

Operation

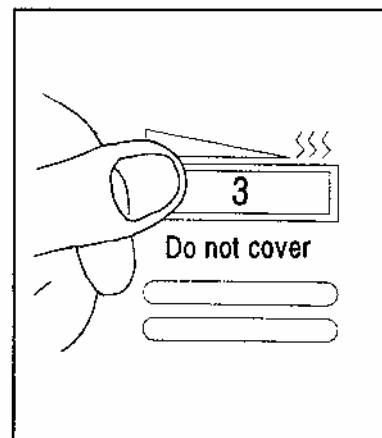
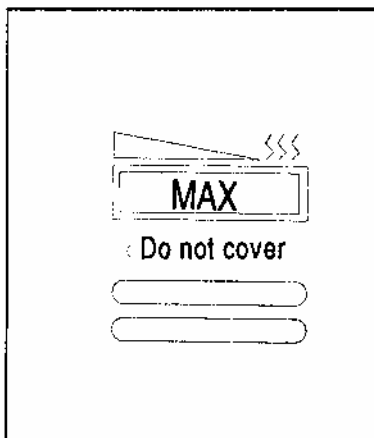
- 1 Switch on electricity supply to the heater.
- 2 Switching the switch marked "ξ" energises blower.
- 3 Select "ξ" and switches marked "●" and "●●" as required:

1	=	Cooling
1 + ●	=	800W heating
1 + ●●	=	1600W heating
1 + ● + ●●	=	2400W heating



Operation of Thermostat

1. The heater incorporates a variable thermostat which is controlled by a knob situated on the top right hand side of the front panel. The knob is marked *, 1 - 6, MAX, representing a temperature range of 5°C to 30°C. Lowest setting provides frost protection level.
2. Turn thermostat knob to maximum. When the room has reached the desired comfort level turn back the knob until the thermostat just 'clicks' off. If the knob is left in this position the room temperature will be maintained automatically at the chosen level.



Remember

If, when the heater is switched on, the room temperature is above that selected on the thermostat knob the heater will not operate. This is as it should be, and the thermostat is performing its function correctly. Should a higher temperature be required than the one selected, then it will be necessary to turn the thermostat knob to a higher setting to bring the heater into operation.

Cleaning & User Maintenance

WARNING: DISCONNECT SUPPLY before carrying out maintenance.

General Cleaning

External appearance can be maintained by wiping occasionally with a damp cloth; for stain removal, a weak soap solution can be applied, then wipe dry.

Internal Cleaning & Maintenance

To help prevent the build up of dust and fluff in the heater it is advisable to apply the soft brush attachment of a vacuum cleaner to the grille occasionally (fig. 1).

From time to time it may be necessary to remove the heater from the furniture unit so that the interior of the heater and the heater compartment can be cleared of any accumulated dust or fluff by means of a vacuum cleaner (fig. 2).

To remove, unscrew the six fixing screws and withdraw the appliance from the plinth.

To gain access to the inside of the appliance remove the screws securing the top cover.

Clean the interior of the heater using the soft brush attachment of a vacuum cleaner, taking care not to damage the fan.

Refit the top cover. The interior compartment of the furniture unit should also be cleared of dust and fluff using the vacuum cleaner nozzle (fig. 3).

Remount the heater in the plinth ensuring the rear support bracket is still adjusted correctly.

The electricity supply to the heater can now be switched back on.

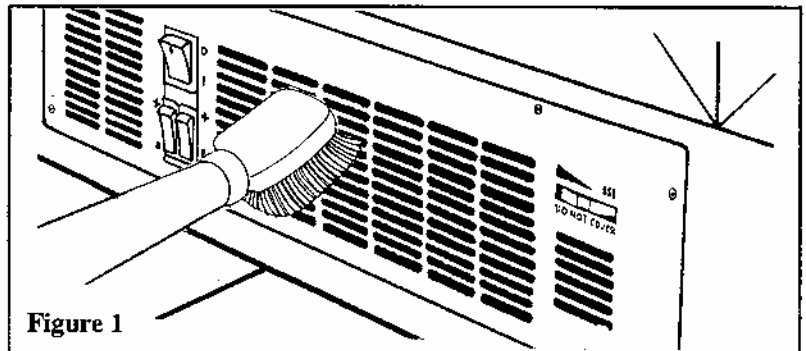


Figure 1

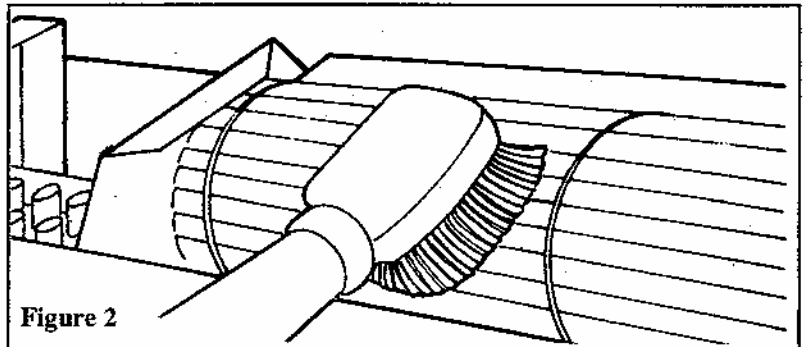


Figure 2

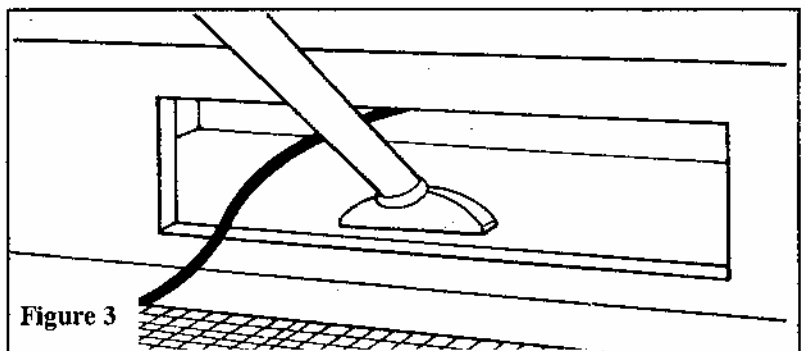


Figure 3

Thermal Safety Cut-out

The power supply to the heating element will be interrupted if one or a combination of the following abnormal events occur.

1. Air inlet or outlet grilles are obstructed.
2. Internal ventilation is impaired due to build up of dust and fluff.

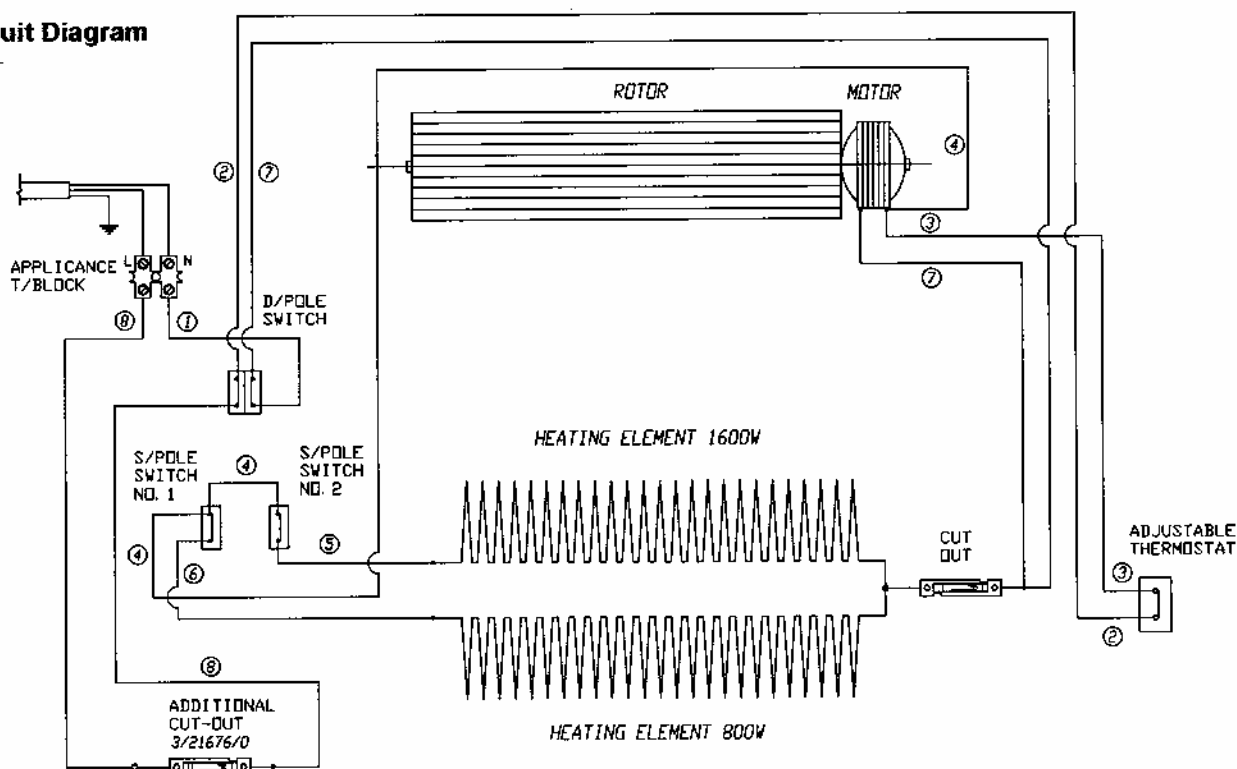
Note : If in situations 1 & 2 the cut-out operates, the fan may continue to run and the thermal cut-out may cycle the heating elements on and off greatly impairing the performance of the heater. The heater must be turned off immediately.

3. Blower unit stalls.

Procedure for resetting the cut-out;

- A. Disconnect the electricity supply to the appliance either by switching off at the isolating switch panel or at the consumer unit.
- B. Determine what has caused the cut-out to operate and rectify.
(Note : This should only be undertaken by competent persons with experience of repairing electrical appliances and in full knowledge of the possible hazards involved).
- C. After a short time delay to allow the appliance to cool down, all that is required to return the heater to normal operation is to switch the electricity supply back on.

Circuit Diagram



After Sales Service

Your HEATSTORE base unit fan heater is guaranteed for 2 years from date of purchase. We undertake to exchange or repair free of charge within this period any part found to be defective due to a manufacturing fault. This guarantee in no way prejudices your rights under common law.

Should you require after sales service, please get in touch with the supplier through whom you purchased the appliance, or your nearest service agent.

Please do not initially return a faulty appliance or part of an appliance to us as this may result in transit damage and / or delay in providing service. Let us know your difficulty, quoting the model number and series letter of the appliance. We will then take the appropriate action.

CE This product complies with the European Safety Standard EN60335-2-30 and the European Standard for Electromagnetic Compatibility (EMC) EN55014, EN60555-2 and EN60555-3 which cover the essential requirements of EEC Directives 89/336.

HEATSTORE

Made in Ireland

4D SEVERNSIDE T.E
ST.ANDREWS ROAD,
AVONMOUTH
BS119YQ

Maritime and Coastguard Agency Procedural Agreement for
Classification Society or SEAFISH Instrument of Appointment

Maritime and Coastguard Agency

Procedural Agreement for Classification Society or SEAFISH Instrument of Appointment

Introduction

The Maritime and Coastguard Agency (MCA) currently has in place, standard agreements with duly recognised classification societies and SEAFISH on the delegation of statutory survey and certification services for hull and machinery, on vessels registered in UK.

In order to minimise the required number of visits by MCA surveyors, particularly on overseas contracts, the MCA is also prepared to negotiate with the classification society / SEAFISH specific areas of MCA responsibility which can be delegated, under a formal appointment.

Purpose

The purpose of this paper is to set out the required Procedural Agreements (PA's) of the Maritime and Coastguard Agency, in order to improve and standardise the service given to and received from the classification society / SEAFISH under the Instrument of Appointment procedure.

The Process

1. The MCA will advise the Classification Society / SEAFISH of the MCA lead surveyor and customer service manager for the project.
2. The MCA will issue a formal letter of appointment, as set out at annex 3, to the nominated classification society/SEAFISH surveyor, (the Appointed surveyor) in accordance with the agreement and they should also be exclusive surveyors and fluent in English language.
3. The MCA lead surveyor will confirm in detail with the appointed surveyor, the relative responsibilities, as set out in the completed approval and testing matrix at annex 4. This will include reference to the areas of survey work that require continuous monitoring and recording, with regular reports back to MCA

4. Annexe 4a also contains the list of drawings that will be required for approval by MCA and also copies of Class/ SEAFISH. Approved drawings.
5. The appointed surveyor should agree the survey and testing matrix, as issued in duplicate and endorse and return the MCA copy.
6. The appointed classification society surveyor should also complete the acknowledgement form at annex 4, covering the assigned Instrument of Appointment and Procedural Agreement.
7. The MCA lead surveyor will ensure that the appointed surveyor is copied in on all relevant correspondence between shipyard/consultants and MCA.
8. A focal point in the shipyard/consultant drawing office will be responsible for ensuring that the appointed surveyor has the latest revision of accepted drawings and this should be confirmed to the MCA lead surveyor.
9. The appointed surveyor should monitor the construction in relation to the MCA accepted drawings and advise MCA lead surveyor of any deviations or changes onboard.
10. The MCA lead surveyor will agree with the appointed surveyor, the number of written progress survey reports they will be required to submit to MCA, during the contract period with deadlines. This report should include, but be not limited to, items covering;
 - Plans approved during reporting period with comments/remarks
 - Survey/tests/inspections carried out during reporting period, including comments/remarks and those projected for next period
 - General construction progress
11. The MCA will confirm with the classification society / SEAFISH office, the actual number of visits that the MCA surveyor will make and at which key stages.
12. The appointed surveyor should give an official Survey Declaration (MSF 1326) upon completion that the ship has been built in accordance with the MCA accepted plans, satisfies the class / SEAFISH areas of responsibility and the additional items/inspections, as laid down in the matrix at annex 4.
13. It should be noted that the classification society / SEAFISH have no powers to grant exemptions, issue exemption certificates or waive any statutory requirements in regards to statutory surveys carried out under this

appointment procedure. The interpretation of the regulations and the determination of any equivalency status is the sole responsibility of the MCA.

14. Copies of the Instrument of Appointment, approval and testing matrix, periodical Class Reports, Class / SEAFISH Declaration of Survey and other related papers will be retained on the CM 31/01file for the vessel, by the MCA lead surveyor.
15. The Classification Society / SEAFISH survey fees under this MCA Instrument of Appointment will be for class to arrange directly with the owner/shipyard and does not form any part of the MCA fees contract.

W Wood
Head of Discipline (Fishing)
UK Maritime & Coastguard Agency
Marine Office ABERDEEN
Dated 8 January 2007

United Kingdom Fishing Vessel Certificate, 30 December 2004

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND



UNITED KINGDOM FISHING VESSEL CERTIFICATE

Issued under the Merchant Shipping Act 1995

PARTICULARS OF VESSEL

Name of Vessel	AMETHYST		
Official (RSS) Number	C 18331	Fishing Number	BF 19
Port of Registry	BANFF	Date on which keel was laid	2003
Registered Length	17.70 m	Overall Length	18.6 m

THIS IS TO CERTIFY

- that the vessel has been surveyed in accordance with section 1.3 of the provisions of the Code of Safe Working Practice for the Construction and Use of 15 metres (LOA) to less than 24 metres (L) Fishing Vessels;
- that the vessel has been found to comply with the requirements of the Code that are applicable to the vessel, (for vessels that are **classed** see overleaf);
- that the life saving appliances are sufficient for a total of **6** persons;
- that the vessel is fitted with the lights, shapes and sound signals to comply with the International Regulations for the Prevention of Collisions at Sea and is fitted with navigational equipment and carries nautical publications in accordance with the Code;
- that the vessel complies with the requirements of the (Radio)(Fishing Vessels) Regulations that are applicable to the vessel and is equipped for operation in sea areas **A1 & A2** only.
- that an Exemption Certificate has been issued / has not been issued.

Completion date of the survey on which this Certificate is based **23 December 2004**

This Certificate is valid until **21 December 2009** subject to a satisfactory inspection in accordance with 1.3.6 of the Code being completed not less than 24 months and not more than 36 months from the completion date of the initial / ~~annual~~ survey.

Place **Aberdeen Marine Office**Signed _____
(Signature of Authorised Official issuing the Certificate)Date **30 December 2004**

Name _____



INSPECTION (Code 1.3.6)

It is confirmed that the vessel continues to comply with the requirements of the Code that are applicable to this vessel and that annual self-certification declarations have been completed by the owner. The inspection should be completed between **21 December 2006** and **21 December 2007**

Place _____
(Place of inspection)Signed _____
(Signature of Authorised Official)Date _____
(Date of inspection)Name _____
(Name of Authorised Official)

VESSELS CLASSED WITH A CLASSIFICATION SOCIETY

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

EXISTING VESSELS CONSTRUCTED BEFORE 23 NOVEMBER 2002 (Code 1.3.1.4)

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

Rule	Valid until	Subject to the following conditions

SPECIAL OPERATING CONDITIONS (IF APPLICABLE):

NONE

EXTENSION OF CERTIFICATE (Code 1.3.8.3)

The validity of this Certificate has been extended until

Place

Signed

(Signature of Authorised Official)

Date

Name

NOTES

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

ANNUAL SELF-CERTIFICATION UNDER THE CODE OF SAFE WORKING PRACTICE FOR THE CONSTRUCTION AND USE OF 15 METRES (LOA) TO LESS THAN 24 METRES (L) FISHING VESSELS

On satisfactory completion of an annual check on the vessel (required at each anniversary date of expiry of the full term Fishing Vessel Certificate and on change of ownership), the owner should sign the declaration below:

Name of Owner	Mr D. West o/o Westward Fishing Co		
Address of Owner	141 Shore Street		
	Fraserburgh AB43 9BP		
Name of Vessel	AMETHYST		
RSS Number	C 18331	Port letters and number	BANFF
Registered Length	17.70 m	Overall Length	18.6 m
Mode of Fishing			

DECLARATION BY OWNER

I hereby certify that:

1. 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;
2. the Radio equipment is functioning correctly
3. the shipborne navigational equipment, nautical publications and lights, shapes and sound signal appliances, that are required for compliance with the Collision regulations, are carried on board and are functioning correctly;
4. the risk assessment remains appropriate to the vessel's fishing method and mode of operation;
5. 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;
6. weathertight doors and hatches are functioning correctly; and
7. crew training and certification are valid.

1st Annual Signature of Owner		Date	
2nd Annual Signature of Owner		Date	
NOTE: An authorised surveyor must inspect the vessel between the 2nd and 3rd Annual Self-Certifications			
3rd Annual Signature of Owner		Date	
4th Annual Signature of Owner		Date	

- NOTES** • This form must be retained for inspection purposes
• A false declaration may render the owner liable to prosecution



Supplement to Record of Particulars of a Fishing Vessel

Record of Equipment for Compliance with the Code of Safe Working
Practice for the Construction and Use of 15 metres (LOA)
to less than 24 metres (L) Fishing Vessels

PARTICULARS OF VESSEL

Name of Vessel	AMETHYST		
Official (RSS) Number	C 18331		
Port of Registry	BANFF		
Registered Length	17.70 m	Overall Length	18.6 m

DETAILS OF LIFE SAVING APPLIANCES

	Number and / or Type	Expiry Date
LIFEJACKETS	8 off with Lights	Battery expiry: 10.2009
LIFERAFTS	2 off C.S.M. (Both 6 man)	08.2005 & 08.2005
HRU FOR LIFERAFTS	2 off Hamar	12.2006 & 12.2006
LIFEBUOYS AND SMOKE MARKER	2 off, one with line one with Smoke (P.W.)	11.2007
MANOVERBOARD RECOVERY SYSTEM	Yes	
LINE THROWERS	2 off Ikaros	12.2007
PYROTECHNICS	6 Para, 4 Hand & 2 Smoke cans (All Ikaros)	9.2008, 10.2008 & 10.2008
HANDHELD GMDSS RADIOS	Jotron Tron TR20 GMDSS S.N. 213CE03764	-
EPIRB	Jotron TR 405 S.N.74/11	Battery 10.2009
HRU FOR EPIRB	Hamar	10.2006

DETAILS OF FIREFIGHTING EQUIPMENT

	Description	Date of Service / Test
FIRE ALARM	Fire ED 810 Gas ED 810	23.12.2004
FIXED FIREFIGHTING SYSTEM	Fixed Carbon Dioxide	New December 2004
FIRE EXTINGUISHERS / PORTABLE EQUIPMENT	1 off 9 Ltr Water, 2 off 9 Ltr Foam, 3 off Dry Powder	New December 2004
FIRE PUMP	2 off Accut CA50's 25m3 per Hour	7.03.2005

NAVIGATION AND OTHER EQUIPMENT

COMPASS - Date last corrected	21.12.2004
CHARTS AND PUBLICATIONS - Date of last correction	2182C & Harbours - Macmillan Reeds December 2004
MEDICAL KIT - SCALE - 8	EXPIRY DATE New 7.12.2004

This is to certify that this Record is correct in all respects

Place Aberdeen Marine Office

Signed

Signature of Authorised Official

Date 30 December 2004

Name



Department of Transport Merchant Shipping Notice No. M.1303
Guide to the Fishing Industry on Documents Required By Law to be Maintained

DEPARTMENT OF TRANSPORT

MERCHANT SHIPPING NOTICE NO. **M.1303**

**GUIDE TO THE FISHING INDUSTRY ON DOCUMENTS REQUIRED BY LAW TO BE
MAINTAINED**

To Owners and Skippers of Fishing Vessels

Vessels of 55 feet (16.8 Metres) or More in Length but Less than 80 Feet (24.4 Metres)

This notice supersedes M.720

1. This guide is one of three which have been designed principally to help owners and skippers of fishing vessels to deal with the official documents which are required by law, namely the Merchant Shipping Act 1970 and Statutory Instruments 1972 No. 919 and 1981 No. 570. **It is not comprehensive and should not be regarded as interpreting any Act of Parliament or Statutory Instrument.**

2. It is recommended that every owner and skipper of a fishing vessel of 40 feet (12 metres) or more in length obtain a copy of the guide appropriate to the length of the vessel which they own or command and use it as a reference each time they prepare any document required by the Merchant Shipping legislation referred to above.

Note: Similar guides for vessels of 80 feet (24.4 metres) or more in length (Notice No. M. 721) and for vessels of 40 feet (12 metres) or more but less than 55 feet (16.8 metres) in length (Notice No. M. 719) are obtainable free of charge from any Marine Office or on request by post from Department of Transport, Marine Library, Sunley House, High Holborn, London WC1V 6LP.

Department of Transport
Shipping Policy Directorate
London WC1V 6LP
January 1988

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1. Documents required

Available from any Marine Office.

a. List of Crew:

Form Nos.

ALC(FSG) 4 Outer cover (Red and Blue)

ALC(FSG) 1(b) List of crew

ALC 1(c) List of young persons

b. Official Log Book

Form No.

LOG(FSG) 1/82 (Green)

2. Preparation of documents

a. Outer cover of ALC(FSG) 4

Complete and sign the outer cover (ALC(FSG)4) in accordance with the headings on it (except for the bottom section), remembering to fill in the Red copy as well as the Blue.

b. List of crew—ALC(FSG) 1(b)

This must contain details of all those who are employed on board, in accordance with the column headings.

c. Official Log Book

The official log book is to be maintained in accordance with Statutory Instrument No. 570 of 1981. However, the following reminders about some of the entries and action required may help as a ready reference.

- (a) Complete the outer cover and pages 2 and 3 in accordance with the various headings at the time of opening the crew agreement.
- (b) Births and deaths (pages 4 and 5). It is most important to follow the instructions given at the head of these pages particularly with regard to the Return of Death on form RBDI.
- (c) If a crew member is ill or sustains any injury on board the vessel complete the particulars in the top half of pages 6 and 7. Also the occurrence must be recorded on form WRIK and forwarded to the nearest Marine Office immediately the vessel returns to port.
- (d) Any casualties to the vessel must be recorded in the lower half of pages 6 and 7 and also reported in part IV of form WRIK and forwarded to the nearest Marine Office immediately.
- (e) Record of musters, ie boat drills, training and inspections of fire and life saving appliances on Page 8. **Further reference to this very important aspect is made under the heading "Reminders" below.**
- (f) Pages 9-12 are called the narrative section of the log book and (in addition to any occurrence not otherwise recorded) must contain a record of every crew member who is discharged from the vessel.

3. Disposal of documents

a. The list of crew

- (i) The BLUE copy is the "ship's" copy and must be on the vessel each time she goes to sea.
- (ii) A copy of the list of crew is to be maintained by the owner ashore and the master should, as soon as practicable, and in any event within 3 days, notify the owner of any change made in the list of crew.
- (iii) **The RED copy must be delivered to the Marine Office within 2 days of being made up.**
- (iv) The document remains in force for 6 months from the date the first man is entered on it. It must be closed at the end of that period, or, if the vessel is then at sea, on first return to port within 30 days after that time. **It must, in normal circumstances, be delivered to a Marine Office within 2 days of closing.**

b. The Official Log Book

- (i) This official log book must at all times be kept on board when the vessel is at sea.
- (ii) The log book remains in force for the same period as the list of crew and should be delivered to the Marine Office at the same time, in normal circumstances, within 2 days of closing.

Note: The radio log book (if required) should be delivered at the same time.

4.1 Reminders on list of crew

- (a) It is the master's responsibility to complete and maintain this document (apart from a copy kept ashore).
- (b) It is the master's responsibility to deliver the Red copy to the Marine Office.
- (c) When the list is closed the master must complete the details required on the cover and ensure that it is properly completed to show dates and places of discharge, signatures, etc.

4.2 Reminders on official log books

- (a) Page 8 of the official log book provides for entries recording the performance of **musters, boat and fire drills and inspections of life saving and fire appliances.**

Masters should refer to **Rules 119-121 of the Fishing Vessels (Safety Provisions) Rules 1975** for details of the requirements. Principally you should note that for any vessel of **40 feet (12 metres) or more in length but less than 80 feet (24.4 metres)** the master must ensure that the crew are properly trained in the use and location of all life-saving and fire appliances and equipment and such training must be carried out once a month. The life-saving equipment and fire appliances must also be inspected once a month.

- (b) Failure to conduct any muster, drill, inspection or training session, requires an explanatory entry in the official log book. **There are therefore no circumstances in which the columns in page 8 of the log book should be left blank.**

Maritime and Coastguard Agency Press Notice -
“Dead Ships” Can Lead to Dead Fishermen’

“DEAD SHIPS” CAN LEAD TO DEAD FISHERMEN

Three fishermen recently died in an accident while living on board a fishing vessel alongside in port. The MCA is extremely concerned that safety systems and precautions on board, intended for use at sea, were proved to be inadequate for use when the vessel's own power generation systems were shut down (“dead ship”). A full investigation is being carried out by the Marine Accident Investigation Branch, but it is considered necessary to draw these matters to the immediate attention of owners, skippers, crews, agents and port authorities. Risk assessments should be carried out on each vessel to address the particular risks of people living on board. The MCA will be carrying out inspections of vessels in port and where conditions on board are clearly hazardous to health and safety, then appropriate enforcement action will be taken.

The main questions which need to be answered are;

Raising the Alarm:

1. Is the fire detection system working? Does it work when on shore power? Does the alarm sound in the accommodation and sleeping cabins ? (supplement with smoke detectors if necessary). What about other alarms such as, carbon dioxide, liquefied petroleum gas (LPG) and high level bilge?
2. Can someone outside the vessel raise the alarm, if crew are sleeping below deck? Do the crew know how to call for outside help (e.g. dial 999 or contact the harbour master, is there a mobile phone in the cabin)?

Means of Escape:

3. Are the escape routes clearly marked and well lit?
4. Do all sleeping cabins have at least two separate means of escape to open deck?
5. Is there a safe means of escape to shore?
6. If a fire in one location could block the escape, is an alternative available?
7. Are all doors and hatches in good working order and can be easily opened, at least from the inside?
8. Are fire doors self-closing or kept closed (Note: unapproved holdbacks must be removed – only electromagnetic holdbacks linked to the fire detection system will be acceptable)?

Shore Power:

9. Is the vessel on shore power? If so, are any safety systems (e.g. fire/gas detection) not working and are there alternatives?
10. If the vessel is relying on shore power for basic safety systems, is it safely installed with appropriate circuit breaker and sufficient for the necessary services all working together, for safety as well as any additional loads for domestic services; such as heating, lighting and ventilation? Is it reliable? If the shore power fails when the crew are asleep, will they know?

Fire Precautions:

11. Are heaters safe?
12. Wherever possible LPG and diesel open flame or catalytic heaters should be avoided. Where necessary is the installation in compliance with MGN 312 (storage of gas and mechanical ventilation) ? Have heaters been regularly serviced? Are gas and carbon monoxide detectors provided?
13. Are other heaters clearly away from combustible materials?
14. Is the ventilation working ? (check that the crew have not tried to block them up. Are fire dampers including external ventilation flaps in working order?
15. Are unapproved cooking or heating appliances being used? (e.g. some crew have been found cooking with portable gas cookers in their cabins). Free standing heaters should not be used.
16. Are all electric appliances safe, with correct wiring, fuses (e.g. radios, TVs, toasters, kettles, phone chargers etc.)
17. Have the crew been familiarised with these basic safety precautions, including their escape routes and safety systems?
18. Are fire extinguishers available, serviced and ready for immediate use?

**Maritime and Coastguard Agency Notice -
Mandatory and Mid Term Inspections and Surveys**

IMPORTANT NOTICE : MANDATORY MID TERM INSPECTIONS AND SURVEYS

It has come to the attention of the MCA that owners of vessels have not presented their vessels for periodic surveys or mid term inspections or completed their annual self declarations, as appropriate. The MCA is in the process of identifying all such vessels and taking any necessary enforcement action, which may include detention or even prosecution.

Vessels of 15m to less than 24m should have their mid term inspection not less than 24 months and not more than 36 months from the recorded date of the vessel's initial or previous renewal survey. In addition the owner or a delegated representative should complete the annual self certification, at intervals of not more than 12 months.

Vessels of 24m and over must have a mid term inspection not less than 21 months and not more than 27 months from the date of the vessels recorded date of the initial or renewal survey.

Failure to comply with these requirements means that the vessel's safety certificate is not valid.



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SAFE FISHING

SAFE LIVES

CLEAN SEAS

Annex H

OAN 654: Fishing vessel accommodation - surveyor's checklist

	Maritime and Coastguard Agency FISHING VESSEL ACCOMMODATION - SURVEYORS CHECKLIST	Document Number:
Revision: 01		Date: 18.11.08

Distribution Codes: A & D

Instructions to Surveyors on Inspection Policy.

1. Introduction

1.1 The purpose of this OAN is to give surveyors suitable guidance on the areas to be assessed when considering whether it is safe for migrant workers who are working on board UK registered fishing vessels to continue to live on board when the vessel is alongside.

2. Areas to be inspected

	Raising the Alarm:	Yes	No
1	Is the fire detection system working?		
2	Does it work when on shore power?		
3	Does the alarm sound in the accommodation and sleeping cabins? (supplement with smoke detectors if necessary).		
4	Are any other alarms such as, carbon dioxide, liquefied petroleum gas (LPG) and high level bilge fitted and operational?		
5	Can someone outside the vessel raise the alarm, if crew are sleeping below deck?		
6	Do the crew know how to call for outside help(e.g. dial 999 or contact the harbour master)?		
7	Is there a mobile phone in the cabin)?		

Comments

	Means of Escape	Yes	No
8	Are the escape routes clearly marked and well lit?		
9	Do all sleeping cabins have at least two separate means of escape to open deck?		
10	Is there a safe means of escape to shore?		
11	If a fire in one location could block the escape, is an alternative available?		
12	Are all doors and hatches in good working order and can be easily opened, at least from the inside?		
13	Are fire doors self-closing or kept closed (Note: unapproved holdbacks must be removed – only electromagnetic holdbacks linked to the fire detection system will be acceptable)?		

Comments

	Shore Power	Yes	No
14	Is the vessel on shore power?		
15	Is it reliable?		
16	Is it safely installed with appropriate circuit breaker and sufficient for the necessary services (eg a fire pump) all working together, for safety as well as any additional loads for domestic services; such as heating, lighting and ventilation?		
17	If the shore power fails when the crew are asleep, will they know?		
18	Can the live aboard crew change over onto ship's power?		
19	If so, are any safety systems (e.g. fire/gas detection) not working?		
20	If the answer to 15 is no are there any alternatives?		

Comments

	Fire Precautions	Yes	No
21	Are heaters safe to use?		
22	Where necessary is the installation in compliance with MGN 312 (storage of gas and mechanical ventilation) ?		
23	Have heaters been regularly serviced ?		
24	Are gas and carbon monoxide detectors provided?		
25	Are other heaters clearly away from combustible materials?		
26	Is the ventilation working ? (check that the crew have not tried to block them up).		
27	Are fire dampers including external ventilation flaps in working order?		
28	Are unapproved cooking or heating appliances being used? (e.g. some crew have been found cooking with portable gas cookers in their cabins).		
29	Are all electric appliances safe, with correct wiring, fuses (e.g. radios, TVs, toasters, kettles, phone chargers etc.)		
30	Have the crew been familiarised with these basic safety precautions, including their escape routes and safety systems?		
31	Have the crew been instructed in how to start a fire pump?		
32	Are fire extinguishers available, serviced and ready for immediate use?		
Comments			

3. ENFORCEMENT

3.1 In the first instance, inspections should be more about education than enforcement and only taking enforcement action when there remains a serious risk to safety and the owners refuse to take action. If it comes to enforcement, then the MS & FV (Health and Safety at Work) Regulations will apply.

3.2 Prohibition Notices

Consideration should be given to issuing a prohibition notice when the following deficiencies have been identified:

- Escape hatches are either locked or seized shut.
- Heaters are unsafe to use.
- Fire detection systems are either disabled or inoperative
- Fire dampers are seized
- There is not a safe means of escape to shore
- No alternative means of escape is available
- Fire doors do not close correctly
- Unapproved heaters or cookers are being used

When issuing a prohibition notice the activity is living on board whilst the vessel is alongside and there should be an immediate risk to the crew's health and safety.

3.3 Improvement Notices

Consideration should be given to issuing an improvement notice when the following deficiencies have been identified:

- Fire alarm cannot be heard in the sleeping cabin
- When LPG heaters are in use suitable carbon monoxide alarms have not been fitted
- Shore power is unreliable or of insufficient power
- Heaters require servicing
- LPG heaters have not been installed in accordance with MGN312
- Crew are not familiar with emergency procedures
- Fire extinguishers have not been serviced or are obstructed

3.4 Report of Inspection/Survey

A ROI should be completed and issued for each inspection carried out and the details entered in to SIAS in the usual manner. The report should detail any minor deficiencies found during the inspection but do not warrant either a prohibition or improvement notice being issued.

A copy of this checklist should be added to the vessel's CM file.

4. Cancellation of OAN

3.1 This OAN will remain valid until it is incorporated into the Instructions to Surveyors on Inspection Policy.