



A STANDARD OF SAFETY FOR THAMES SAILING BARGES

Date of Commencement: 1st January 2011

DEVELOPED BY THE MARITIME & COASTGUARD AGENCY, THE SAILING BARGE
ASSOCIATION AND THE ASSOCIATION OF BARGEMEN

 Date 25 May 2011

Signed on behalf of the Maritime and Coastguard Agency

 Date 22 FEB 2011

Signed on behalf of the Sailing Barge Association

 Date 22nd FEB 2011

Signed on behalf of the Association of Bargemen

INTRODUCTION

The traditional Thames Sailing Barge, with its distinctive spritsail rig, has evolved over the past 150 years as a highly efficient, safe craft, when manned by those experienced and qualified in the barges' traditions and heritage.

It is recognised that it is necessary to establish a realistic system of equivalence to modern legislation that will allow the small remaining fleet of Thames Sailing Barges to continue to sail their historically established waters in a safe manner. It is recognised that the Maritime and Coastguard Agency Codes of Practice, developed to deal with small vessels operating commercially at sea, do not readily lend themselves to being applied to traditional vessels of this type which operate primarily within categorised waters. Therefore, the MCA, the Sailing Barge Association and the Association of Bargemen have developed an alternative method of providing an equivalent level of safety.

It is the intention that the method of dealing with the safety of traditional Thames Sailing Barges should not only recognise the particular characteristics of the historic Thames Sailing Barges and their rigs, but also their operation and the certification of their crew.

Thames Sailing Barges subject to the Thames Sailing Barge Certificate (the Certificate) may also operate as "pleasure vessels"¹ if built before 21st July 1968 and less than 150 gross tonnage, between places on the United Kingdom coast.

BACKGROUND

In the early stages of development of the Code of Practice for the Safety of Small Commercial Vessels in Commercial Use for Sport or Pleasure Operating from a Nominated Departure Point (NDP Code), the Sailing Barge Association and the Association of Bargemen drew to the attention of the MCA (The Marine Safety Agency at that time) the difficulties that there would be in applying the proposed Code to traditional Thames Sailing Barges.

At the suggestion of the Marine Safety Agency (MSA), a joint Panel consisting of three members from the Sailing Barge Association and three members from the Association of Bargemen was formed to set up and administer a suitable equivalent standard under the supervision and direction of the MSA. This was to follow the pattern already successfully established for the issue of Sailing Bargemasters' Certificates, which has been running smoothly for the last 26 years, since it was formed in 1984 at the instigation of the Surveyor General's Organisation.

The Panel produced the following proposal to ensure an equivalent level of safety through a largely self-certifying scheme that will allow the remaining operators - of what was once a fleet of 3,000 vessels - to continue to sail in the waters for which they were developed, and in which they have successfully operated for 150 years. Under the scheme, certificates issued by the Panel will be recognised by the MCA. The MCA will, as part of the normal pattern of inspections, inspect a sample of the vessels to ensure that standards are being properly applied. Thames barges holding these certificates will be considered to meet standards of safety equivalent to the requirements of the current legislation.

The initial Standard was produced and signed in 2001 and updated in 2003. This Standard document has been further updated and amended to reflect standards current in January 2010-11. Standards are deemed equivalent to those of a Category 6 vessel operating under the Codes of Practice for Small Vessels in Commercial Use for Sport or Pleasure.

¹ An interpretation of "pleasure vessel" can be found in The Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 1998, SI 1998/2771.

AN EQUIVALENT SAFETY STANDARD FOR THAMES SAILING BARGES OPERATING WITH UP TO 12 PASSENGERS IN THEIR TRADITIONAL WATERS

BASIS

The Thames Sailing Barge Certificate (the Certificate) is to be administered by a 'Joint Panel' (the Panel) consisting of three members of the Sailing Barge Association and three members of the Association of Bargemen. The Certificate will be valid for up to five years, once the Panel has considered any supplied declarations and supporting survey reports and is satisfied on this basis, that a vessel is of a suitable standard. The Panel will keep records of all declarations made, certificates issued and of any notifications made to the MCA. The Panel will also arrange for occasional checks on the reliability of the information supporting declarations and may, if considered appropriate, request an inspection by the MCA. The MCA shall carry out sufficient inspections of vessels operating under the scheme, to be satisfied regarding the general standards of the scheme. If complaints are received about the safety standards of any barge operating under the scheme, the Panel will investigate the complaint and the findings of its investigation. Any provision within the Standard expressed in the conditional (i.e. "should") shall be a requirement.

If at any time the MCA has reason to be concerned about the safety standards of any barge, these concerns will be brought to the attention of the Panel. If necessary, the barge will be detained and the Panel will be asked to withdraw the barge's certificate.

If the MCA becomes concerned about the overall safety standards of vessels operating under the scheme, an early meeting with the Panel will be requested. If the Panel cannot satisfy the MCA with regard to the overall safety standards under the scheme, the MCA will give six months notice of the closing down of the scheme.

In addition the MCA will arrange, from time to time, with the Panel to audit their processes to ensure their compliance with the terms of this Standard.

EXEMPTION

Thames Sailing Barges holding valid Certificates are considered to meet a safety standard equivalent to the requirements of current legislation so will be exempted from the standards listed in the Schedule to the Exemption, subject to the conditions of this Standard. Legislation, where applicable, that is not listed in the Schedule to the Exemption still applies to Thames Sailing Barges.

AREAS OF OPERATION

To operate only on voyages within:

- (a) Categorised Waters as detailed in MSN 1776 (M)²; or
- (b) 15 miles from the point of departure or from the seaward end of Category "D", and never more than three miles from the land; or
- (c) an area north-west of a line from the East Barrow Beacon to the Sunk Inner Buoy and West of longitude 1 degree 30 minutes East; or
- (d) an area north-east of area (c) and longitude 1 degree 30 minutes East, not more than three miles from land as far as a line drawn from Lowestoftness to the East Newcome buoy.

² Or any Merchant Shipping Notice replacing or amending it.

MANNING

The Skipper is to hold a valid Sailing Barge Masters Certificate endorsed by the MCA. The Mate should be deemed by the Skipper to be experienced.

If built before 21st July 1968 and less than 150 gross tonnage, the vessel may also operate as a “pleasure vessel” between places on the United Kingdom coast.

The skipper shall ensure that the watchkeeping arrangements for the Thames Sailing Barge are at all times adequate for maintaining safe navigational and engineering watches.

Without prejudice to the duties of the skipper provided by the paragraph above, the skipper shall give duties to the deck watchkeepers responsible for navigating the ship safely during their periods of duty.

SURVEYOR’S DECLARATION AND REPORT

The surveyor (also known as the Authorised Person) should complete and sign the declaration provided in Annex 4 and also endorse the relevant section on the reverse of the Thames Barge Certificate.

OWNER’S DECLARATION

The Owner is to certify to the Panel that the following items comply with the agreed Standard using the declaration provided in Annex 3 following each annual examination:

- A. General
- B. Lifesaving Appliances
- C. Fire Protection.
- D. General Gear
- E. Seaworthiness
- F. Insurance

In addition the owner should also endorse the relevant section on the reverse of the Thames Barge Certificate each year. This includes an endorsement following the compliance examination.

NOTIFICATION TO THE MCA

The Panel is to advise the MCA of Thames Sailing Barges that comply with the Standard and have been issued with a Certificate, on the basis of:-

- a) the Owner’s Declaration; and
- b) the Surveyor’s Declaration and Report.

The Panel shall send copies of the reports of survey, signed declarations and certificates issued to the MCA for their records.

SURVEY CYCLE

Vessels are to be surveyed and certificated on a five year cycle:

1. An initial survey, out of the water, before a vessel is put into service, carried out by an authorised person - the date of this survey is the Anniversary Date;
2. An annual inspection, carried out in the water, which may be self-declared by the owner, within three months of the anniversary date of the vessels certificate;
3. An intermediate survey, carried out by an authorised person, which may be carried out in-water, such that the intervals between initial, renewal and intermediate surveys is not greater than three years; and
4. A renewal survey, carried out by an authorised person out of the water to the same standards as an initial survey, which may be carried out up to three months before the fifth anniversary of the date of the vessel's certificate.

The Panel shall maintain a list of surveyors deemed, by training, education and experience on Thames Barges, to be authorised to carry out surveys for the purposes of this Safety Standard. The Panel will issue to owners a document containing suggested typical elements for condition surveys and a Summary of Condition Survey form to be completed by the surveyor and attached to the Surveyor's Declaration in Annex 4.

CERTIFICATES

No vessel shall operate under this Standard unless it is in possession of a valid Certificate which must be displayed onboard in a prominent position along with a copy of the General Exemption.

The format of the Certificate is provided in Annex 5.

Annex 6 provides a record of equipment that should be completed by the owner or authorised person, ensuring that the minimum requirements of the standard are complied with.

STANDARDS (against which owner's declaration is to be made)

A. GENERAL

It is accepted that as a generic type, the Thames Sailing Barge is a stable and safe vessel when correctly operated by an experienced skipper who has been trained in the operation of this type of vessel. It is also accepted that the Thames Sailing Barge, when engaged in cargo carrying, needs no ballast when sailing unladen.

To comply with this Standard, the vessel concerned must be an equivalent of the generic type and be rigged accordingly. The owner is to declare this to be the case.

This exemption from meeting sailing vessel stability standards is based on the exception in the Sail Training Vessel Code, 1990, for vessels operating within 15 miles from the point of departure and never more than 3 miles from land.

Phasing-in arrangements.

In sections B (Lifesaving Appliances) and C (General) of this Standard, where standards associated with the equipment carried have been added, these standards should be met by the date of the first declaration for the vessel signed after 1st January 2011.

B. LIFESAVING APPLIANCES

Liferafts

Thames Sailing Barges should be provided with liferaft capacity to accommodate at least the total number of persons on board. The liferaft(s) provided should be either:

- i) constructed to SOLAS standard, Wheelmarked or DfT approved, have insulated floor and be equipped with a DfT 'E' Pack (see Annex 2) as a minimum; or
- ii) constructed to the International Sailing Federation (ISAF), Offshore Special Regulations(OSR) Appendix A Part 2 requirements. Liferaft(s) should be equipped to a level equivalent to that of a "DfT 'E' Pack as a minimum. This may, where necessary, include a "grab bag" to supplement the equipment integral to the liferaft; or
- iii) constructed to ISO 9650 – Small Craft Inflatable Liferafts, Part 1, Type 1, Group A standard, provided that the liferaft(s) provided are fitted with a boarding ramp and are equipped to the level of a DfT 'E' Pack as a minimum.

Liferafts should be carried either;

- i) in approved FRP containers stowed on the weather deck or in an open space, and fitted with float free arrangements so that the liferaft(s) float free and inflate automatically; or
- ii) in FRP containers or valise stowed in readily accessible and dedicated weathertight lockers opening directly to the weather deck.

Existing vessels using ORC liferafts (ISAF OSR Appendix A Part 1) manufactured before the date of this agreement coming into force are not required to upgrade that equipment until the end of its serviceable life. This is also applicable to vessels where the liferaft is supplied on a hired basis. Such liferafts are to be serviced annually at a service station approved by the manufacturer.

All liferafts, other than ORC liferafts (ISAF OSR, Appendix A, Part 1) should be serviced at a service station approved by the manufacturer and at the manufacturers recommended intervals, however, where the liferaft(s) are stored in valises this should be at least annually.

Liferafts stowed on the weather deck or in an open space should be stowed in a float-free arrangement with a hydrostatic release unit fitted or with the painter connected to a strong point on the vessel by a weak link. Hydrostatic release units (other than the types which have a date limited life and are test fired prior to disposal) should be serviced annually at a service station approved by the manufacturer.

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

Lifejackets

Lifejackets should be MCA (DfT) or MED approved ("Wheelmarked") or should comply with BS EN 396 of 150N or BS EN 399 of 275N or equivalent ISO/CEN standard.

Lifejackets that comply with BS 3595, and with a current servicing certificate where applicable, may continue to be used where already fitted on a vessel at the time of the Code coming into force.

All lifejackets should be fitted with a whistle, retro-reflective materials and a light.

If the lifejackets are the inflatable type, an additional 10% or 2, whichever is the greater, should be provided.

Inflatable lifejackets for new vessels and new inflatable lifejackets for existing vessels are to be of the compressed gas inflation type, with either manual or automatic inflation, and fitted with oral top up valves. On vessels, where orally inflated lifejackets (no compressed gas inflation) are carried, these are to be inflated at all times when worn on deck, and should be replaced with compressed gas inflatable lifejackets, fitted with oral top up valves, by 1st January 2012.

Compressed gas inflatable lifejackets should be serviced annually. Certification/declaration of servicing must be available for inspection. As far as is reasonable and practicable, visual examinations should be carried out weekly by the owner/managing agent to determine whether they are safe to use.

A suitable lifejacket should be provided for each person on board weighing more than 32 kilogrammes and for each person on board weighing under 32 kilogrammes.

It is strongly recommended that no more than two different types of lifejacket are permitted on any vessel, to limit any confusion in use.

Life-saving signals tables.

A copy of the table "Life-Saving Signals and Rescue Methods, SOLAS No.1" or "Life-Saving Signals and Rescue Methods, SOLAS No.2" should be carried.

Lifebuoys.

Thames Sailing Barges should be provided with 4 lifebuoys. 2 of the lifebuoys provided should be provided with lights and 2 should be provided with buoyant lines. A danbuoy should also be carried.

Lifebuoys should be marked with the vessel's name and one other means of identification, e.g. Port of Choice, SSR number, home port if not registered, etc.

Buoyant lines should not be less than 18 metres in length.

Where light-weight lifebuoys (e.g. horseshoe type) are used, if not fitted with a buoyant line, they shall be fitted with a drogue (the drogue is required to prevent the lifebuoy being blown across the sea surface at high speed).

The Dan-buoy should be attached to one of the lifebuoys and a light.

Pyrotechnics

Thames Sailing Barges should carry the following pyrotechnics:

- 2 Red Hand Flares
- 2 Orange Smoke Floats

Red hand flares, smoke signals, and other pyrotechnics should be MED approved ("Wheelmarked") or should comply with MSN 1676, "The Merchant Shipping (Life-Saving Appliances for Ships Other Than Ships of Classes III to VI(A)) Regulations 1999.

Safety Manual

A Safety Manual (which can form part of a general information, training and instruction manual for the vessel) should contain instructions and information on the lifesaving appliances provided in the vessel and also contain information on the best methods of survival.

It may take the form of instructions from the manufacturers of the life-saving equipment provided, as a minimum, with the following explained in detail:

- donning of lifejackets;
- boarding, launching, and clearing the survival craft from the vessel;
- illumination in launching areas;
- use of all survival equipment;
- use of all aids to location
- use of sea anchors;
- recovery of persons from the water;
- hazards of exposure and the need for warm clothing;
- best use of the survival craft facilities in order to survive;
- methods of retrieval, including the use of helicopter rescue gear (slings, baskets, stretchers), breeches-buoy and shore life-saving apparatus;
- instructions for emergency repair of the life-saving appliances; and
- "Personal Survival at Sea" booklet, e.g. MCA Booklet MCA/075.

C. FIRE EXTINGUISHING

Fire extinguishing equipment.

Thames Sailing Barges as a minimum should have the following provisions for fire fighting:

One hand fire pump (outside engine space)³ or one power driven fire pump (outside engine space)*, with sea and hose connections, capable of delivering one jet of water to any part of the ship through hose and nozzle.

One fire hose of adequate length with 10mm nozzle and suitable spray nozzle.

And

Not less than two multi-purpose fire extinguishers to a recognised standard (BS EN 3 – Portable Fire Extinguishers) each with minimum fire rating of 13A/113B or smaller extinguishers giving the equivalent fire rating (in addition to that required below).

At least two fire buckets with lanyards. Buckets may be of metal, plastic or canvas and should be suitable for their intended service.

One fire blanket of a recognised standard (BS EN 1869 - Fire Blankets) in the galley or cooking area, where a fire risk is identified.

Provision for Fire Extinguishing in Machinery Spaces

Vessels fitted with inboard engines shall have a fixed fire extinguishing system to protect the engine space. Depending upon the design of that space this may consist of a portable extinguisher suitably sized for the space being protected and arranged to discharge into that space. An additional extinguisher, or one of the multi-purpose fire extinguishers required above, can also be the extinguisher required for discharge into the engine space, providing it is a suitable type (B) and suitably sized and stowed in a location appropriate to its dual use.

When a fixed fire extinguishing system (which is not a portable extinguisher) is installed in a machinery space, it should be a MCA or equivalent approved type appropriate to the space to be protected and be installed and maintained in accordance with the manufacturer's requirements.

The requirements for fixed fire extinguishing installations are detailed in the Merchant Shipping (Fire Protection - Small Ships) Regulations 1998, SI 1998 No. 1011, and in the 1999 edition of the "Fire Protection Arrangements" of the Instructions for the Guidance of Surveyors" (HMSO publication ISBN 5520007).

Fixed installations in machinery spaces covered by the references are:

- .1 medium expansion foam;
- .2 high expansion foam;
- .3 pressure water spraying;
- .4 vaporising fluids (HFC's hydrofluorocarbons);
- .5 aerosols (solid pyrotechnic type).

³ This may be a pump required for Bilge Pumping, when fitted with a suitable change over arrangement which is readily accessible.

Fire Safety

The boundary of the engine space should, with special consideration given to fire flaps, be arranged to contain the fire extinguishing medium, .i.e. the engine space should be capable of being closed down in order that the fire extinguishing medium cannot escape.

Where it is not practical to have a machinery space, the engine should be enclosed in a box. The box should perform the same function as the machinery space boundaries described above.

Internal combustion engines shall be fuelled by diesel fuel. Fuel shall be supplied to the engine from a permanently installed fuel tank constructed to an appropriate standard and shall have arrangements such that spillage during fuel handling will drain directly overboard.

D. GENERAL GEAR

First Aid Kit

Medical stores should be carried in accordance with the requirements set out in a Merchant Shipping Notice, currently MSN 1768 (M+F). Thames Sailing Barges are required to carry Category C medical stores.

VHF Radio (fixed and portable)

Thames Sailing Barges should carry a fixed VHF radio. It is strongly recommended that vessels are equipped with VHF DSC (Digital Selective Calling) with its significant benefits in distress situations. Where VHF DSC is installed, it should be provided with automatic position updating information from the onboard navigational receiver, or procedures put in place to ensure positional information is manually updated at intervals not exceeding 4 hours.

A Thames Sailing Barge should carry a portable VHF radio.

Display for Emergency Radio Procedure

A fixed radio installation should be clearly marked with the vessel's call sign, any other codes applicable to the use of the radio, and MMSI number where applicable. A card or cards giving a clear summary of the radio distress, urgency and safety procedures should be displayed in full view of the radio operating position(s). Brief and clear operating instructions should also be provided for the hand-held VHF.

Bilge Pumps

A vessel should have an efficient bilge pumping system, with suction pipes so arranged that any compartment (other than a tank permanently used for the carriage of liquids which is provided with efficient means of pumping or drainage) can be drained.

A vessel shall be provided with at least two bilge pumps, one of which may be power driven, situated in two separate spaces. All pumped spaces shall be capable of being drained after the failure of one pump. Portable engine driven pumps shall be diesel fuelled.

Provided the safety of a vessel is not impaired, the Joint Panel may permit dispensation from the means of pumping or drainage of particular compartments.

When considered necessary to protect the bilge suction line from obstruction, an efficient strum box should be provided.

When considered necessary, to prevent back flooding, bilge suction valves should be of non-return type.

Means of providing efficient bilge pumping other than those described in this text may be considered provided that full information is submitted to and approved by the Joint Panel.

Automatic bilge pumps in a machinery space should have an isolating switch for normal use, as oil should not be discharged overboard except in an emergency. All oil should be kept onboard for discharge to shore reception facilities.

Charts and Navigation equipment appropriate for the barge's areas of operation

Charts to plan and display the vessel's route for the intended voyage and to plot and monitor positions throughout the voyage should be carried. The charts must be of such a scale and contain sufficient detail to show clearly all relevant navigational marks, known navigational hazards and, where appropriate, information concerning ship's routing and ship reporting schemes. Charts should be up to date and regularly updated.

Liquid Petroleum Gas Installation for Domestic Use

Annex 1 to this Standard provides the requirements for Liquid Petroleum Gas installations on Thames Sailing Barges.

E. SEAWORTHINESS

The owner is to declare that the barge and its equipment are in a safe and satisfactory condition for operation in the areas specified and will be maintained in that condition. The owner is to provide details of when the barge was last seen out of the water and provide a copy of the most recent surveyor's report following survey by a professional surveyor. If the last survey was not out of the water, the report of the last survey out of the water should also be submitted. It is a requirement that any deficiencies highlighted by the surveyor's report will have been rectified prior to the declaration from the owner being signed, unless there is an extended time period for rectification specified within the report. There should be documented declarations that each deficiency has been rectified.

The surveyor conducting the survey shall be independent of the owner of the vessel.

Only by the agreement of the MCA will a vessel be allowed to operate if it has not been subject to a satisfactory survey within the three months prior to issue of the certificate; however under no circumstances will a vessel be allowed to operate if an out-of-water survey has not taken place within the 12 months prior to issue of the Certificate.

F. INSURANCE

The barge is to have a minimum of Third Party Insurance of 3,000,000 pounds sterling passenger liability.

Annex 1

LIQUID PETROLEUM GAS INSTALLATION FOR DOMESTIC USE

1. General Information

1.1 This guidance is based on ISO 10239 and a system constructed to the requirements of this standard or equivalent will be acceptable as long as additionally there is suitable gas detection equipment fitted.

1.2 Possible dangers arising from the use of liquid petroleum gas (LPG) open flame appliances in the marine environment include fire, explosion and asphyxiation due to leakage of gas from the installation.

1.3 Consequently, the siting of gas consuming appliances and storage containers and the provision of adequate ventilation to space containing them is most important.

1.4 It is dangerous to sleep in spaces where gas-consuming open-flame appliances are left burning, because of the risk of carbon monoxide poisoning.

1.5 LPG is heavier than air and if released, may travel some distance whilst seeking the lowest part of a space. Therefore, it is possible for gas to accumulate in relatively inaccessible areas, such as bilges, and diffuse to form an explosive mixture with air, this is also the case with petrol vapours.

1.6 A frequent cause of accidents involving LPG installations is the use of unsuitable fittings and improvised "temporary" repairs.

2. Stowage of Gas Cylinders

2.1 LPG cylinders, regulators and safety devices should be stowed on the open deck (where leakage will not accumulate) or in a compartment that is vapour-tight to the vessels interior and fitted with a vent and drain, so that gas which may leak can disperse overboard.

2.2 The vent and drain should not be less than 19 mm in diameter, run to the outside of the craft and terminate 75 mm or more above the 'at rest' waterline. The drain and locker ventilation should be 500 mm or more from any opening to the vessels interior.

2.3 The cylinders and associated fittings should be positively secured against movement and protected from damage in any foreseeable event.

2.4 Any electrical equipment located in cylinder lockers should be certified safe for use in the potential explosive atmosphere.

3. Cylinders and Attachments

3.1 Each system shall be fitted with a readily accessible, manually operated isolating valve in the supply pressure part of the system.

3.2 In multiple cylinder installations, in addition to each cylinder shutoff valve there should be non-return valves near the stop valves. Where there is a change over device (automatic or manual) it should be provided with non-return valves to isolate any depleted container.

3.3 When more than one container can supply a system, the system should not be used with a container removed unless the unattached pipe is fitted with a suitable gas tight plug arrangement.

3.4 Containers not in use or not being fitted into an installation should have the protecting cap in place over the container valve.

4. Fittings and Pipework

4.1 For rigid pipework systems, the pipes should be made from solid drawn copper alloy or stainless steel tube. Steel tubing or aluminium or any materials having a low melting point should not be used.

4.2 Connection between rigid pipe sections should be made with hard solder (minimum melting point 450°C), appropriate compression or screwed fittings are recommended for general use for pipework in LPG installations.

4.3 Where a flexible hose is used length should be kept to a minimum, it should be protected from inadvertent damage where appropriate, it should meet the requirement of EN 1763 or equivalent and be installed in a manner that gives access for inspection along its whole length.

4.4 There should be no joints in the pipework in the engine spaces.

5. Appliances

5.1 All unattended appliances should be of the room sealed type by 1st January 2016. This requirement will be reviewed in January 2015. The review is to be based on what equipment is available at that date, so that vessels with no alternative power source can continue to operate.

5.2 Cookers and hobs are not considered to be unattended appliances.

5.3 All gas burners and pilot flames should be fitted with a flame supervision device which will shut off the gas supply to the burner or pilot flame in the event of flame failure.

6. Ventilation

6.1 The ventilation requirements of a space containing a LPG appliance should be assessed against an appropriate standard (e.g. Annex B of ISO 10239) and should take into account gas burning equipment and persons occupying that space.

6.2 Where ventilators required for LPG appliances in intermittent use can be closed, there should be appropriate signs at the appliance warning of the need to have those ventilators open before the appliance is used.

7. Gas Detection

7.1 Suitable means for detecting the leakage of gas should be provided in a compartment containing a gas-consuming appliance or in any adjoining space or compartment into which the gas, of greater density than air, may seep.

7.2 Gas detectors heads should be securely fixed in the lower part of the compartment in the vicinity of the gas-consuming appliance and other space(s) into which gas may seep. In areas where the detector head is susceptible to damage in the lowest part of the compartment (e.g. engine space bilge) the detector head should at least be fitted below the lowest point of ignition.

7.3 A gas detector system of a suitable type should, preferably, be actuated promptly and automatically by the presence of a gas concentration in air of not greater than 0.5 per cent (representing approximately 25 per cent of the lower explosive limit). The detection system should incorporate a visible and audible alarm, which can be heard in the space concerned and the control position with the vessel in operation.

7.4 Gas detection system components (i.e. gas detector head) likely to be in an explosive air/gas atmosphere should not be capable of igniting that atmosphere.

7.5 In all cases, the arrangements should be such that the detection system can be tested frequently whilst the vessel is in service and should include a test of the detector head operation as well as the alarm circuit, in accordance with the manufacturer's instructions.

7.6 The detection equipment should be maintained in accordance with the manufacturer's requirements.

8. Emergency Action

8.1 A suitable notice, detailing the action to be taken when an alarm is given by the gas detection system, should be displayed prominently in the vessel.

The information given should include the following:

- .1 The need to be ever alert for gas leakage; and
- .2 When leakage is detected or suspected, all gas-consuming appliances should be shut off at the main supply from the container(s). NO SMOKING should be permitted until it is safe to do so (i.e. the gas leakage has been eliminated and the spaces fully ventilated); and
- .3 NAKED LIGHTS SHOULD NEVER BE USED AS A MEANS OF LOCATING GAS LEAKS.

9. Owner/Operator Testing

It is strongly recommended that LPG systems are tested for leakage regularly. All connections should be checked by;

- .1 routine observation of the bubble leak detector (if fitted),
- .2 observation of the pressure gauge for pressure drop with the appliance valves closed and cylinder valve opened then closed (if fitted with gauge on supply pressure side),
- .3 visual inspection,
- .4 manual leak testing, (without breaking into the system)
- .5 testing with soapy water or detergent solution (with appliance-burner valves closed, and cylinder and system valves open).

CAUTION - Do not use solutions containing ammonia. If leakage is present, close the cylinder valve and have the system repaired before further use. WARNING - NEVER USE A NAKED FLAME TO CHECK FOR LEAKS.

Annex 2

DfT 'E' PACK LIFERAFT EQUIPMENT REQUIREMENTS

A DfT 'E' Pack Liferaft should be equipped with the following equipment:

1. One buoyant rescue quoit, attached to not less than 30 metres of buoyant line with a breaking strain of at least 1.0 kiloNewtons;
2. Two safety knives of the non-folding type having buoyant handles are to be attached to the liferaft by light lines. They shall be stowed in pockets so that, irrespective of the way in which the liferaft inflates, they will be readily available on the top surface or the upper buoyancy tube in a suitable position to enable the painter to be readily cut;
3. One buoyant bailer;
4. Two sponges;
5. One sea-anchor permanently attached to the liferaft in such a way as to be readily deployable when the liferaft inflates. The position of the sea anchor should be clearly marked on both buoyancy tubes;
6. Two buoyant paddles;
7. One Category C first-aid outfit;
8. One whistle or equivalent sound signal;
9. Two hand flares;
10. One waterproof electric torch suitable for Morse signalling together with a spare set of batteries and a spare bulb in a waterproof container;
11. One repair outfit for repairing punctures in buoyancy compartments; and
12. One topping-up pump or bellows.

Annex 3

THAMES SAILING BARGE OWNER’S DECLARATION

I.....of.....

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the owner of the Thames Sailing Barge

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have read and understood the aforementioned basis for the exemption, restrictions in areas of operation and requirements for manning and insurance. I also understand that the requirements are an equivalent standard to that required by direct application of Merchant Shipping legislation and as such, this standard must be fully complied with at all times whilst carrying passengers. I declare that at any time when underway with passengers, the listed life-saving appliances, fire extinguishing equipment, other safety equipment and general gear will be on board, in date and fully maintained so as to be fit for its intended purpose in accordance with this Standard. I further declare that the barge is of the generic Thames Sailing Barge type, is rigged accordingly and is in a safe condition (including the hull, engine and the sailing gear). Any deficiencies highlighted in the latest survey report have been rectified, as have any outstanding deficiencies from previous reports within the specified time periods.

I attach a copy of a Thames Sailing Barge Surveyor’s Declaration and Report from

.....

of.....

confirming that he/she surveyed the barge out of the water on

.....

and that in his/her opinion the barge is fit for service under this Standard.

Signed.....Date.....

Annex 4

THAMES SAILING BARGE SURVEYOR'S DECLARATION

I declare that on [*date*].....

I surveyed the Thames Sailing Barge [*name*].....

out of the water at [*place of survey*].....

and that:-

1. The hull, mast, spars and rigging, machinery, electrical and bilge systems, and a means of ensuring the watertightness of the hull and weathertightness of the deck are sufficient for the service intended and in good condition.
2. In my judgment, the vessel is fit to operate on voyages within:-
 - (a) Categorised Waters as detailed in MSN 1776⁴; or
 - (b) 15 miles from the point of departure or from the seaward end of categorised water and never more than three miles from the land; or
 - (c) an area north-west of a line from the East Barrow Beacon to the Sunk Inner Buoy and West of longitude 1 degree 30 minutes East; or
 - (d) an area north-east of area (c) and longitude 1 degree 30 minutes East, not more than three miles from land as far as a line drawn from Lowestoftness to the East Newcome buoy.

Signed.....

Date.....

Name.....

⁴ Or any Merchant Shipping Notice replacing or amending MSN 1776 (M).

Annex 5



THAMES SAILING BARGE CERTIFICATE

Name: Official Number:

Registered Length: Gross Tonnage:

Number of passengers permitted:

Date of last survey:

Date of owner's declaration:

Owners name and address:

The Joint Panel of the Sailing Barge Association and the Association of Bargemen are satisfied on the basis of the declaration received that the above vessel complies with the requirements of the "Standard of Safety for Thames Sailing Barges" ("the Standard") which was developed by the Maritime and Coastguard Agency, The Sailing Barge Association and the Association of Bargemen as an alternative to more general legislation and codes of practice which would otherwise apply to the vessel.

This certificate is valid only whilst the terms of "the Standard" and any terms or conditions set out under the vessels survey and/or insurance are complied with and in no case beyond the expiry date.

Issued: Expires:

Signed:

Secretary to the Joint Panel of SBA and AOB

RECORD OF EXAMINATIONS

Anniversary Date:

Compliance/Renewal Examination by the Authorised Person (To be completed prior to scrutiny)

| | |
|-----------------------------------|-----------------------------|
| Conducted at <input type="text"/> | Name <input type="text"/> |
| Date <input type="text"/> | Signed <input type="text"/> |

Annual Examination 1 by the Owner / Managing Agent (To be completed prior to scrutiny)

| | |
|-----------------------------------|-----------------------------|
| Conducted at <input type="text"/> | Name <input type="text"/> |
| Date <input type="text"/> | Signed <input type="text"/> |

Annual Examination 2 by the Owner / Managing Agent

| | |
|-----------------------------------|-----------------------------|
| Conducted at <input type="text"/> | Name <input type="text"/> |
| Date <input type="text"/> | Signed <input type="text"/> |

Intermediate Examination by the Authorised Person

| | |
|-----------------------------------|-----------------------------|
| Conducted at <input type="text"/> | Name <input type="text"/> |
| Date <input type="text"/> | Signed <input type="text"/> |

Annual Examination 3 by the Owner / Managing Agent

| | |
|-----------------------------------|-----------------------------|
| Conducted at <input type="text"/> | Name <input type="text"/> |
| Date <input type="text"/> | Signed <input type="text"/> |

Annual Examination 4 by the Owner / Managing Agent

| | |
|-----------------------------------|-----------------------------|
| Conducted at <input type="text"/> | Name <input type="text"/> |
| Date <input type="text"/> | Signed <input type="text"/> |

Annual Examination 5 by the Owner / Managing Agent

| | |
|-----------------------------------|-----------------------------|
| Conducted at <input type="text"/> | Name <input type="text"/> |
| Date <input type="text"/> | Signed <input type="text"/> |

Annex 6

RECORD OF EQUIPMENT

| Section | Details | | | Compliance Examination (Yes, No, or N/A) | Notes |
|--------------------------|--|----------------------------|--|---|-------|
| B | Life-Saving Appliances | | | YES/NO | |
| | Liferaft Make | | | | |
| | Type | | | | |
| | Standard | | | | |
| | Capacity | | | | |
| | SOLAS Pack | | | | |
| | Liferaft stowage arrangement description | | | | |
| | HRU make | | | | |
| | Lifebuoys | Quantity | | | |
| | | No. with light | | | |
| | | No. with light and danbuoy | | | |
| | | No. with line | | | |
| | Lifejackets | Quantity (child) | | | |
| | | Quantity (adult) | | | |
| | | Type/Standard | | | |
| | | Lights | | | |
| | | Whistle & R/R tape | | | |
| | Flares | Red Hand | | | |
| Orange Smoke | | | | | |
| Safety Manual | | | | | |
| Lifesaving signals table | No.1 | | | | |
| | No.2 | | | | |
| C | Fire Extinguishing | | | YES/NO | |
| | Fixed system for engine space | | | | |
| | One hand fire pump | | | | |
| | One power driven pump | | | | |
| | Fire hose and 10mm nozzle | | | | |
| | 2x multi-purpose 13A/113B extinguishers | | | | |
| | 2x fire buckets with lanyards | | | | |
| | 1x fire blanket (BS EN 1869) | | | | |
| Section | Details | | | Compliance Examination (Yes, No, or N/A) | Notes |

| | | | | |
|--|--|---------------|--|--|
| D | General Gear | YES/NO | | |
| | First Aid Kit – Category C | | | |
| | Fixed VHF | | | |
| | Portable VHF | | | |
| | Emergency Radio Procedure | | | |
| | Bilge Pumps Describe: | | | |
| | Charts and Navigation Equipment – Describe: | | | |
| LP Gas System. Meets requirements of Annex 1. | | | | |

Annex 7**GENERAL EXEMPTION**

Spring Place
105 Commercial Road
Southampton
SO15 1EG

GENERAL EXEMPTION

The Secretary of State, in exercise of his powers under Section 294(1) of the Merchant Shipping Act 1995 hereby exempts

Thames Sailing Barges

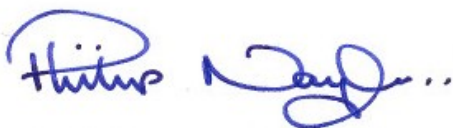
from the requirements of such regulations listed in the Schedule as applicable to them under the following Regulations when not being used as pleasure vessels.

This exemption shall have immediate effect and shall remain effective until any subject regulations of the exemption are revoked, or the exemption is amended or revoked subject to the following conditions:

- (a) that the vessel has been issued with a valid Thames Sailing Barge Certificate by the Joint Panel of the Sailing Barge Association and the Association of Bargemen;
- (b) that the vessel complies with 'A Standard of Safety for Thames Sailing Barges';
- (c) that the skipper holds a Certificate of Competence as a Sailing Barge Master endorsed by the MCA;
- (d) that no more than 12 passengers are carried;
- (e) that the vessel operates only on voyages within:
 - (i) Categorised Waters as described in MSN 1776; or
 - (ii) 15 miles from the point of departure or from the seaward end of Categorised Waters, and never more than three miles from the land; or

- (iii) an area north-west of a line from the East Barrow Beacon to the Sunk Inner Buoy and West of longitude 1 degree 30 minutes East; or
- (iv) an area north-east of area (iii) and longitude 1 degree 30 minutes East, not more than three miles from land as far as a line drawn from Lowestoftness to the East Newcome buoy.

Dated this 1st June 2011



Philip Naylor
Director of Maritime Services
For the Secretary of State

Schedule

Regulations from which Thames Sailing Barges complying with the Standard of Safety for Thames Sailing Barges are exempted:

- (a) The Merchant Shipping (Marine Equipment) Regulations 1999, as amended. SI1999/1957;
- (b) The Merchant Shipping (Crew Accommodation) Regulations 1997, as amended. SI 1997/1508;
- (c) The Merchant Shipping (Fire Protection: Small Ships) Regulations, as amended. SI 1998/1011;
- (d) The Merchant Shipping (Load Line) Regulations 1998, as amended. SI 1998/2241;
- (e) The Merchant Shipping (Medical Stores) Regulations 1995, as amended. SI 1995/1802;
- (f) The Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Regulations 1997, as amended. SI 1997/1320;
- (g) The Merchant Shipping (Hours of Work) Regulations 2002, as amended. SI 2002/2125; and
- (h) The Merchant Shipping (Life-Saving Appliances on Ships other than Ships of Classes III to VI(A)) Regulations 1999, as amended, SI 1999/2721.



Maritime and Coastguard Agency