HANDBOOK OF EXEMPTIONS (VESSELS OF 24.4 METRES & OVER) APPENDIX A

MSN 1873, as revised after the revoking of the Fishing Vessels (Safety Provisions) Rules 1975

General introduction

The Fishing Vessels (Safety provisions) Rules 1975 extended for the first time to fishing vessels a system of regular statutory surveys for the purpose of issuing safety certificates. The Rules took account of the recommendations contained in the 1969 Holland - Martin Report on Trawler Safety and extended some of them to smaller vessels (above 12 metres in length).

It was envisaged from the out set that they would be applied to existing vessels as far as was reasonable and practicable and that for these vessels exemptions from complying with particular Rules could be granted. To ensure uniformity of practice as between survey areas, and to assemble knowledge of the condition of the fishing fleet (and the extent of the exemptions required) the initial procedure for the granting of exemptions was centralised on the Department of Trade HQ Senior Surveyors (now Maritime and Coastguard Agency Senior Surveyors).

After some two years experience of the phase-in programme a well defined pattern emerged of the exemptions found necessary. It was then decided by the Department of Trade to decentralise the powers of exemption from HQ to the fishing vessels surveyors for these normal exemptions. This coincided with the Fishing Industry Safety Group recommendation that it would be advantageous for fishermen to know of the exemptions likely to be granted to their vessels, and the Rule interpretations of what was reasonable and practicable that had been agreed by the Department's surveyors and representatives of the fishing industry.

To give effect to both of these proposals it was agreed that a small technical Sub-Group of FISG should be responsible under the Chairmanship of the Surveyor General, for the preparation and publication of a Handbook which was designed to acquaint owners with the exemptions normally given to existing vessels in the inshore fleet (below 80 feet in length) and also to provide fishing vessels surveyors with guidance to those exemptions.

This Handbook has was prepared and applies to existing vessels of 24.4m and over in length. It is in tabular form and follows the order of the Rules as did the earlier Handbook. At the beginning of each broad sector is a narrative which sets out the principles followed by the surveyors in determining the scope of, and conditions to be attached to, the exemptions described in that particular

sector.

With the implementation of the Fishing Vessels (Codes of Practice) Regulations 2017 and MSN 1873, The Code of Practice for the Construction and Operation of Fishing Vessels of 24m in Length and Over, this Handbook has now been revised as the 1975 Rules have been revoked. The Code does not in all instances replicate the requirements of the Rules and some requirements have been rewritten. The revised Handbook indicates, where possible, the location of the previous requirement of the Rules within the new Code. However, the previous reference to the Rule has been retained in brackets as an aid for reference.

It is important to emphasise that while the exemptions shown are normally given to existing vessels they are not automatically given; nor are they always given without conditions being attached. The Agency requires that the surveyor must be satisfied that the arrangements on a vessel, while not complying with the exact letter of the Code, conform with their spirit and provide adequate standards of safety and survival.

Conversely, exemptions not contained in the Handbook may be applied for. In these cases if the local surveyor is satisfied that an exemption not on the normal list is justified, he may recommend to Headquarters that it be granted.

In order that vessels may continue fishing whilst under survey an interim certificate will be issued which recognises that it would be reasonable and practicable to allow a period of some 12 months before all the survey work has been done and a full certificate issued. In addition the Owner might wish to defer carrying out some repairs. In these cases, provided he considers it safe to do so, the surveyor can recommend that the continued validity of the full certificate is conditional upon completion of the deferred repairs within a specified period.

During the period the vessel is under survey and especially in the case where a repair is deferred the Owner should recognise the contribution to the safety of the vessel if these repairs are carried out as soon as possible rather than putting them off to the end of the period of grace.

This document represents the agreed view as to what are reasonable and practicable interpretations of the Code for existing inshore Fishing Vessels and Owners may wish to provide more than these proposals suggest.

Parts A and B

Hull - structural strength and watertight integrity

The external survey of the hull will be carried out with the vessel in dry dock or on a slipway. Attention should be given to whether the vessel shows signs of structural weakness, ie. hogging or sagging.

While it must be recognised that the Surveyor has to see enough of the structure internally to be satisfied with its condition the Surveyor himself has to appreciate that disturbance of structure for this purpose is costly without necessarily making any improvement and therefore he needs to be selective in his requirements for opening out. The removal of bottom cement, ballast, listings, linings or insulation should be kept to a minimum consistent with the Surveyor's satisfaction.

Details are given in the Codes in respect of the closing appliances which must be fitted to openings in order to maintain the integrity of the structure against the entry of water. The closing appliances on existing vessels would not be expected to meet these requirements in respect of the details but the Surveyor will need to be satisfied that such appliances are effectively weathertight in order to achieve the same integrity against the entry of water.

Part C

Freeboard and stability

All vessels will be expected to comply with Rules 15 and 16 with the exception that in the case of beam trawlers the exemption from the uplift of 20% (twenty per cent) on normal criteria will be considered.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
A - HULL				
Structural strength	The structural strength should be adequate for the intended service	2.1.1.1 (1)		No exemption can be granted from the requirement to have strength adequate for the intended service
	Rule 2(2) requires the provision of Watertight bulkheads	2.1.6 (2)	That the existing bulkheads may be accepted	The fitting of additional watertight bulkheads will not be demanded and the rendering of non WT bulkheads watertight will not be required. Holes for winch drives and drainage may be retained but other holes must be repaired. With later vessels number of WT bulkheads will probably comply and these vessels with hydraulic winches the need for exemption will be less.
B - WATERTIGHT INGEGRITY				
Closing Arrangements	The requirements are general and covered by other detailed Rules	2.2.1.1 (3)		(No exemption necessary).

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Doors	Doors in the outer watertight structure should be weathertight and fitted with gaskets and clamping devices *"Weathertightness" means Capable of preventing the passage of sea water through the structure in ordinary sea conditions*	2.1.7 (4)	That the door is substantially weathertight on this existing vessel *"Watertightness" means Capable of preventing the passage of water through the structure in <u>any</u> direction*	In deckhouses fitted with windows or which do not contribute buoyancy for stability, the house will not be counted as part of the weathertight structure and exemption is not necessary. The existing doors if in good condition can be retained and the provision of gaskets and clamping arrangements will not be required. The deck openings within such spaces will require suitable closing arrangements. Such an arrangement would consist of a solid cover operable from both sides and capable of preventing substantial quantities of water passing below.
Hatchway Covers	The requirements for hatchway covers are detailed in Rule 5	2.2.2 (4)		No exemption will be granted.
Machinery Space Openings	The arrangements for the closing of exposed machinery space openings must give a substantial weathertight closure	2.2.1 (6)		No exemption will be granted
Other Deck Openings	Under Rule 7(1) flush deck scuttles are required to be permanently attached to the structure	2.2.1 (7(1))		No exemption is required but where required by the method of fishing the omission of keep chains is acceptable provided that the covers are of a type which can be locked in position. 50% are carried as spare covers and are suitably stowed. (Such an arrangement would not be considered an exemption from Rule requirement but an acceptable alternative under Rule 122.)

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	Companionways and other similar erections which protect openings leading directly below deck are required to be fitted with weathertight doors	2.2.1, 2.2.2 (7(2))	That the existing arrangement is effectively weathertight until renewal is necessary	Access via hatchways should be closed by a weathertight cover. In general provided existing doors are substantially weathertight they can be accepted.
Ventilators	Ventilators shall be capable of being closed weathertight by devices permanently attached to the ventilator.	2.2.8 (8)		If the condition of the coaming is satisfactory and provided with plugs and/or canvas covers, existing ventilators will be accepted until renewal. Exemption will not be needed as plugs and covers will be accepted as compliance. Machinery space ventilators should comply. Owing to danger of use of cooking and heating systems without adequate ventilation, additional ventilators may be required in certain cases. See Rule 34.
Air pipes	Air pipes should be capable of being closed.	2.2.9 (9)		A short length of collapsible hose will be accepted in lieu of plug and cover. No exemption will be necessary. The Surveyor shall have regard to the height of the air pipe from the point of view of entry of water into the fuel tank. *See Rule 13(4) regarding height of air pipes*.
Side-scuttles & skylights		2.2.6 (10(1))		Where a superstructure or deck erection is common with a wheelhouse fitted with windows the volume of such an erection cannot be considered intact.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	Sidescuttles That sills are not less than 1m above the deepest waterline Engine Room Side-scuttles	2.2.6 (10(2))		Deadlights to sidescuttles will not be required provided that openings within the erection which lead to spaces below deck are fitted with reasonable closing arrangements. (See Rule 4). Sidescuttles in engine casings are not acceptable except where the lowest point of such sidescuttles is more than 1m above the deepest load waterline.
	Other Sidescuttles	2.2.6 (10(3))		In this case a fixed side scuttle with external means of blanking off will be accepted. Other sidescuttles serving spaces below deck should be permanently blanked off where their lowest point is not more than 1m above the deepest load waterline. In higher positions the side-scuttles may be an opening type fitted with hinged deadlights or external blanks. Glasses in existing sidescuttles, skylights or windows will be accepted until glass renewal is necessary. Toughened glass should be used for replacement.
	Skylights should be capable of operation from both sides and provided with means of closing if inserts damaged.	2.2.6 (10(4))		No exemption granted.
Side Openings	Closing arrangements should be of adequate strength and watertight.	2.2.6 (11)		No exemption granted.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Inlets Discharges & Scuppers	Ship side valves should be fitted and the material of piping should be suitable.	2.2.7 (12(1))		No exemption will be granted. It will also be necessary to consider the position of inboard ends relative to the deepest operational waterline.
Inlets and Discharges	A bilge alarm system should be fitted.	4.4.3 (12(2))		Exemption will not be granted and a bilge alarm system should be fitted in all vessels when machinery spaces are periodically unattended.
	Existing valves which do not comply with Rule 12(3) will be accepted until renewal is necessary.	4.4.3 (12(3))	Replacement unnecessary on existing vessel until renewal.	No longer relevant
Height of Coamings	The height of coamings to hatchways, doorways, ventilators and air pipes is set out in Rule 13.	2.2.5 (13(1) 13(3) 13(4) 13(5))		In general provided the coamings are in satisfactory condition the existing height will be accepted until renewal is necessary. When renewal of coamings is necessary Rule height coamings should be provided, if practicable, having regard to fishing operations.
Freeing ports	Rule requirements have been based upon past experience and removal of water trapped on deck makes a significant contribution to the vessel's safety.	2..3.2 (14(5))		Existing areas which are deficient should be increased where practicable. No exemption will be granted.
C - FREEBOARD AND STABILITY				
Freeboard	Freeboard should be sufficient to provide safety and adequate stability.	3.1 (15(1))		No exemption will be granted.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	Draught marks	3.5 (15(2))		No exemption will be granted. Draught marks necessary to align with Stability Data.
Stability Criteria	The stated numerical values to be achieved in all operating conditions	3.1.2 (16)		No exemption will be granted. Stability data to be reviewed noting any material changes in structure and/or fishing methods eg bulk industrial fishing, RSW tanks and significant differences in deck equipment. *(Roll test not accepted for vessels over 24.4 metres.)*

Parts D, E, F and G

Machinery, boilers, electrical equipment, steering gear, etc

When considering the acceptance of these items for existing vessels it will be reasonable and practicable to give as much credit as possible to what is already provided and proved to be satisfactory in service.

For this reason it is considered that any part of the COde which requires testing of an installation before its use, or the provision of design data, or material specification is not applicable to existing vessels.

The Surveyor will make every effort to fit in with the Owner's maintenance schedules especially if these follow the maker's recommendation. Provided there is documentary evidence of regular maintenance it will be possible to issue the initial certificate without fully opening out the machinery provided that this will take place during the period of validity of the certificate and the installation appears to be in a generally satisfactory condition.

Similarly a history of satisfactory operating experience and the Surveyor's satisfaction with the general condition will be accepted as proof of sufficient maintenance.

In general items renewed or fitted for the first time will be expected to meet the requirements of the Code unless to do so would be incompatible with the existing arrangements.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
D – MACHINERY				
General	That machinery installation is adequate for service intended.	4.1.2.1 (17(1))	That machinery remains satisfactory in service and until machinery is replaced.	Surveyor and owner to agree survey programme having regard to manufacturers recommendations. The surveyor is to satisfy himself with the general condition of the machinery. The survey programme is to be such that all machinery will be surveyed in the times shown in the Instructions to Surveyors, instruction 2.7.5.
	That there shall be safe and free access to machinery.	4.1.2.2 (17(2))	That machinery remains satisfactory in service and until machinery is replaced.	Existing arrangements will be accepted, *(but insist on guards where you consider a hazard exists)*.
	That means shall be provided to prevent over pressure in machinery installations.	4.1.2.9 (17(3))	That machinery remains satisfactory in service and until machinery is replaced.	Existing arrangements will be accepted, *(but insist on guards where you consider a hazard exists)*.
	The proper alarm detection and control systems be provided in periodically unattended machinery spaces.	4.1.2.10 (17(4))	That machinery remains satisfactory in service and until machinery is replaced.	Generally these vessels will have attended machinery spaces. If not, existing control equipment will be accepted with the addition of a bilge alarm.
	For pressure testing of boilers and pressure vessels.	4.1.2.1 (17(5))	No exemption required.	Pre-installation requirements not applicable to existing vessels, *but ask for hydraulic test at every survey.*

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	Boilers and pressure vessels and their mountings to be maintained in efficient condition.	4.1.2.1 (17(6))	No exemption required.	Maintenance will be demonstrated during survey.
	Provision for cleaning and inspection of pressure vessels.	4.1.2.1 (17(7))	That PVs remain satisfactory in service and until they are replaced.	Some small air receivers have no hand holes – exemption will be granted as necessary, *but ask for hydraulic test at every survey.*
Boiler Feed Systems	That any boiler which provides services essential for the safety of the vessel shall have separate feed to separate feed water systems.	4.1.11.8 (18(1))	Exemption conditional on arrangements being considered satisfactory	Existing arrangements will be generally accepted but each case must be judged on its merits.
	For oil removal from feed water.	4.1.13 (18(2))	No exemption	Existing arrangements will be accepted.
	That feed water pipes, fittings, valves etc shall be sufficient for the intended purpose.	4.1.11 (18(3))	No exemption	Existing arrangements will be accepted.
	Boiler feed systems to be maintained in an efficient condition.	4.14.3 (18(4))	No exemption	This will be demonstrated during survey.
	Requirement that adequate reserve feed water is available.	4.1.11.8 (18(5))	No exemption	Existing arrangements will be accepted.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Steam Pipe Systems	That steam pipes and fittings shall be sufficient for the intended purpose.	4.1.14.3 (19(1))	No exemption	Existing arrangements will be accepted.
	For pre-installation test pressure.	4.1.14.3 (19(2))		Does not apply to existing vessel.
	That every steam pipe shall be maintained in an efficient condition.	4.1.14.3 (19(3))	No exemption	This will be demonstrated during survey.
	For adequate support of steam pipes.	4.1.14.3 (19(4))	No exemption	Existing arrangements will be generally accepted providing the surveyor is satisfied as to the condition.
	Means for draining steam pipes.	4.1.14.3 (19(5))	No exemption	Existing arrangements will be accepted.
	Steam pipes etc shall be adequately insulated.	4.1.14.3 (19(6))	No exemption	Existing arrangements will be accepted.
	Steam and exhaust pipes shall not be led through hold spaces.	4.1.14.3 (19(7))	Exemption conditional on arrangements being considered satisfactory	Existing arrangements will be accepted.
	For the fitting of relief valves in reduced pressure steam systems	4.1.14.3 (19(8))	No exemption	Existing arrangements will be accepted.
	For the positioning of steam pipe flanges.	4.1.14.3 (19(9))	Exemption conditional on arrangements being considered satisfactory	Existing arrangements will be accepted.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	For the fitting of relief valves in exhaust systems.	4.1.14.3 (19(10))	Exemption conditional on arrangements being considered satisfactory	Existing arrangements will be accepted.
Machinery	For adequate means of control of machinery.	4.1.2.3 (20)		Existing arrangements will be accepted.
	For machinery to be brought into operation from the dead ship condition.	4.1.2.3 (20(1))		Surveyor to be satisfied that this is the case. Individual exemption may be granted, eg dual batteries in conjunction with widely separated engine rooms.
	Requirement for over speed protection.	4.1.2.9 (20(2))		Existing arrangements will be accepted.
	For pre-installation pressure testing of machinery.	4.1.2.1 (20(3))		Not applicable to existing installations.
	That main and auxiliary machinery be maintained in an efficient condition.	4.1.2.1 (20(4))		Surveyor will be able to satisfy himself during survey by inspection.
Means of going astern	That the vessel shall have adequate power for going astern	4.1.3 (21)		Satisfactory surveys to date will be accepted as proof of adequate provision of means of going astern.
Shafts	Shafts to be designed and maintained to withstand maximum working stress.	4.1.6 (22)	That shafts remain satisfactory in service *see survey memo No 90*	Subject to shaft being satisfactory in service design information will not be demanded. At the initial survey the surveyor will check the tail shaft wear down and may at his discretion require that the tail shaft be withdrawn.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Exhaust Systems	Exhausts be adequately cooled or lagged	4.1.10 (23)	No exemption	Surveyors will ensure compliance with this rule as this is easily accomplished. Compliance will contribute to the personal safety of the crew, in addition to preventing the ignition oil spraying on to the hot exhaust due to pipe failure.
Air pressure systems	For air pressure systems to be of adequate capacity and strength.	4.1.5 (24)	Exemption from detailed requirements until items are replaced.	Provided the Department has full knowledge of the existing arrangement and is satisfied with the maintenance, exemption will be granted from the majority of the detailed requirements – except rule 24(11). No exemption will be granted to allow the use of soft soldered joints in air pressure systems.
Cooling Water Systems	For alternative means of cooling water supply.	4.1.11.8 (25(1)		No exemption
	For essential cooling water systems to be provided with strainers which can be cleaned without interruption of the water supply.	4.1.11.10 (25(2))	That existing arrangements remain satisfactory in service and until they are replaced	Existing arrangements will be accepted.
	For means of preventing over pressure.	4.1.2.9 (25(3))	That existing arrangements remain satisfactory in service and until they are replaced	Existing arrangements will be accepted.
Cooling Systems	Applies to a vessel below 24 metres.	N/A (26)		

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Lubricating Oil Systems	For alternative means of supplying lubricating oil and control oil pressure for main engine and gear box and C P propeller O D box.	4.1.12 (27(1))		No exemption granted
	For strainers in lub oil system which can be cleaned without interrupting the supply of oil.	4.1.12 (27(2))	That existing arrangements remain satisfactory in service and until they are replaced	Existing arrangements will be accepted.
	For means of limited over pressure in the system and requirement for indicating proper operation of the system.	4.1.12 (27(3))	That existing arrangements remain satisfactory in service and until they are replaced	Existing arrangements will be accepted.
	That flexible pipes in the lub oil, cooling oil and hydraulic systems shall be fit for their intended service.	4.1.12 (27(4))	*See survey memo No 85 and M notice 1440*	Existing piping will be accepted for hydraulic systems providing adequate shielding is provided to prevent oil being sprayed onto hot exhaust systems or into turbo blower inlets. However flexible pipes should only be used where necessary for reasons of vibration and should be shielded.
	For the substantial construction of oil level indications.	4.1.12 (25(5))		Tubular gauge glasses will be accepted on existing vessels providing closing fittings are provided.
	For pressure testing of pipes prior to installation.	4.1.12 (27(6))		Does not apply to existing vessels.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Lubricating oil pumps	Applies to vessels below 24 metres.	n/a		
Oil fuel systems General	Flash point requirement for fuel.	4.1.13 (29(1))		All vessels burning diesel oil will meet this requirement.
	For the construction and pressure testing of fuel tanks.	4.1.13 (29(2))		Existing arrangements will be accepted providing the surveyor ensures by means of openings in the top of the tank for the provision of level indicating arrangements or similar arrangements that the tanks may not be overflowed into the machinery space.
	For means of sounding oil tanks and preventing over pressure, and requirements for the means of indicating oil levels.	4.1.13 (29(3))	No exemption.	This rule should be complied with as far as possible.
	For the routing of fuel tank air pipes.	4.1.13 (29(4))	No exemption.	This rule should be complied with.
	For the size of air pipes.	4.1.13 (29(5))	Until air pipes are replaced.	Existing arrangements will be accepted.
	For self closing drains on fuel storage tanks.	4.1.13 (29(6))	No exemption.	These to be provided.
	For quick closing valves to be fitted to fuel tanks in the normal manner.	4.1.13 (29(7))	No exemption.	No exemption granted.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	For the construction of fuel oil valves.	4.1.13 (29(8))		Existing arrangements will be accepted.
	For fuel pumps to be separate from other pumps.	4.1.13 (29(9))		Generally this will be the case but any deviation from this rule will be considered on its merits.
	For storage and distribution of fuel.	4.1.13 (29(10))		Existing arrangements will be accepted.
	For dual fuel oil systems pumps and filters for boilers.	4.1.13 (29(11))		Generally this will be the case, however any deviation from this rule will be considered upon its merits.
	That filters be capable of being cleaned without interrupting the supply of fuel oil.	4.1.13 (29(12))		For diesel oil being supplied at ambient temperature existing arrangements will be accepted. However if there are still steam ships burning heated fuel oil they must comply with this requirement.
	For filters in fuel supply lines to main and auxiliary oil engines.	4.1.13 (29(13))		See above
	For savealls and gutters to be provided under every fuel pump filter and heater.	4.1.13 (29(14))	No exemption.	This rule to be complied with where possible.
	For flexible pipes fitted in fuel systems to be fit for their intended service.	4.1.13 (29(15))	No exemption.	This rule to be complied with.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	That fuel oil filters may not be opened during use.	4.1.13 (29(16))		Vessels burning heated fuel oil will be expected to comply with this rule. But where diesel oil at ambient temperature is being used existing arrangements will be accepted.
Oil Fuel Installations	Provision of oil transfer facilities.	4.1.13 (30(1))		Existing arrangements will be accepted.
	Sounding pipes not to terminate in crew accommodation.	4.1.13 (30(2))		Existing arrangements will be accepted.
	That oil fuel lever indicators do not pierce the lower part of the fuel tank and that tubular gauge glasses shall not be used.	4.1.13 (30(3))		Existing arrangements will be accepted although tubular gauge glasses should be fitted with self closing fittings.
	Provisions for indicating overflow of daily service tanks.	4.1.13 (30(4))		Existing arrangements will be accepted.
	Means to be provided to isolate fuel and ballast systems.	4.1.13 (30(5))		Existing arrangements will be accepted.
	Oil fuel filling stations to be isolated from other spaces.	4.1.13 (30(6))		Existing arrangements will be accepted.
	For materials and pressure testing of oil and fuel pressure pipes.	4.1.13 (30(7))		Pressure tests requirement applies only to a new material but all fuel pipes to be of seamless steel.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	For oil fuel pipes not being oil fuel pressure pipes.	4.1.13 (30(8))		Existing arrangements accepted except that plastic and rubber piping should not be used.
	For construction of heating coils and their test pressure.	4.1.13 (30(9))		Existing arrangements will be accepted.
	For a remote operated quick closing valve on bunker tank outlets.	4.1.13 (30(10))	No exemption	This is covered in other rules and no exemption is possible.
	Requirement for furnace front valves to be of the quick closing type.	4.1.13 (30(11))		It is doubtful if any steam ships will again be encountered but where they are existing arrangements will be accepted.
	For remote stopping of oil fuel pressure and transfer pumps	4.1.13 (30(12))	No exemption	No exemption can be considered.
Oil Fuel Systems		N/A (31)		Applies to vessels of under 24.4 metres.
Oil Fuel installations-Cookers and Heaters	That fuel tank for oil fired cooking ranges or heating appliances shall be out with crew accommodation, requirement for a minimum fuel flash point, requirement for automatic shut down of heating of appliance in the event of fire or failure of combustion air.	5.4.4 (32(1))	No exemption	No exemption will be considered for the positioning of the fuel tank, all diesel fuel must fall within the flash point requirements. Automatic shut down in case of fire will be required.
	For the venting of fuel oil tanks.	5.4.4 (32(2))	No exemption	This rule should be complied with.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	For the filling of such tanks.	5.4.4 (32(3))		Existing arrangements will be accepted providing steps are taken to prevent the overflow of fuel into enclosed spaces.
	That spaces containing fuel tanks shall be adequately ventilated.	5.4.5/4.1.13 (33)		Existing arrangements will be accepted
L P G Installations	That liquified petroleum gas installations shall be fit for their intended service.	5.4.5 (34(1))	No exemption	Safe installation in accordance with the British Standards and Code of Practice for butane will be expected and flueless space heaters in sleeping spaces will not be accepted.
	That gas has to have an odoriser added.	5.4.5 (34(2))	No exemption	Gases supplied in the UK normally contain an odoriser.
	Gas has to be stored on deck or in well ventilated compartments on deck.	5.4.5 (34(3))	No exemption	This rule to be complied with in full. *See draft memo from CSFV 24/02/92*
	That spaces containing gas consuming appliances shall not have openings to space below decks. Where this is the case exhaust ventilation is required.	5.4.5 (34(4))	No exemption	This rule to be complied with.
	For adequate ventilation of spaces containing gas consuming appliances	5.4.5 (34(5))		Although the British Standard Code of Practice CP339 lays down minimum requirements for ventilation, existing arrangements may be accepted provided they approximate to the requirements of the British Standard.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	That mechanical ventilation systems for gas consuming spaces shall be such as to eliminate hazards due to sparking and be separate for other ventilating systems.	5.4.5 (34(6))	No exemption.	Compliance expected.
	For mechanical exhaust ventilation where gas appliances are installed below decks.	5.4.5 (34(7))	No exemption.	Compliance expected.
	Requirement for gas detection and alarm equipment.	5.4.5 (34(8) 34(9))		No full term exemption considered.
	For flame failure device and low pressure shut off in gas systems.	5.4.5 (34(10))		Exemption from flame failure device will be considered where construction of the cooker precludes installation. Short term exemption from LP cut-out to allow equipment to be obtained.
Storage of Dangerous Liquids and Gases.	For the stowage of cylinders containing flammable, toxic or other dangerous gases.	5.4.5 (35(1)	No exemption	This rule must be complied with.
	Further requirements for the stowage of such gases.	5.4.5 (35(2))	No exemption	This rule must be complied with.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	That for every such vessel the electric wirings and fittings within such compartments shall be suitable for use in a flammable atmosphere.	5.4.5 (35(3))	No exemption	This rule must be complied with.
	That compressed gases be stowed separately.	5.4.5 (35(4))	No exemption	This rule to be complied with.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
E - BILGE PUMPING				
	For bilge pumping systems.	4.4 (36)		In general an existing bilge system which operates satisfactorily will be accepted on an existing vessel. An exemption will be granted where pipes and pumps are below the size of the capacity specified. However there are requirements which will be sought : the provisions of a non-return valve to any connection (in order to avoid back flooding from a sea connection via the bilge system) and the provision of suitable piping with the exception of short tail pipes which may be flexible. In addition the requirement for two bilge pumps must be complied with.
		N/A (37)		Relevant to vessels below 24 metres.
F - ELECTRICAL EQUIPMENT AND INSTALLATIONS				
General	System to be such as to protect persons from electrical hazards.	4.2.1 (38)		Inspection which shows reasonable standard of installation and maintenance will be accepted. Megger or other equally effective test required.
Distribution systems	Switchboards to be guarded and arranged to protect crew.	4.2.3 (39(1))	No exemption.	Compliance required.
	Prohibition of hull return systems.	4.2.3 (39(2))	On condition that installation is in good condition and that insulation values are maintained.	Exemption will be given on existing vessels.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	Where two generators are fitted, each to have capacity to operate essential services, and preference trips on non essential loads.	4.2.3 (39(3))		Exemption given where necessary.
	Installation to be such as to reduce radio interference to a minimum.	4.2.3 (39(4))	No exemption	New equipment must comply.
Electrical Precautions	That electrical equipment shall be constructed and installed so that there will be no danger to persons handling it in a proper manner.	4.2.7 (40(1))	No exemption	Compliance expected.
	Cables to have flame retardant sheaths and conduit to be earthed.	4.2.7 (40(2))	On condition that cables remain satisfactory in service and until they are replaced.	Existing cables in satisfactory condition accepted on existing ships.
	Cable to be supported prevent chafing or damage.	4.2.7 (40(3))		Surveyor will satisfy himself with cable installation.
	Electrical joints to be in junction or outlet boxes.	4.2.7 (40(4))		Unless the surveyor is satisfied that compliance would be impracticable it is expected that all electrical joints will be properly made.
	To be arranged so that temperature rise will not damage associated wiring or cause a fire risk.	4.2.7 (40(5))		Existing fittings will be carefully examined to be sure that over-heating has not taken place.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	All circuits except steering gear to be marked with rating and capacity of protected circuits.	4.2.2 (40(6))	Until equipment is replaced.	This will be insisted upon though suitable fuses would be considered as meeting this requirement. Exemption will be given on existing ships from the marking requirements, under SOKWDC.
	Electrical equipment not to be installed in spaces where flammable mixtures are liable to collect unless of a type which will not cause ignition.	4.2.5 (40(7))	No exemption	Compliance expected.
	Circuits terminating in bunkers or holds to be provided with isolating switches outside the space.	4.2.7 (40(8))	No exemption	Compliance expected.
	That where electrical power is necessary for maintaining essential auxiliary services two generators shall be provided.	4.2.1 (41(1))		Existing arrangements will be accepted,
	That an emergency source of electrical power to be provided.	4.2.10 (41(2))		An emergency source of power will be expected but it will be limited to supplying the items. An emergency source of power will be expected but will be limited to supplying the items detailed under 41(5).
	That emergency source of electrical power will supply the load for three hours.	4.2.10 (41(3))	No exemption.	Compliance expected.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	That where dual electric navigation lights are installed oil navigation lights are not required.	4.2.10 (41(4))		
	For sources to be supplied by emergency electric power.	4.2.10 (41(5))		Only the following will be required on existing vessels:- 1) General Alarms 2) Emergency lights at launching stations and overside in all alleyways, stairways and exits in the machinery space and the space where the emergency source of electric power is situated and in control stations for radio, navigation or other services essential for the safety of the vessel. 3) Emergency navigation lights fitted in accordance with paragraph 4 and the daylight signalling lamp.
	That where emergency source is batteries they shall be capable of supplying the above without excessive volt drop and that where it is a generator driven by an internal combustion engine efficient starting arrangements shall be supplied. Also a requirement for a maximum minimum flash point for the fuel.	4.2.10 (41(6))	No exemption.	Compliance expected.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	That emergency power operates when the vessel is listed 22½ ^{o} either way and when the trim of vessel is 10^{o} from a level keel.	4.2.10 (41(7))	No exemption.	Compliance expected.
	Adequate means to be provided for the regular testing of the emergency source of electric power and its associated circuits.	4.2.10 (41(8))	No exemption.	Compliance expected.
	Relaxation to the extent that an alternative means of supply for the emergency lighting system required in para 5 may be provided.	4.2.10 (41(9))		This relaxation will be applied where necessary.
Accumulator (stowage) batteries and associated charging equipment		4.2.9		Relevant to vessels below 24.4 metres.
	That where batteries provide the auxiliary electric power they shall be of sufficient capacity and charging and current protection arrangements shall be fit for their intended service.	4.2.10 (43(1))		Satisfactory service will be accepted as proof of adequate capacity providing Rule 41(5) is met.
	That not less than two dynamos or alternating current generators shall be fitted.	4.2.10 (43(2))		It is expected that existing vessels will meet this but exemption maybe granted under exceptional circumstances.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	That where dynamo or generator are driven by a variable speed engine output to be based on lowest operating speed.	4.2.10 (43(3))		Existing arrangements will be accepted
	That accumulator storage batteries should be housed in such a way as to protect them from damage and ventilated to reduce thee accumulation of explosive gas to a minimum.	4.2.10(43(4))		If these batteries are housed in the engine room where charging can only take place with the engine running and air flow produced will be considered to provide sufficient ventilation. Storage in other compartments will be considered on its merits.
	That where batteries are used for starting, not less than two batteries shall be available and they shall each provide 12 successive starts if the engine is reversible and six starts if the engine is not reversible.	4.1.4 (43(5))		It is very unlikely that electric starting will occur much above 30 metres. However below this it is possible that certain amounts of electric starting will be encountered and existing arrangements will be accepted.
		N/A (43(6))		This rule applies to vessels below 24.4 metres.
Watertight doors	For the positioning of watertight doors.	2.1.7 (44(1))		Existing arrangements will be accepted.
	This again deals with the arrangement of watertight doors.	2.1.7 (44(2))		Existing arrangements will be accepted.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	That where there is a shaft tunnel it shall be provided with a watertight door.	2.1.7 (44(3))		Existing arrangements will be accepted.
	These rules cover the detailed requirements for watertight doors.	2.1.7 (4(4) 44(5) 44(6))		Existing arrangements will be accepted.
G - MISCELLANEOUS PLANT AND EQUIPMENT				
Steering Gear	That steering gear in vessels over 45 metres in length shall be power operated and that auxiliary steering shall be supplied where duplicate steering systems are not fitted.	4.5.1 (45(1))		Existing arrangements will be accepted.
	a) That the main steering gear be adequate for the service intended. b) That the auxiliary shall be capable of being brought rapidly into action.	4.5.1 (45(2))		The main steering gear will be accepted but some forms of auxiliary steering must be demonstrated to the satisfaction of the surveyor.
	That the main steering gear shall be capable of movement from 35^{o} on one side to 30^{o} on the other in 30 seconds.	4.5.1 (45(3))		Existing arrangements will be accepted, subject to satisfactory operations.
	That person steering shall have a clear view ahead.	4.5.1 (45(4))		Existing arrangements will be accepted.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	Every such vessel with power steering shall have a rudder angle indicator.	4.5.1 (45(5))		Existing arrangements will be accepted.
		N/A (46(1) to (5))		Relevant to vessels below 24.4 metres.
Electrical & Electro-hydraulic steering gear	That where electro-hydraulic steering gear is fitted indicators shall be provided which show which power unit is in operation	4.5.1 (48(1))		Existing arrangements will be accepted.
	For vessels over 45 metres in length electrical and electro-hydraulic steering gear shall be serviced by two separate circuits of adequate capacity to supply all the motors required. These circuits shall be separated as far apart as is reasonably practicable throughout their length. That short circuit protection only shall be provided.	4.5.1 (48(2))(48 (2b)		Existing arrangements will be accepted. Existing arrangements will be accepted.
	This is a detailed requirement for multiple hydraulic systems, 48(2) to apply.	4.5.1 (48(3))		Existing arrangements will be accepted.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Communication between wheelhouse and engine room	In every vessel there shall be provided two separate means of communicating orders from the wheelhouse to the engine control room. One means shall be an engine room telegraph except where the means of propulsion are directly controlled from the wheelhouse.	4.1.2 (49)		Existing arrangements will be accepted.
Controllable pitch propellers	That where CP propellers are fitted they shall be adequate for their intended service.	4.1.9 (50)		Existing arrangements will be accepted.
Refrigerating plants	This rule deals with refrigerating systems.	4.1.17 (51)		Existing arrangements will be accepted.
Anchors & chain cables	That anchors and cables shall be sufficient in number, weight and strength having regard to the vessel's size and intended service.	4.5.2 (52)		Existing arrangements will be accepted. It will be necessary to demonstrate to the surveyor that the existing anchors and chain cables and their operating gear are in an efficient condition.
Spare gear	That the vessels carry adequate spare gear for main and auxiliary machinery.	4.1.18 (53)		At the lower end of the length scale it may not be necessary to require the vessels to carry the spare gear as laid down in the Instructions to Surveyors. However this is a matter for discussion with industry.

Part H

Structural fire protection and fire detection

The Agency has always recognised that it would be impracticable and unreasonable to introduce the full structural aspects of fire protection into existing vessels. However, casualty experience indicates the safety benefit of adequate means of escape and, as a general principle, the Agency will be seeking to obtain two means of escape from accommodation spaces, service spaces and manned machinery spaces.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
H. - STRUCTURAL FIRE PROTECTION & FIRE DETECTION				
General	There should be no substantial fire risk.	5.1.1 (55)		There will be no exemption granted from Rule 55. The rule will be used only to remove any serious or substantial fire risk where any item is considered particularly hazardous.
Steel Vessels	The structural fire protection requirements for vessels with steel hulls are set out in Rule 56. *See management memo No 87*	5.1.2 (56)	Exemption from most parts of this rule on the grounds that it would be impracticable to comply on an existing vessel.	Compliance with the provision of fire resisting bulkheads etc as laid down in rule 56 would only be required in existing vessels which were undergoing major structural alterations affecting the spaces requiring this protection. This is conditional upon a fixed fire extinguishing system being fitted in machinery spaces and a detection system fitted throughout the crew accommodation spaces.
		5.1.2.17 (56(14)) 5.1.19 (56(16)) 5.1.4.2 (56(20))	No exemption is granted No exemption No exemption	The requirement that steel pipes should be provided for conveying oil, other combustible liquids and also for overboard scuppers discharges etc should normally be met as would be the requirement that the hinged portion engine room skylights are operable from both sides. With the relaxations made in respect of structural fire protection with the requirement for a fire detection system within accommodation spaces remote from control stations should be met in all vessels 24.4m (80ft) in length and over.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
GRP Vessels	The requirements for fire protection are set out in Rule 57	5.1.2 (57)	Exemptions will be considered individually at Headquarters	Details of existing vessels to be submitted at the time of phase-in
Wood Vessels	The requirements are set out in Rule 58	5.1.2 (58)	Exemption from most parts of the grounds that full compliance would be impracticable on this existing vessel	The constructional requirements of Rule 58 would not be met until structural alterations or renewals are carried out. However it is considered both reasonable and practicable to require the provision of local insulation in way of cooking or heating appliances and the proper insulation and positioning of heated exhaust pipes and ducts. Similarly whilst existing wooden ladders will be accepted until renewal is necessary it is considered that deck opening should be provided with a suitable closing appliance to meet the requirements of Rule 58(3). Because there will be a small number of wooden vessels 24.4m (80ft) or more in length the requirement for an automatic fire detection and alarm system will be considered on an individual ship basis. Exemption can be granted from any part of Rule 58 except 58(2), 58(5) and 58(8).

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Ventilation	All vessels would be expected to have means for stopping fans and closing main inlets and outlets from a position outside the spaces served as required by Rule 59(1). Similarly provision for closing funnel ventilation openings under Rule 59(2) would be expected.	5.1.3 (59)	That compliance is impracticable on this existing vessel	Other requirements would be the subject of exemption provided the Surveyor is satisfied that there is no undue fire risk. Each ventilator should be provided with means of closing.
Means of Escape	In general two means of escape are required from each accommodation space, service space or machinery compartment.	5.3 (60(2))	That it is impracticable to provide the second means of escape on this existing vessel	The normal means of access may be considered as one means of escape for the purpose of rule 60 and the Department considered it necessary to provide the second means of escape required by rule 60(2). Where the arrangement of the machinery space renders it impracticable a second means of escape may not be required under rule 60(4) and the Department is prepared to exempt existing vessels from the second escape if the machinery space is unmanned. In vessels where second means of escape are not possible the single escape must be where practicable be protected from fire risk and in other cases an additional fire extinguisher may be requested.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Space Heaters & Cooking Stoves	The equipment should be safely installed and in addition to this Rule oil heating and cooking installations should comply with Rule 32 and LPG installations with Rule 34.	5.4.2 (61)		No exemption will be granted
Automatic Fire Detection Systems	All vessels to be fitted with automatic fire detection and alarm systems in their machinery spaces.	5.1.4.2 (62)		No exemption will be granted

Part I

Protection of crew

This section is aimed at preventing crew falling over the side and to enable men to pass safely around the deck in heavy weather when the vessel is not fishing.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
I. - Protection of Crew				
Bulwarks Guard Rails	Protection to a height of 915 mm is required	6.1.3 (63(1) 63(2)))		Where exemption is granted to allow existing arrangements to be accepted which do not provide a full bulwark height and portable wire guards no exemption would be granted for the provision of lifelines and safety belts to allow safe access about the deck in heavy weather.
Opening In Decks	All access hatchway openings should be not less than 600mm x 600mm	6.1.3 (64(2))		Existing openings will be exempt from the size requirement provided access is satisfactory and the opening is not less than 460mm x 380mm.

Part J

Nautical equipment

This part of the Rules covers the nautical equipment which is considered necessary to navigate the fishing vessel safely between its home port and the fishing grounds. The full list of equipment in the Code is designed mainly for distant water vessels. The following exemptions may be granted to existing vessels of 24.4 metres in length and above which operate inshore and in near or middle waters.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
J - NAUTICAL EQUIPMENT				
Magnetic Compasses Requirements	In vessels of 45 metres in length and above Rules require: (a) an efficient standard magnetic compass etc and (b) an efficient magnetic steering compass mounted in binnacle unless reflective image of standard compass can be sighted at steering position etc.	9.5.1 (66)	If the vessel is fitted with a pole compass with adequate reflectors exemption will be granted until such time as the existing requirement needs to be replaced (and provided a gyro compass is provided at the steering position).	The compass should be adjusted prior to issue of Certificate and also if any alterations are made to the equipment or near to the bridge. To cover the clear view of the horizon aspect of Rule 66(a), a pelorus should be carried. *Radar is not an acceptable means of taking bearings.*

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
	In vessels of 24.4 metres in length and over but under 45 metres in length one efficient standard magnetic compass with projected or reflective image.	9.5.1 (67)	If the vessel is fitted with a pole compass or bench compass with over-head adequate reflectors exemption will be granted until such time as the existing equipment needs to be replaced.	The compass should be adjusted prior to issue of Certificate and also if any alterations are made to the equipment in or near to the wheelhouse. To cover paragraph 11.5.2 of the Instructions a pelorus should be carried.
Compasses General Requirements	The vessels referred to above which are fitted with a pole, overhead or bench compass will not need the voice pipe between the standard and steering positions. However some form of communication should be devised to cover the emergency steering position.	9.5.1) (68(1))	On the grounds that the standard compass position is contained within the wheelhouse or in the case of the pole compass it can be seen from the steering position.	
Sounding Equipment	This equipment should comply with the performance specifications for a general purpose shipborne Echo Sounder.	9.5.1 (69)	Where existing equipment gives satisfactory indication of the depth of water this equipment will be accepted.	No exemption will be granted to this Rule as an Echo sounder is an essential aid to navigation on a fishing vessel.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Nautical Publications	Vessels 24.4 metres in length and over should carry adequate Admiralty charts to cover their area of operation. In addition those operating in inshore waters should carry an Almanac, M Notices, Notices to Mariners, small craft edition of Admiralty Notices NP 246/78A and operating manuals for the navigation aids on board. Vessels operating in near and middle waters should in addition carry an International Code of Signals, list of radio signals and sailing directions. Vessels operating in distant waters should carry publications as in Schedule 25.	9.5.2 (70)	In the case of inshore vessels from Rule 70(4), (5)(b) and paras (a), (c), (f), (g), (h), (i), (j), and (k) of schedule 25 provided adequate charts complying with Rule 70(3) and are carried and paras (b), (d), (e) and (l) of schedule 25 are complied with. In the case of near and middle water vessels from Rule 70(4), (5)(b) and paras (c), (f), (h), (j) and (k) of schedule 25 provided adequate charts complying with Rule 70(3) are carried and paragraphs (a), (b), (d), (e), (g), (i) and (l) of Schedule 25 are complied with.	This Rule applies to vessels who operated more than 5 miles from the coast. Charts should be corrected up to date within the previous nine months.

Part IIIa

Life-saving appliances and equipment

In general on Safety and survival items the Agency has been reluctant to grant exemptions since the new Rules were in the main the 1965 Rules* transposed with a reduction in the number of length breakpoints and a few additions.

Following representations from members of the Fishing Industry Safety Group (FISG) it was decided to revert to the 1965 breakpoints for existing vessels and grant exemptions provided they comply with the 1965 Rules.

*The Merchant Shipping (Life - Saving Appliances) Rules 1965 SI 1965 No. 1105

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
Portable Radio Equipment	As this equipment is an essential part of the 2182 kHz rescue network the Department has only been willing to grant exemption on a very restricted basis.	76(3)(a) & 77(5)(a) *revoked by SI 1999 No 2998* 78(3)(a)	eg (1) For a limited period where difficulties of supply are proven and (2) for certain types of fishing vessel (pair trawlers) where the department is satisfied that the vessel must necessarily operate in company with other vessels. Exemption can be granted as follows: (1) Exemption is granted from Rule 79(b) of the FV(SP) Rules 1975 for_____months until this equipment can be supplied on board. (2) Exemption is granted from Rule 79(b) of the FV(SP) Rules 1975 provided the vessel is in the company of MFV_____ at all times. Both vessels being filled with fixed M/F equipment.	*Exemption from Portable Radio is usually granted if Hand Held VHF Radio is carried.*

Lifeboat Class C Boat and suitable Inflatable Boat	Where there is insufficient suitable space on existing vessel between 24.4 – 26 metres in length to stow the lifeboat, Class C Boat or suitable inflatable boat the Department may grant an exemption.	7.2.1.5 (78(1) (b))	On existing fishing vessels of 24.4 metres in length and over but of less than 26 metres the Department will accept compliance with the relevant requirements in paragraph (5) of Rule 17 of the 1965 Lifesaving Appliances Rules as satisfying the requirements of para (1) (b) of Rule 78 of the new Rules until such time as any structural alterations or re-design of the fishing vessel makes it practicable to fit a life-boat class C boat, or suitable inflatable boat; in that event the vessel must comply with paragraph (1)(b) of Rule 78 in full.	Existing vessels are those covered by Rule 1(4) of the FV (SP) Rules 1975. (Pre – 1.5.75 vessels) NB The Department will consider requests for exemptions from Rule 78(1)(b) on an individual basis for existing vessels above 26 metres but less than 31 metres on similar grounds.
		(79) (80) (81)		))) Relevant to vessels below 24.4 metres.))

Part IIIb

Fire extinguishing appliances

The Fire Extinguishing Appliance Rules followed very closely the requirements of the 1965 Fire Appliance Rules. However when the 1965 Rules were introduced exemptions were granted to existing vessels from some of the new requirements. When the 1975 Fishing Vessel (Safety Provisions) Rules were introduced these exemptions were not carried into these Rules for vessels after their phase—in date.

As a general policy there can be no exemption from the requirements of the Code. However where the introduction of metrication to the Rule breakpoints was transferred a vessel to a more onerous category sympathetic consideration is be given to allowing the scale of fire appliances to remain for the pre—metrication breakpoint.

In addition where the emergency fire pump required by Rules 103(4), 104(4) and 105(2) and (3) had a sea suction situated in the machinery space or where this suction can only be fitted in the engine room exemption will be given from the portion of these rules which require that this sea suction be outside the engine room. On condition that the sea valve is locked open or made operable from outside the space and the sea suction line is adequately lagged.

ADDENDUM

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
STRUCTURAL FIRE PROTECTION & FIRE DETECTION	(as already defined)	5.1.4 (56)	(as already defined)	(Add) A fixed fire extinguishing system need not be fitted in the machinery spaces of vessels which are over 16 years of age on 1 April 1980 for a period of 2 years as a condition of exemption from the provision of fire resisting bulkheads as laid down in Rule 56.
FIRE EXTINGUSHING APPLIANCES NET STORE SPRINKLERS	In Every vessel of 24.4 metres in length and over to which these Rules apply a water spray system independent of any system fitted in the machinery space and which may be connected to the fire main shall be fitted in the net store and operable from outside the store.	5.1.5, 5.1.6 (103 (12) 102 (11) 101 (11))		Exemption from this requirement whilst nets of man made fibre are used.

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
FIREMANS OUTFITS	In every vessel of 24.4 metres in length and over but less than 30 metres in length to which these Rules apply every fireman's outfit shall consist of:- (a) a breathing apparatus complying with the requirements set out in schedule 23 to these Rules; (b) a portable self-contained electric battery operated safety lamp capable of functioning efficiently for a period of at least three hours; and (c) a fireman's axe.	5.4.9 (115(1))		Exemption will be granted from the carriage of breathing apparatus on vessels below 30 metres in length with an installed horsepower of less than 1000 BHP

Subject	Requirement	Code (previous Rule in ()	Exemption	Comment
FIXED FIRE FIGHTING INSTALLATIONS IN BOILER ROOMS	In every vessel of 24.4 metres in length and over to which these Rules apply at least one of the following fixed fire extinguishing installations shall be provided for the protection of any space containing any oil-fired boiler, oil fuel settling tank or oil fuel unit:- (a) a pressure water spraying system complying with the requirements of Rule 112 of these Rules; (b) a fire smothering gas installation complying with the requirements of Rule 113 of these Rules; (c) a foam fire extinguishing installation complying with the requirements of Rule 114 of these Rules. If the engine room and boiler rooms are not entirely separated from each other by a bulkhead, or if fuel can drain from the boiler room to the engine room, a combined engine and boiler room shall, for the purpose of this paragraph of this Rule, be regarded as a single space.	Exemption expired (103(8) 102(5))		Exemption from this requirement for a period of two years from April 1980.