

## MSN 1813 (F)

### The Fishing Vessels Code of Practice for the Safety of Small Fishing Vessels

#### Notice to all Designers, Builders, Owners, Employers, Skippers and Crew of Fishing Vessels

*This Notice should be read in conjunction with the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001 (S.I. 2001/9) as amended by the Fishing Vessels (Safety of 15-24 Metre Vessels) Regulations 2002 (S.I. 2002/ 2201); and the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 (S.I. 1997/2962), as amended.*

*This Notice supersedes MSN 1756 and MSN 1756 Amendment No.1*

#### PLEASE NOTE:-

Where this document provides guidance on the law it should not be regarded as definitive. The way the law applies to any particular case can vary according to circumstances - for example, from vessel to vessel and you should consider seeking independent legal advice if you are unsure of your own legal position.

#### Summary

This notice draws attention to the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001 and incorporates the revised full text of the Code of Practice for the Safety of Small Fishing Vessels with a length overall (LOA) of less than 15 metres. This revision of the Code comes into force on 16 July 2007.

#### 1. Introduction/ Background

- 1.1 This Merchant Shipping Notice is associated with the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001. It sets out the full text of the revised Code of Practice for the Safety of Small Fishing Vessels. This revised Code amends and replaces the Code of Practice published by the MCA in MSN 1756(F), (as amended by MSN 1756(F) amendment No.1) and it is considered by the Secretary of State, after consulting the fishing industry, to be relevant for the purposes of section 85(5)(a) of the Merchant Shipping Act 1995. This revision of the Code comes into force on 16 July 2007.
- 1.2 The Regulations came into force on 1 April 2001 and gave statutory force to the Code of Practice for the Safety of Small Fishing Vessels and replaced the requirements of the Fishing Vessels (Safety Provisions) Rules 1975 and the Fishing Vessels (Life Saving Appliance) Regulations 1988 as they applied to fishing vessels with a registered length (L) less than 12 metres.

1.3 The Fishing Vessels (Safety of 15-24 Metre Vessels) Regulations 2002 brought into force the Code of Safe Working Practice for the Construction and Use of 15 Metre (LOA) to less than 24 Metre (L) Fishing Vessels. Those Regulations also amended the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001 to include vessels of less than 15 metres (LOA).

1.4 The Code has been subject to a review by MCA, industry and other interested bodies following five years in operation, and this Notice and the revised Code have been developed as a result of that review. The revised Code has been introduced following consultation with the industry and other interested bodies. This Notice represents part of a continuing review of the Fishing Vessels (Safety Provisions) Rules 1975 and other legislation applicable to fishing vessels. The aim of the review is to update existing requirements in order to increase the safety of fishing vessels in foreseeable operating conditions, and the survival of the crew in the event of an accident.

1.5 By way of summary of the requirements, to comply with the Code of Practice for the Safety of Small Fishing Vessels, a vessel owner will be required:

- to carry safety equipment on the vessel appropriate to its length and construction;
- to certify annually that the vessel complies with the Code, by declaring that the safety equipment has been properly maintained and serviced in accordance with manufacturers' recommendations;
- to present the vessel for inspection at intervals not exceeding five years from the date of last inspection in accordance with the provisions of section 3.2;
- to ensure that new vessels are constructed and outfitted in accordance with the latest release of the construction and outfit standards issued by Seafish;
- to ensure that vessels of 15m (LOA) and over which operate solely in categorized waters, comply with this code as an alternative to complying with the Code of Safe Working Practice for the Construction and Use of 15 metres (LOA) to less than 24 metre Registered Length (L) Fishing Vessels, shall report their intentions to the nearest Coastguard Station before proceeding outside categorized waters.

## **2. All vessels of 12metres Registered Length (L) to 15metres Length Overall (LOA) Guidance**

2.1 Stability requirements will be legislated for in a Statutory Instrument (SI), which is currently being drafted. This requirement is planned for implementation in 2008. In the interim, non statutory guidance on stability is set out in Annex 4 of the Code and it is recommended that 12m (L) to 15m (LOA) vessels meet these requirements.

## **3. Additional Guidance**

3.1 The guidance contained in this section of the Code is a reminder of other statutory requirements, which are relevant to fishing vessels covered by the Code. It does not form part of the statutory requirements under the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001.

3.2 An owner will be required to ensure that an appropriate and up to date health and safety risk assessment has been completed in accordance with the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997.

## More Information

Fishing and Code Vessel Safety Branch  
Maritime and Coastguard Agency  
Bay 2/05  
Spring Place  
105 Commercial Road  
Southampton  
SO15 1EG

Tel : +44 (0) 23 8032 9150  
Fax : +44 (0) 23 8032 9161  
e-mail: [fishing@mcga.gov.uk](mailto:fishing@mcga.gov.uk)

General Inquiries: 24 Hour Infoline  
[infoline@mcga.gov.uk](mailto:infoline@mcga.gov.uk)  
0870 600 6505

MCA Website Address: [www.mcga.gov.uk](http://www.mcga.gov.uk)

Fishing Helpline : 0845 601 4072

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Department for  
**Transport***



# **THE CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS**

**The Maritime and Coastguard Agency  
Spring Place  
105 Commercial Road  
Southampton SO15 1EG**

**Telephone: 023 8032 9150  
Facsimile: 023 8032 9161  
Safe Fishing Helpline 0845 601 4072**

**Effective from 16 July 2007**

## **1 Foreword**

- 1.1 The aim of this Code of Practice is to improve the safety of fishing vessels of less than 15 metres Length Overall (LOA) sector of the fishing industry and to raise the safety awareness of all those involved with the construction, operation and maintenance of such vessels.
- 1.2 The content of the Code has been the subject of extensive discussion with representatives of the small vessel sector of the fishing industry within a steering committee set up by the Fishing Industry Safety Group to oversee the Code's development. If the Code needs to be up-dated at any time to take account of new statutory requirements that apply to vessels operating under the Code, the organisations involved in the development of the Code will be consulted.

## **2 Application**

- 2.1 This Code applies to all fishing vessels, registered in the UK, of less than 15 metres Length Overall (LOA) in accordance with the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001. Vessels of 15m (LOA) to less than 24m Registered Length (L) operating solely in categorized waters may as an alternative to complying with MSN 1770, comply with the requirements of this code for decked vessels of 12m (L) to less than 15m (LOA). The Code will enter into force on 16 July 2007.

## **3 Code Requirements**

### **Safety equipment**

- 3.1 The vessel owner shall ensure that the vessel complies with the checklist of safety equipment requirements appropriate to the length and construction of the vessel contained in Annexes 1.1 - 1.6 to the Code.

### **Inspection of fishing vessels**

- 3.2 The vessel owner shall present the vessel for inspection on first registration and at intervals not exceeding five years from the date of last inspection.
- 3.3 On satisfactory completion of the inspection an Inspection Form will be issued. If deficiencies are found which necessitate follow-up visits, fees may be charged to the owner in accordance with the Merchant Shipping Fees regulations applicable at the time of the follow-up visit.
- 3.4 A vessel may be inspected by the Maritime and Coastguard Agency (MCA) at any time to check compliance with Code requirements.

### **Annual self-certification**

- 3.5 The vessel owner shall ensure that every year, within 1 month of the anniversary of the vessel's registration he (or other competent person employed by him) inspects the vessel to confirm that the:
  - .1 safety equipment carried on board the vessel has been suitably maintained and serviced in accordance with the manufacturers instructions.
  - .2 safety and other specified equipment continues to comply with the checklist appropriate to the length and construction of the vessel.

.3 health and safety risk assessment has been completed.

On completion of these annual checks, the owner must sign a self-certification declaration as contained in Annex 2 confirming that the vessel complies with the Code, and retain a copy of the declaration onboard for inspection purposes.

### **All fishing vessels of 12metres (L) to less than 15metres (LOA)**

3.6 In addition to the requirements in sections 3.1 to 3.5, it is recommended that owners arrange a lightship check at intervals not exceeding five years from the last lightship check to verify that their stability information remains valid.

### **New fishing vessels**

3.7 In addition to the requirements contained in sections 3.1 to 3.5, new fishing vessels, with a length of less than 15 metres (LOA), (defined as those for which a keel was laid or construction or lay-up was started after 1 April 2001) must comply with the latest release of the Construction and outfit Standards issued by Seafish. Table 1 below lists the certification required.

**Table 1 Build Certification Required**

Vessel Length	Hull Construction Certificate	Outfit Compliance Certificate	Safety Checklist (Annex 1.1-1.6)	Stability Information
Under 7m LOA	Yes	Not Required	Yes	Not Required
7m LOA to less than 15m LOA	Yes	Yes	Yes	See Annex 4 below <sup>1</sup>

3.8 On first registration of a new vessel, the owner shall supply the required hull construction, and outfit certificates from SEAFISH to the Registry of Shipping and Seamen (RSS).

### **Vessels of 15m (LOA) and over**

3.9 Where vessels of 15m (LOA) and over which operate solely in categorized waters, comply with this Code as an alternative to complying with the Code of Safe Working Practice for the Construction and Use of 15 metres (LOA) to less than 24 metre Registered Length (L) Fishing Vessels, they shall in addition to sections 3.1-3.8 above, report their intentions to the nearest Coastguard Rescue Centre before proceeding outside categorized waters.

### **Penalties**

3.10 A vessel that is found, in the course of inspection, not to have been equipped, the safety equipment properly maintained and self-certified in accordance with the Code, or is in an unsafe condition to proceed to sea, may be liable to detention by officers from the MCA. In order to be released the vessel must be inspected by the MCA and this will be charged at the fee rate prescribed in the relevant Merchant Shipping Fees regulations. An owner whose vessel fails to comply with the Code or who makes a false declaration may be liable to prosecution. A skipper who fails to operate the vessel in accordance with the Code may also be liable to prosecution.

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<sup>1</sup> It is recommended that vessels of between 12m registered length (L) and less than 15 metres length overall (LOA) continue to comply with the stability requirements contained in Section 16 and 74 of the Fishing Vessel (Safety Provisions) Rules 1975, and its subsequent amendments. Vessel owners are also recommended to comply with the requirements contained in Annex 4 of this Code and MGN 281 (Fishing Vessel Freeboard and Stability Information Booklet).

## 4 Additional Guidance

- 4.1 The guidance contained in this section is a reminder of other statutory requirements, which are relevant to fishing vessels covered by this Code. It does not form part of the statutory requirements under the Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001.

### Risk Assessments

- 4.2 The Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 require employers to make a suitable and sufficient assessment of the risks to the health and safety of workers arising in the normal course of their activities or duties. Guidance on these regulations and on the principles of risk assessment is contained in a Marine Guidance Note (currently MGN 20 M+F).
- 4.3 A risk assessment is intended to be a careful examination of what, in the nature of operations, could cause harm, so that decisions can be made as to whether enough precautions have been taken or whether more should be done.
- 4.4 The assessment should first identify the hazards that are present and then establish whether a hazard is significant and whether it is already covered by satisfactory precautions to control the risk, including consideration of the likelihood of the failure of those precautions that are in place.
- 4.5 It is not a requirement that risk assessments be written, nevertheless, the MCA strongly recommends that such assessments be written. An example of a suitable standard of written risk assessment is included in the Fishing Vessel Safety Folder developed by and available from SEAFISH (Website: [www.seafish.org.uk](http://www.seafish.org.uk) or Telephone: 01482 327837), which also provides pro-forma guidance on fishing vessel risk assessment, both generally and in relation to particular modes of fishing.
- 4.6 The health and safety risk assessment must also be checked to ensure that it remains appropriate to the vessel's fishing method and operation. If there has been a change of fishing method or of operational practice, the assessment must be revised accordingly.
- 4.7 Risk assessments of the vessel are particular to each employer. When a vessel is sold, the new owner must complete, or arrange the completion of, a new risk assessment and self-assessment.

### Safety Training

- 4.8 All crew working on a UK registered fishing vessel will also be required to ensure that they have undertaken the following training courses:

Course	Experienced Fisherman	New Entrant
1 Day Sea Survival Techniques	X	X
1 Day Fire Prevention and Fire Fighting	X	X
1 Day Elementary First Aid	X	X
1 Day Safety Awareness and Risk Assessment	X	
1 Day Health and Safety (safe working practices)		X



- .1 Experienced Fishermen means a fisherman who has not less than two years service working on board fishing vessels.
- .2 There is a requirement that all new entrants will attend the one-day Sea Survival Techniques course prior to going to sea for the first time. The remaining courses are to be completed within 3 months of the entrants start date.
- .3 All these courses are held locally and details can be found by contacting the local Group Training Associations or by visiting the SEAFISH website [www.seafish.org.uk](http://www.seafish.org.uk).
- .4 A "Safety Course Completion Certificate" - a credit card size photo Identification card showing all the required training has been completed is also available through SEAFISH.
- .5 The requirements for Safety Training are currently contained in the Fishing Vessel (Safety Training) Regulations 1989 No. 126 as amended by SI 2004 No.2169 or subsequent amendments.

## **Radio Licences**

- 4.9 All vessels must have a radio licence, which can be obtained from:

[www.radiollicencecentre.co.uk](http://www.radiollicencecentre.co.uk)  
0870 243 4433

- 4.10 Failure to obtain a radio licence (which also records the radio's unique Maritime Mobile Service Identity (MMSI) (DSC Identifying Code)) may result in the DSC function operating incorrectly in an emergency, as unregistered identifying codes are re-allocated.
- 4.11 All vessels are also required to have at least one person onboard who holds a Short Range Radio Certificate if operating in sea area A1. These can be obtained by undertaking a one-day course at an RYA accredited training centre. For vessels operating in sea Area A2 at least, one crew member should have a Restricted GMDSS Operators Certificate; these can be undertaken at the nearest Nautical College.

## **5 Appeal Procedures**

- 5.1 If an owner is dissatisfied with an inspection then this should in the first instance be discussed with the person who carried out the inspection.
- 5.2 If agreement cannot be reached with the person who carried out the inspection the owner may refer the matter to the Principal Marine Surveyor (Fishing Vessels) in the Region where the vessel was inspected.
- 5.3 Should the above procedure fail to resolve the dispute, the owner may refer the matter to the Head of Maritime Operations at MCA headquarters, and, if necessary, to the MCA Chief Executive.
- 5.4 If an owner is still not content with the way in which the dispute has been handled, the owner may serve notice, within twenty-one days of the completion of the procedure given in sections 5.1 to 5.3, on the MCA that their dispute be referred a single arbitrator appointed by agreement between MCA and the owner.

- 5.5 A person should not be qualified for appointment as an arbitrator unless that person is:
- i) a person holding a certificate of competency as a deck officer, marine engineer or equivalent;
  - ii) a naval architect;
  - iii) a person with special experience of the fishing industry;
  - iv) a member of the Chartered Institute of Arbitrators; or
  - v) a person holding a Certificate of Competency (Fishing Vessels) Class 1.
- 5.6 The final allocation of costs will depend on the arbitrator's decision. If the decision is in the favour of the owner, the arbitrator may award the owner such compensation as the arbitrator thinks fit in addition to allocating costs.
- 5.7 The Ombudsman (also called the Parliamentary Commissioner for Administration) plays an important role as the final step on the complaints ladder, and provides a fully independent channel for reviewing complaints. If an owner wishes to complain to the Ombudsman, they should write to their MP, and ask him or her to refer it to the ombudsman.
- 5.8 Usually, before an owner can complain to the Ombudsman's Office, they will expect the owner to have put their complaint to the Agency first, using MCA's internal complaints procedure.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### OPEN Vessels less than 7m Registered Length

Item	Remarks/compliance	Expiry/Service Date
Lifejackets – 1 per person		
1 Lifebuoy (with 18m buoyant line attached)		
2 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal, buoyant or hand held		
1 Fire Bucket + Lanyard		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B) - if vessel has in-board engine		
1 Fire Blanket (light duty) if vessel has galley or cooking area		
VHF Radio – fixed (DSC) or hand held.		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC.		
Bailer		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. A radar reflector is recommended for vessels constructed of wood or glass reinforced plastic (GRP) and vessels with no significant steel upper works or masts. Carriage of a liferaft and EPIRB are also recommended.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### OPEN Vessels 7m and above to less than 12m Registered Length

Item	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (with 18m buoyant line) +1 Buoyant Rescue Quoit		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and lanyard		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio – fixed (DSC) or hand held		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC		
Bilge Pump		
Navigation Lights & Sound Signals		
Radar Reflector		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. Carriage of a liferaft and EPIRB are recommended.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### OPEN Vessels 12m registered length and above to less than 15m Overall Length

Item	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (with 18m buoyant line) +1 Buoyant Rescue Quoit		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and lanyard		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio – fixed (DSC) or hand held		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC.		
Bilge Pump		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. A radar reflector is recommended for vessels constructed of wood or glass reinforced plastic (GRP) and vessels with no significant steel upper works or masts. Carriage of a liferaft with release mechanism is also recommended and a EPIRB are also recommended. An approved Stability book in accordance with MGN 281 is recommended.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### DECKED Vessels of less than 10m Registered Length

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

Item	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (fitted with 18m buoyancy line) +1 Buoyant Rescue Quoit		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
Gas Detector		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
Smoke Alarms		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and lanyard		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio – fixed (DSC) or hand held		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC.		
Bilge Pump		
Bilge Level Alarm		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. A radar reflector is recommended for vessels constructed of wood or glass reinforced plastic (GRP) and vessels with no significant steel upper works or masts. Carriage of a liferaft with release mechanism and EPIRB are also recommended.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### DECKED Vessels 10m and above Registered Length to less than 12m Registered Length

“Decked vessel” means a vessel with a continuous watertight weather deck that extends from stem to stern and has positive freeboard throughout, in any condition of loading the vessel.

ITEM	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
Liferaft		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (fitted with 18m buoyant line) +1 Buoyant Rescue Quoit		
3 Parachute flares		
2 Hand-held flares		
1 Smoke Signal (buoyant or handheld)		
Gas Detector		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
Smoke Alarms		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and lanyard + 1 Multi-purpose Fire Extinguisher (fire rating 5A/34B) + 1 fixed Fire Extinguishing system for the machinery space		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio - fixed (DSC) or hand held		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC.		
Bilge Pump		
Bilge Level Alarm		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. A radar reflector is recommended for vessels constructed of wood or glass reinforced plastic (GRP) and vessels with no significant steel upper works or masts, an EPIRB is also recommended. Carriage of liferaft with release mechanism is also recommended.

## CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECK LIST OF REQUIREMENTS

Equipment need not be MCA approved provided it is fit for its intended purpose.

### DECKED Vessels 12m and above Registered Length to less than 15m Overall Length

“Decked vessel” means a vessel with a continuous watertight weather deck that extends from stem to stern and has positive freeboard throughout, in any condition of loading the vessel.

ITEM	Remarks/compliance	Expiry/Service Date
Lifejackets – 1 per person		
Liferaft		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (fitted with 18m buoyant line) +1 Buoyant Rescue Quoit		
3 Parachute flares		
2 Hand-held flares		
1 Smoke Signal (buoyant or handheld)		
Gas Detector		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
Smoke Alarms		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and lanyard + 1 Multi-purpose Fire Extinguisher (fire rating 5A/34B) + 1 fixed Fire Extinguishing system for the machinery space		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio - fixed (DSC) or hand held		
For distress and urgency communications, it is recommended that VHF DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC.		
Bilge Pump		
Bilge Level Alarm		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Note: The checklist represents the minimum safety equipment requirements. Owners should in addition to the above consider carrying additional safety equipment. A radar reflector is recommended for vessels constructed of wood or glass reinforced plastic (GRP) and vessels with no significant steel upper works or masts, an EPIRB is also recommended. Carriage of a liferaft, with release mechanism is also recommended. An approved stability book in accordance with MGN 281 is also recommended.



# THE FISHING VESSELS (CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS) REGULATIONS 2001

**ANNUAL SELF CERTIFICATION** (Owner to verify and sign in spaces below that vessel continues to comply with the requirements of the Code and retains a copy on board for inspection)

Name of Owner .....

Address of Owner .....

.....

.....

Name of Vessel.....

RSS No.....

Length Overall .....

Registered Length .....

Date of Registration .....

Hull Identification No.....

Mode(s) of Fishing .....

Port letters and number.....

I HEREBY CERTIFY, in respect of the above named vessel, that:

- i. The safety equipment has been checked in accordance with the attached checklist;
- ii. Such safety equipment carried is in accordance with the requirements of the Code;
- iii. Such safety equipment has been properly maintained and serviced in accordance with manufacturers' recommendations;
- iv. Where applicable a risk assessment\* of work activities and duties has been completed in accordance with the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997;

\*The health and safety risk assessment is written - Yes/No (delete as appropriate)

1<sup>st</sup> Signature of Owner ..... Date.....

2<sup>nd</sup> Signature of Owner ..... Date.....

3<sup>rd</sup> Signature of Owner ..... Date.....

4<sup>th</sup> Signature of Owner ..... Date.....

5<sup>th</sup> Signature of Owner ..... Date.....

## GUIDANCE ON REQUIREMENTS CONTAINED IN THE CODE FOR SURVEYORS, INSPECTORS AND FISHERMEN

### Anchors & Cables

For new vessels these should be in accordance with SEAFISH construction standards release 2. An existing vessel should carry a suitable means of anchoring and chain cable or warp of a length suitable for the intended area of operation.

### Bilge level alarm

This should provide warning when working inside or outside the wheel house. When a watertight bulkhead is fitted sensors should be fitted in the fish hold and engine room.

### Flares and smoke signals

Should be of an acceptable type and within their expiry date.

### Fire buckets

Should be heavy duty with a Lanyard.

### Fire Extinguishers (Portable)

Fire onboard a vessel can, if it is not controlled, lead to the loss of the vessel and/or serious injuries. The checklists in this Code of Practice give a minimum requirement for the extinguishers to be carried on Fishing Vessels. When extinguishers are replaced, new extinguishers should comply with BS EN 3, 1996, or the Marine Equipment Directive (96/98/EC as amended by 2002/75/EC).

There are two sizes quoted in the checklists:

Designation	Equivalent Dry Powder	Equivalent Foam
5A/34B	1 Kg ABC Dry powder	1.75 Litre. AFFF
13A/113B	4 Kg ABC Dry powder	2 Gallon or 6 Litres. AFFF

The designation gives a measure of the ability of the extinguisher.

'A' indicates a wood based fire; the number indicates fire size which has been used to test the extinguisher. 'B' indicates a liquid based fire; the number indicates the size of fire, which has been used to test the extinguisher.

Where it is not practicable to carry or store a large fire extinguisher, an alternative is to carry a combination of others to make up the required capacity. Add the numbers before the 'A' and the 'B' together, and if these exceed the total required the extinguishers will provide an equivalent capacity, e.g. two 8A/70B extinguishers would give a capacity of 16A/140B, which is greater than the required 13A/113B.

In any case the minimum acceptable size of extinguisher acceptable would be 5A/34B. A fire may require more than one smaller extinguisher to put it out.

Fire extinguishers should be serviced and maintained at the manufacturer's recommended service intervals by a service station approved by the manufacturer. In the case of sealed units, these should be replaced when they reach their expiry date.

Since 31 December 2003, Halon, in any form, is not authorised for use.

#### Fire extinguishers (Fixed)

For fixed systems in machinery spaces where the space is never occupied an automatic discharge system is acceptable, providing that an indication of discharge is given.

For machinery spaces that can be occupied, the system should be designed and installed in accordance with its manufacturers' instructions. These spaces should incorporate an advance warning alarm system, within the space, (audible and visual). The space should be able to be made gastight to contain the extinguishing agent, and to starve the oxygen supply. Systems fitted should be based on the class of fire risk.

#### Fire blankets

For the galley or cooking appliance should be of light duty to BS EN 7944 (this standard has superseded 6575) or a recognised equivalent BS EN 1869.

#### Fire pumps

Can be a hand pump or any other pump that supplies water from the sea onto the deck with a hose suitable for fire fighting purposes.

#### Gas Detector

Suitable means for detecting the leakage of gas (i.e. Liquefied Petroleum Gas, Butane, Propane or other flammable gases) 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.

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.

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.

The detection system should be capable of being tested and be tested on a regular basis 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.

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

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.

#### Lifejackets

Should be of the solid-filled type, or should comply with BS EN 396 or BS EN 399, with automatic gas inflation and at least 150 Newtons buoyancy. One lifejacket per person should be carried, fitted with light, whistle and reflective tape. Lifejackets should be serviced and maintained at the manufacturers recommended service intervals by a service station approved by the manufacturer.

### Liferafts

Should be float free, or fitted with a hydrostatic release unit (HRU) and suitable weak link either green or yellow in accordance with manufacturers' instructions. This should be stowed in a position unobstructed by rigging or fishing gear and preferably in a position which will allow it to float free in the event of the vessel sinking stern first, or stowed in a position where it is accessible for manual deployment in an emergency. It/they should have a capacity sufficient for the total number of persons on board the vessel. Liferafts must be serviced and maintained at the manufacturer's recommended service intervals by a service station approved by the manufacturer.

### Lifebuoys

Should be marked with the vessel name and port of registry or fishing vessel number and fitted with reflective tape and may be circular or horseshoe in shape.

### Medical Kit

A first aid kit should be of Category 'C' standard for vessels staying up to 60 nautical miles from shore and Category 'B' for vessels operating between 60 and 175 Nautical miles from the nearest port. MSN 1768 (M+F) provides guidance on the contents which should be included.

### Navigation lights and sound signals:

The following is extracted from Merchant Shipping Notice 1781 for guidance purposes.

1. Any vessel that operates between sunset and sunrise or in times of restricted visibility must exhibit the navigation and fishing lights, shapes and use sound signals as prescribed in the Collision Regulations.
2. A masthead light or all round white light of 2-miles range (3 miles if over 12 metres length overall (LOA)) positioned at least 1 metre higher than sidelights.
3. Sidelights of 1 mile (2 miles if over 12 metres (LOA)) range at a height above the uppermost continuous deck not greater than three-quarters the height of the masthead light. They should not be sited so as to be interfered with by deck lights.
4. A Stern light of 2-mile range if the masthead light (number 2) is carried.
5. An all-round white light of 2 mile range when trawling or fishing used together with that in number 7 below (it may also on its own be used as an anchor light). An all-round white anchor light is required if anchored in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate.
6. The all-round white light (number 5) to be more than 2.5 metres above the gunwales and above the sidelights (number 3) at more than twice the distance between the vertical lights (numbers 5 and 7).
7. An all-round light (green if trawling, red if fishing other than trawling) at least 1 metre above the all-round white light (number 5) and of 2 mile range.
8. Alternatively, a vessel under 7 metres, with speed less than 7 knots may instead of the above lights exhibit one all-round white light of 2 mile range and if practical, sidelights or a combination lantern.
9. All vessels must have a means of making sound signals (Vessels over 12 metres (LOA) must have a whistle).

10. Shapes commensurate with the size of the vessel, (Fishing – two cones apexes together one above the other, Anchor – Ball)

### Radio

When operating offshore up to 30 nm from the coast, a VHF radio should be adequate to contact a coastal radio station in good conditions. For vessels' operating more than 30nm from the coast it is strongly recommended that additional means of communication with greater range such as a Medium Frequency radio are carried.

Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC. On medium frequency (MF), the only means of distress and urgency alerting available is via MF DSC.

The Coastguard Maritime Rescue Co-ordination Centres provide the UK's Radio Medical Advice Service for vessels at sea. To seek medical advice or medical evacuation, call the Coastguard on VHF Radio whereupon you will be placed in direct contact with the appropriate medical expertise. This service is free.

### Smoke Alarm

A smoke alarm should be fitted in machinery and accommodation spaces. Either battery powered domestic types or vessel powered types are suitable.

### Stability Information

It is recommended that vessels of between 12m registered length (L) and less than 15 metres length overall (LOA) continue to comply with the stability requirements contained in Section 16 and 74 of the Fishing Vessel (Safety Provisions) Rules 1975, and its subsequent amendments. Vessel owners are also advised to comply with the requirements contained in Annex 4 of this Code and MGN 281 (Fishing Vessel Freeboard and Stability Information Booklet).

It is recommended that stability information should be checked and the continuing validity certified at intervals not exceeding five years by a MCA or MCA approved surveyor. When changing, repositioning or adding equipment, e.g. fishing gear, winches, or shelters advice should be sought from MCA on the effect this could have on the stability of the vessel.

When a vessel changes its mode of fishing, in addition to having a stability check, the MCA will review any exemptions that may have previously been applied associated with the original fishing method(s). The MCA, through the Fishing Industry Safety Group and its Small Fishing Vessel Code Sub-Group is currently developing legislation that will reintroduce these stability requirements.

## INFORMATION AS TO STABILITY OF FISHING VESSELS

The book to be kept on board the vessel pursuant to the recommendations of this Code, should contain the following information:

1. A statement of the vessel's name, port of registry, official number, registration letters, principal dimensions, date and place of build, gross and net tonnage displacement and minimum freeboard in the deepest foreseeable operating condition.
2. A profile plan of the vessel drawn to scale showing the names of all compartments, tanks, storerooms, crew accommodation spaces and the position of the mid-point of the length between perpendiculars (LBP).
3. A tabular statement of the capacities and position of the centres of gravity, longitudinally and vertically for every compartment available for the carriage of cargo, fuel, stores, feed water, domestic water, water ballast, crew and effects. The free surface function defined in paragraph 9 below should also be included for each tank designed to carry liquid. Details of the centroid of the total internal volume of the fish-hold(s) should be included in such information. The calculation may take into account the effect of assuming a void space between the top of the catch and the underside of the deckhead provided that under normal operating conditions, control of loading in the hold is such that the actual void space above the catch will always be equal to or greater than that assumed in such a calculation.
4. Where deck cargo is carried by a vessel the estimated maximum weight and disposition of such deck cargo should be included in the information in the appropriate operating conditions, and show compliance with the stability criteria set out in the Code.
5. A diagram or tabular statement should be provided showing for a suitable range of mean draughts and at the trim stated, the following hydrostatic particulars of the vessel:
  - (i) the heights of the transverse metacentres;
  - (ii) moments to change trim one centimetre;
  - (iii) tonnes per centimetre immersion;
  - (iv) longitudinal position of the centre of flotation;
  - (v) vertical and longitudinal positions of the centre of buoyancy;
  - (vi) displacement in tonnes.

Where a vessel has a raked keel, the same datum (a horizontal line through the intersection of the hull moulded line with the vessel centreline, amidships) should be used for the hydrostatics as employed in determining the information required in paragraph 3 above. In such cases full information should be included in respect of the rake and dimensions of the keel and may be given in the form of a diagram. The positioning of the draft marks relative to this datum should be included on such a diagram.

6. A diagram or table should be provided showing cross curves of stability indicating the assumed position of the axis from which the righting levers are measured and the trim which has been assumed. Where a vessel has a raked keel a horizontal datum through the intersection of the hull moulded line with the vessel centreline, amidships, should be used. **On existing vessels, any datum other than a horizontal line through the intersection of the hull moulded line with the vessel centreline, amidships, should be clearly defined.**

7. The information provided under paragraphs 5 and 6 above should be at such a nominal trim that represents accurately the vessel in all normal operating trims. Where calculations show that there are significant numerical variations in these operating trims the information provided under paragraphs 5 and 6 above should be repeated over such a range of trims to allow an accurate interpolation of such information at any normal operating trim.
8. Superstructure deckhouses, companionways located on the freeboard deck, including hatchway structures may be taken into account in deriving such cross-curves of stability provided that their location, integrity and means of closure will effectively contribute to the buoyancy.
9. An example should be included in such information to show the corrections applied to the transverse metacentric height and righting levers (GZ) for the effects of the free surfaces of liquids in tanks and should be calculated and taken into account as follows:
  - (i) the metacentric height in metres should be reduced by an amount equal to the total of the free surface functions for each tank divided by the vessel's displacement in tonnes. For each tank the free surface function is given by:
 
$$1.025 \times \frac{\pi i}{\Delta}$$
 where  $p$  = specific gravity of the liquid;  
 $i$  = transverse moment of inertia of the surface  
 $(i = \frac{L B^3}{12})$  where  $L$ =length and  $B$ =breadth of the free surface in metres)
 
$$\text{i.e. correction} = \frac{\text{Sum of } \pi i}{\text{Displacement}}$$
  - (ii) the righting lever (GZ) curves should be corrected by either:
    - (a) adding the free surface correction calculated under (i) above to the value in metres of the calculated height of centre of gravity of the vessel above datum; or
    - (b) making direct calculations of the heeling moment due to the liquid surface being inclined at the selected angle of heel where such calculations take proper account of the position of liquid surface in relation to the geometric configuration of the tank. The correction to the righting lever (GZ) at any selected angle of heel should then be the summation of the individual heeling moments of the tanks considered, divided by the vessels displacement.
10. A stability statement and diagram should be provided for the usual condition of the vessel:
  - (a) in the lightship condition:  
the vessel should be assumed to be empty except for liquids in machinery and in piping systems including header tanks. The weight and position of the centre of gravity of any permanent ballast or fishing gear should be indicated;
  - (b) in each of the following circumstances so far as they may be applicable to the vessel in its foreseeable operating conditions:
    - (i) on departure from port:  
the vessel should be assumed to be loaded with the necessary equipment, materials and supplies including ice, fuel, stores and water;
    - (ii) on arrival at fishing grounds:  
as sub-paragraph (i) above but account taken of the consumption of fuel and stores;
    - (iii) on arrival at fishing grounds:

as sub-paragraph (ii) above but the appropriate icing-up allowance as set out in paragraph 14 below should be taken into account;

- (iv) on departure from fishing grounds:  
the vessel should be assumed to be loaded with its maximum catch but account taken of the consumption of fuel and stores;
- v) on departure from fishing grounds:  
as sub-paragraph (iv) above but the appropriate icing-up allowance as set out in paragraph 14 below should be taken into account;
- (vi) on departure from fishing grounds:  
the vessel should be assumed to be loaded with 20% of its maximum catch but account taken of the consumption of fuel and stores;
- (vii) on departure from fishing grounds:

as sub-paragraph (vi) above but the appropriate icing-up allowance as set out in paragraph 14 below should be taken into account;

- (viii) on arrival at port with maximum catch:  
account should be taken of the consumption of fuel and stores;
- (ix) on arrival at port with 20% maximum catch:  
account should be taken of the consumption of fuel and stores;
- (x) if any part of the catch normally remains on deck, further statements and diagrams appertaining to that condition in all the appropriate circumstances set out in sub-paragraphs (iv) to (ix) inclusive should be provided;

The total free surface correction for the effect of liquid in tanks should be applied to each loading condition set out in the foregoing provisions of this paragraph. The free surface correction should take into account the amounts of fuel, lubricating oil, feed and fresh water in the vessel in each such loading condition.

- (c) Working instructions, specifying in detail the manner in which the vessel is to be loaded and ballasted, should be included within the Trim and Stability Manual. The instructions should generally be based upon the conditions that are specified in paragraph (b) above. For vessels in which no provision has been made for the carriage of deck cargo, the working instructions should also contain the following statement:

"Provision has not been made within the vessel's stability for deck stowage of catch. Catch landed on deck should be stowed below as soon as is possible and prior to landing further catch"

- 11. Where provision is made in a particular area of the vessel for the washing and cleaning of the catch which could lead to an accumulation of loose water a further statement and diagram should be provided appropriate to that condition which takes into account the adverse effects of such loose water, it being assumed that:

- i) the amount of loose water on deck is determined by the size and disposition of the retaining devices; and
- ii) in all other respects the vessel is loaded in accordance with (iv) or (vi) of paragraph 10 above, whichever is the less favourable with regard to the vessels stability.

- 12. Each stability statement should consist of:

- (i) a profile drawn to a suitable scale showing the disposition of the deadweight components;



- (ii) a tabular statement of all the components of the displacement including weights, positions of centres of gravity, transverse metacentric height corrected for free surface effects, trim and draughts;
  - (iii) a diagram showing a curve of righting levers (GZ), corrected for free surface effects and derived from the cross-curves of stability, showing, if appropriate, the angle at which the lower edges of any opening which cannot be closed watertight will be immersed. The diagram should also show the corresponding numerical values of the stability parameters defined in section 3.1.2 of this Code.
- 13.** The information provided under sub-paragraph (iii) of paragraph 12 above should be supplemented by a graph or tabular statement showing the maximum permissible deadweight moment over a range of draughts which should cover foreseeable operating conditions. At any given draught this maximum permissible deadweight moment value is the total vertical moment about a convenient base line, of all the component weights of the total deadweight which, at that draught, will ensure compliance with the minimum stability criteria requirements of the Code. If an allowance for the weight due to icing-up is required, this should be taken into account by a suitable reduction in the permissible moment. Where the stability information is supplied in accordance with the requirements of this paragraph the tabular statement required in accordance with sub-paragraph 12(ii) above should include the deadweight moment appropriate to each condition and an example should be added to the stability information to demonstrate the assessment of the stability.
- 14.** The icing-up allowance which represents the added weight due to ice accretion on the exposed surfaces of the hull, superstructure, deck, deckhouses and companionways should be calculated as follows:
- (i) full icing allowance:
 

all exposed horizontal surfaces (decks, house tops, etc.) should be assumed to carry an ice weight of 30 kilogrammes per square metre. The projected lateral area of the vessel above the waterline (a silhouette) should be assumed to carry an ice weight of 15 kilogrammes per square metre. The height of the centre of gravity should be calculated according to the heights of the respective areas and in the case of the projected lateral area the effect of sundry booms, rails, wires, etc., which will not have been included in the area calculated should be taken into account by increasing by 5% the weight due to the lateral area and the moment of this weight by 10%.

This allowance should apply in winter (1<sup>st</sup> November to 30<sup>th</sup> April inclusive in the northern hemisphere) to vessels which operate in the following areas:

    - (a) the area north of latitude 66°30'N. between longitude 10°W. and the Norwegian Coast;
    - (b) the area north of latitude 63°N. between longitude 28°W. and 10°W.;
    - (c) the area north of latitude 45°N. between the North American continent and longitude 28°W.;
    - (d) all sea areas north of the European, Asian and North American continents east and west of the areas defined in (a), (b) and (c) above;
    - (e) Bering and Okhotsk seas and Tatar Strait;
    - (f) South of latitude 60°S.

- (ii) Half of the full icing allowance:

this should be taken as one half of that calculated under sub-paragraph (i) of this paragraph and should apply in winter to vessels which operate in all areas north of latitude 61°N. between longitude 28°W. and the Norwegian Coast and south of the areas defined as the lower limit for the full icing allowance between longitude 28°W. and the Norwegian Coast.

- 15.** Information should be provided in respect of the assumptions made in calculating the condition of the vessel in each of the circumstances set out in paragraph 10 above for the following:
- (i) duration of the voyage in terms of days spent in reaching the fishing grounds, on the grounds and returning to port;
  - (ii) the weight and disposition of the ice in the hold at departure from port including the heights of stowage;
  - (iii) consumption rates during the voyage for fuel, water, stores and other consumables;
  - (iv) ratio by weight of the ice packed with the catch in the fish hold;
  - (v) melting rates for each part of the voyage of the ice packed with the catch and the ice remaining unused in the hold.
- 16.** A copy of a report of an inclining test of the vessel and the derivation there from of the lightship particulars should be provided.
- 17.** A statement should be given by or on behalf of the owner of the vessel that the statements and diagrams supplied with respect to the operating conditions set out in paragraph 10 above are based on the worst foreseeable service conditions in respect of the weights and disposition of fish carried in the hold or on deck, ice in the hold, fuel, water and other consumables.