

INSTRUCTIONS FOR THE GUIDANCE OF SURVEYORS ON
CHAPTER 1 - GENERAL

MSIS27 CHAPTER 1

Rev 04.24



10.23	<ul style="list-style-type: none"> Table 4 amended to reference that Hull and Outfit Certificates now acceptable for vessels up to 15m Clarification on action at Change of ownership Update to reflect FVCA can do plan approval and construction survey on vessels up to 15m LOA 	10.23	D Fenner	L Page	30/11/24
11.23	<ul style="list-style-type: none"> Safe Manning requirements for 24m and over vessels to be applied to vessels built before 1/1/99 and to which the General Exemption applies IFVC to be cancelled when vessel does not maintain class certification 	11.23	D Fenner	L Page	17/11/24
12.23	<ul style="list-style-type: none"> Confirm all vessels off UK Register for 6 months or more are to be treated as new vessels if they look to Re-register 	12.23	D fenner	L Page	2/12/24
02.24	<ul style="list-style-type: none"> Clarify fees chargeable for an inspection that results in detention, for revisits to ships to lift detention orders and for other revisits and what elements of that work are chargeable 	02.24	D Fenner	L Page	31/1/25
04.24	<ul style="list-style-type: none"> Clarify MS1346 Statement of Compliance to be completed only at end of each renewal survey process 	04.24	D Fenner	L Page	03.25

Preface

0.1 These Marine Survey Instructions for the Guidance of Surveyors (MSIS) are not legal requirements in themselves. They may refer to statutory requirements elsewhere. They do represent the MCA policy for MCA surveyors to follow.

0.2 If for reasons of practicality, for instance, these cannot be followed then the surveyor must seek at least an equivalent arrangement, based on information from the owner/operator.

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Whenever possible guidance should be sought from either Consultant Fishing Vessel Surveyors or Survey Operation Branch, in order to maintain consistency between Marine Offices.

Technical Services Ship Standards
 Bay 2/22
 Spring Place
 105 Commercial Road

MSIS 27 R08.2

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Southampton
SO15 1EG

Recent Amendments

The amendments made in the most recent publication are shown below, amendments made in previous publications are shown in the document Amendment History.

Version Number	Status / Change	Date	Author Reviewer	Content Approver	Next Review Date/Expiry Date
10.22	<ul style="list-style-type: none"> To update MSF form number MSF5589 for Declaration of Vessels Registration Survey Condition 	10/20	D Fenner	G Stone	01/10/2022
09.21	<ul style="list-style-type: none"> Update to reflect MSN1871 Amendment No.2 and to consolidate instructions for Small Fishing Vessels, including reference to MSF5589, from this chapter into MSIS 27 Chapter 1 Annex 1 	07/21	D Fenner	G Stone	31/08/2023
10.21	<ul style="list-style-type: none"> Update requirement to detain Small Fishing vessels if aware vessel is operating without a valid Certificate 	10.21	D Fenner	G Stone	01/09/2023
11.21	<ul style="list-style-type: none"> Add reference to MIN593 for items considered modifications that affect stability 	11.21	D Fenner	G Stone	01/11/23
01.22	<ul style="list-style-type: none"> Reference that review of modifications are chargeable Update requirements for change of ownership inspection for vessels of 15m LOA and over 	01.22	D Fenner	G Stone	17/01/23

10.22	<ul style="list-style-type: none"> • Add reference to MSF1323 in section 1.7.3.3 • Detention emails to MMO by Blind copy 	10.22	D Fenner	G Stone	31/3/24
01.23	<ul style="list-style-type: none"> • Correct typo in 1.8 • MCA to only attend inspections of new builds once FVCA has completed their survey work • At Change of ownership, owners can opt for Renewal or chargeable GI • Charging for Tonnage measurements • MCA to only attend Change of Owner inspections once a Bill of Sale and Declaration of Eligibility has been submitted to RSS • Aide Memoires no longer required to be files. Use Pelorus to record hat item items addressed, or, identify items that have not been covered.and use standard Pelorus text for Under 15m vessels • MMO or Devolved Administrations to be informed of outcome of funded modifications 	01.23	D Fenner	L Page	01/01/25

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SURVEYS AND INSPECTIONS

1.1 Purpose of the Instructions

1.1.1 These Instructions are issued by the Maritime and Coastguard Agency (MCA), an Executive Agency within the Department for Transport, for the guidance of its marine surveyors and inspectors for the purpose of ensuring compliance with the various Statutory Instruments covering fishing vessels. They also indicate to fishing vessel owners, fishing vessel builders and others concerned the procedure which the MCA adopts for the survey, inspection and certification of fishing vessels.

1.1.2 They are written to complement:

- [MSN1871 Amendment No.2 - The Code of Practice for the Safety of Small Fishing Vessels](#);
- [MSN1872 Amendment No.1 - The Code of Safe Working Practice for the Construction and Use of 15m \(LOA\) to less than 24m \(L\) Fishing Vessels](#)
- [MSN1873 Amendment No.1 – The Code of Practice for the Safe Construction and Operation of Fishing Vessels of 24m Registered Length and Over](#)

1.2 Objective

1.2.1 The objective of these instructions is to ensure satisfactory and consistent quality of planning, implementation and reporting of surveys and inspections for those survey & inspection activities undertaken on all UK fishing vessels.

1.2.2 The objective of the survey regime (24m and over and 15m – less than 24m) and inspection regime (less than 15m) is to verify that the vessel, its hull, machinery and safety management is covered by the survey scope to satisfy applicable Codes of Practice and associated requirements and will remain in a satisfactory condition until the next scheduled attendance or survey, subject to normal maintenance for normal wear and tear undertaken / expected to be undertaken by the owner.

1.2.3 Further details on the conduct of new build surveys, Registration Surveys and inspections of fishing vessels of less than 15m LOA can be found in [MSIS27 Chapter 1 Annex 1](#)

1.3 Responsibility of the Owner

1.3.1 The surveyor should be aware that the owner has responsibilities towards the maintenance and operation of the fishing vessel. These include:

- ensuring that the Vessel is, at all times, maintained to the Codes of Practice and associated requirements;
- providing appropriate information in order for the MCA to undertake surveys / inspections from an informed position;
- ensuring that the Vessel is operated in accordance with the manning requirements and in a competent manner;
- ensuring that all deficiencies are completed within the timescales laid down;
- ensuring the Certificate of Registry is maintained up-to-date and that the ownership of the vessel is unequivocally stated;
- maintaining all statutory, class and supplementary information in order.
- ensuring that the MCA is informed of any material change to the vessel, its operation or status.

1.4 Statutory provisions

1.4.1 The principal statutory provisions concerning the safety of fishing vessels are:

- The Merchant Shipping Act 1995, Chapter 21, Part V;
- [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#)
- [The MS \(Radio\) \(Fishing Vessels\) Regulations 1999 No.3210](#);
- [Merchant Shipping and Fishing Vessels \(Health and Safety at Work\) Regulations 1997 as amended](#)
- [The Merchant Shipping \(Work in Fishing Convention\) Regulations 2018 No.1106](#)
- [The Merchant Shipping \(Work in Fishing Convention\)\(Survey and Inspection\) Regulations 2018 No.1107](#)
- [The Merchant Shipping \(Work in Fishing Convention\) \(Medical Certification\) Regulations 2018](#)
- [The Merchant Shipping \(Work in Fishing Convention\) Regulations 2018 No.1109](#)

1.4.2 Surveyors appointed under section 256 of the Merchant Shipping Act 1995 have the authority and power to inspect fishing vessels for the purpose of seeing that the provisions of the Codes have been complied with. This authority and power is derived from sections 121(4), 258 & 259 of the Act.

1.5 Definitions

In these Instructions the following definitions apply:

"*the Act*" means the Merchant Shipping Act 1995, Chapter 21.

"*Approved equipment*" is equipment that has been certified as complying with the standards listed in [MSN1734](#) and [MSN1735](#) which although specifically for merchant ships are equally applicable for fishing vessels.

"*Certificate of Compliance*" means either Small Fishing Vessel Certificate, United Kingdom Fishing Vessel Certificate or International Fishing Vessel Certificate.

"*Certifying Authority*" means MCA or a person or organisation authorized by MCA, such as a Fishing Vessel Certifying Authority to:

- .1 appoint persons for the purpose of examining *Vessels* and issuing and signing Declarations of Survey; and
- .2 issue Certificates of Construction and Outfit;

"*Classed vessel*" means a vessel having a valid Certificate of Class issued by an MCA recognised Classification Society;

"*Classification Society*" means a Classification Society listed in [M Notice No. 1672](#) or any subsequent amendments;

"*Existing vessel*" means a vessel which is not a "new vessel".

"Fishing Vessel Certifying Authority" means an organization having specific authorization (from the MCA) to survey and inspect fishing vessels.

"*Headquarters*" (HQ) means the appropriate branch of the Maritime & Coastguard Agency, based in Southampton

"*IFVC*" means an International Fishing Vessel Certificate

"ILO" means the International Labour Organisation

"IMO" means International Maritime Organisation, 4, Albert Embankment, London SE1 7SR

"*Merchant Shipping Notice*" means a Notice described as such and issued by the Department for Transport; and any reference to a particular Merchant Shipping Notice includes a reference to any document amending or replacing that Notice which is considered by the Secretary of State to be relevant from time to time and

is specified in a Merchant Shipping Notice. They are referred to throughout these Instructions as 'M Notices', whether nominated as MSN, MGN or MIN.

"*New vessel*" means a vessel whose keel was laid on or after 23.11.02 for the 15 – less than 24m boats. Additionally, there are requirements for new vessels built on or after 01.01.19 resulting from the implementation of ILO 188 in the UK. For the Over 24m vessels, 01.01.99 is the applicable date for vessels constructed after the implementation of [EC Directive 97 70](#), although 01.01.03 brings in the 2003 EC Directive amendments, pursuant to an agreement for the construction of the vessel entered into on or after that date. Additionally, there are requirements for new vessels built on or after 1/1/20 resulting from the implementation of ILO 188 in the UK. For vessels of less than 15m LOA the definition of "New vessel" may be found in [MSIS27 Chapter 1 Annex 1](#) .

"*Nominated bodies*" are those detailed in [MSN1735](#) and which may undertake type approval of any of the categories of equipment in that notice.

"*Notified bodies*" are those bodies notified to the EU by member States as undertaking Marine Equipment Directive approval on their behalf. The UK notified bodies are listed in [MSN1734](#)

"*Quality assured company*" is a company certified as having a system in place to ensure that quality of their output is consistent. In the UK the system should be in accordance with the ISO 9000 series standards but other standards can be considered for overseas companies. Documentation supplied by quality assured companies can be considered acceptable to the MCA.

"REG" means Red Ensign Group

"SFVC" means a Small Fishing Vessel Certificate

"*Surveyor*" means a surveyor appointed by the Secretary of State; MCA, Classification Society, or the Fishing Vessel Certifying Authority.

"*proceeding to sea*" refers to those vessels proceeding beyond categorised water limits; both these terms have the meanings assigned to them clarified by MSN 1837.

"UKFVC" means a United Kingdom Fishing Vessel Certificate.

"*large fishing vessel*" means a fishing vessel of at least 24 metres overall registered length.

"*medium fishing vessel*" means a fishing vessel of at least 15 metres length overall, but less than 24 metres registered length.

“*small fishing vessel*” means a fishing vessel which is not a medium or large fishing vessel;

1.6 Applicability of the Regulations

1.6.1 Part IV, Section 85(3) allows for Regulations to be made regarding survey and inspection of fishing vessels.

1.6.2 [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#) do require a fishing vessel being used for commercial purposes to only proceed on a voyage when it has been issued with a certificate of compliance, that is valid at the time of the voyage, and during the voyage it continues to comply with the applicable Code of Practice.

1.6.2 [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#) do not apply to vessels which, although registered, are not for the time being used for or in connection with sea fishing, nor do they apply to vessels used for fishing otherwise than for profit.

1.6.3 A fishing vessel being used for other commercial purposes e.g., sea angling, diving, should be certificated under the appropriate Small Commercial Vessel Code or other applicable merchant shipping legislation, e.g., if carrying cargo then the Load Line Regulations will apply. Code vessels are limited to 12 passengers.

1.6.4 Where the vessel is being used for the non-commercial benefit of the owner and friends, it may be considered a pleasure vessel and carry the crew and up to 12 other persons. Carriage of more than 12 other persons is not permitted without a passenger ship certificate, whether fares are paid or not. In general this applies to small vessels only as the larger the vessel, the greater the likelihood of the vessel is not in recreational use.

1.7 Surveys, inspections and certification

1.7.1 The following section describes the survey and inspection process and the vessel eligibility for survey or inspection.

1.7.1.1 Survey and inspection process

1.7.1.1 A vessel may be surveyed or inspected for compliance with the Codes of Practice and associated requirements when:

1. The vessel has a Certificate of UK Registry (or REG Registry) indicating it is a commercial fishing vessel (existing vessels); OR

2. The vessel is new and in receipt of a hull construction / hull outfit certificate issued by an Fishing Vessel Certifying Authority and a Carving & Marking note; OR
3. The vessel is new and in receipt of a Classification Society Certificate indicating that it has been built in accordance with the Society's requirements and a Carving and Marking note; OR
4. The vessel is in receipt of a Registration Survey Comparison Report indicating compliance with the relevant Construction Standards and a Carving and Marking note; OR
5. The vessel is in receipt of acceptance by the MCA Flag-in Panel and has a Carving and Marking note.

1.7.1.2 Technical Support Team will inform owners of vessels of 15m LOA and over at least 6 months before a renewal survey is due and at least 3 months before their inspection or survey window opens. Marine Offices should also write to owners of vessels less than 15m LOA to inform them in advance that their inspection is due.

1.7.1.3 The survey or inspection shall be initiated by a request from the owner or their representative using form MSF 5100 or, in the case of inspections, direct contact with the local marine office. Thereafter, the planning, preparation, execution and reporting shall be undertaken in accordance with MSIS23 or MSIS38.

1.7.1.4 The survey or inspection scope may be completed, partial or suspended. In all cases the appropriate documentation must be completed on Pelorus and uploaded to the vessel file.

1.7.1.5 A vessel that is fully compliant with the Code of Practice and associated requirement shall be given a Certificate of Compliance.

1.7.2 Inspection regime: Vessels of less than 15m LOA

1.7.2.1 Vessels of less than 15m LOA are subject to an inspection regime, operated in accordance with [MSN1871_Amendment_No.2](#) also known as the Small Fishing Vessel Code of Practice.

1.7.2.2 Following completion of the Inspection to the satisfaction of the Surveyor, the vessel shall be issued with a Small Fishing Vessel Certificate (SFVC) ([MSF 1316](#)) valid for 5 years. The date of expiry of the SFVC shall be 5 years from the date of the initial inspection in order that the date of expiry remains closely aligned to the date of expiry of the Certificate of Registry.

1.7.2.3 The validity of the SFVC is maintained by the owner completing the Annual Self-Certification on [MSF1375](#). The Annual Self-Certification declares that the vessel remains fully compliant with [MSN1871_Amendment_No.2](#). The self-certification is required on the anniversary dates of years 2, 3 & 4.

1.7.2.4 See also [MSIS27 Chapter 1 Annex 1](#) and MSIS 38 for further information.

1.7.3 Survey and Inspection Regime: Vessels of 15m LOA to less than -24m RL

1.7.3.1 Vessels of 15m LOA to less than 24m RL are subject to a survey regime operated by MCA surveyors, see section 1.31 and MSIS 23 Part A Chapter 21, in accordance with [MSN 1872 Amendment No.1](#).

1.7.3.2 Following completion of the Survey to the satisfaction of the Surveyor, the vessel shall be issued with a UKFVC, valid for 5 years. The date of expiry of the subsequent renewal of the UKFVC shall be 5 years from the date of the previous certificate in order that the expiry date remains consistent while the vessel is on the Register.

1.7.3.3 The validity of the UKFVC is maintained by the owner completing the [Annual Self-Certification MSF1323](#). The completion of the Annual Self-Certification confirms that the vessel remains fully compliant with the [MSN 1872 Amendment No.1](#). The Annual Self-Certification is required on the anniversary dates of years 2, 3 & 4.

1.7.3.4 A Mid Term inspection of all surveyable items is required between the second and third anniversary date to maintain validity of the UKFVC.

1.7.3.5 See also section 1.12 -1.16, 1.31 and other sections of this chapter as appropriate and MSIS 38 for further information.

1.7.4 Survey Regime: Vessels of 24m RL and over

1.7.4.1 Vessels of 24m RL and over are subject to a survey regime operated by MCA surveyors, see section 1.33, and MSIS 23 Part A Chapter 20 in accordance with [MSN 1873 Amendment No.1](#), although hull & machinery surveys may be delegated to a Classification Society, in accordance with [MGN 322](#). (Policy is that hull & machinery surveys SHALL be delegated to a Classification Society for new registrations).

1.7.4.2 On completion of the Survey to the satisfaction of the Surveyor, the vessel shall be issued with an IFVC, valid for 4 years. The date of expiry of the subsequent renewal IFVC shall be 4 years from the date of the previous IFVC in order that the date of expiry remains consistent while the vessel is on the

Register. Annual surveys and Intermediate Surveys are required to maintain validity of the IFVC.

1.7.4.3 See also section 1.12 -1.16 and, other sections of this chapter as appropriate

1.8 Certificate validity

1.8.1 A fishing vessel must maintain valid certification in order to proceed to sea as a commercial fishing vessel. All fishing vessels must be presented for survey or inspection prior to the expiry of the next scheduled renewal or intermediate survey window or mid term inspection window.

1.8.2 A fishing vessel whose certification expires prior to completion of its survey or inspection must first comply with the Code of Practice and associated requirements prior to receiving a Certificate of Compliance and proceeding on a voyage.

1.8.3 A fishing vessel Certificate of Compliance may also be considered to be invalid if:

1. any of the conditions in the relevant sections of the applicable Code of Practice have not been met; or
2. the self-certification has not been completed; or
3. the survey scope has not been started prior to closure of the survey window; or
4. modification without approval / involvement of the MCA; or
5. undertaking an unsafe operation

1.8.4 It should be noted that the circumstances surrounding an invalid Certificate of Compliance may lead to enforcement action and deregistration – see below.

1.8.5 The standard term for a fishing vessel Certificate of Compliance is shown below:

- International Fishing Vessel Certificate (IFVC): 4 years
- United Kingdom Fishing Vessel Certificate (UKFVC): 5 years
- Small Fishing Vessel Certificate (SFVC): 5 years

1.8.6 Where a vessel completes its survey scope prior to expiry of the survey window a Certificate of Compliance may be issued with validity greater than five years but not later than 5th anniversary of the expiry date of the Certificate of Compliance held at the time of the survey.

1.8.7 All vessels may be presented 5 months prior to the anniversary date of the previous survey or inspection term without alteration of the anniversary date for (and complete) a renewal survey if they are 15m LOA or over or renewal inspection if they are less than 15m LOA. It is therefore possible to have a Certificate of Compliance valid for a period greater than the standard term.

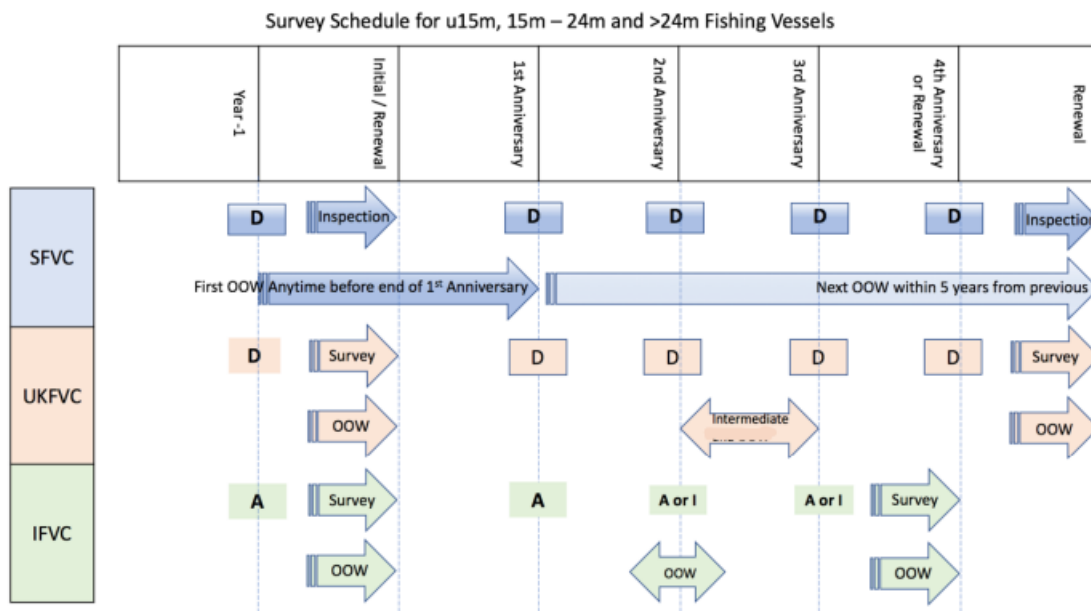


Table 1 Survey Schedule for less than 15m, 15m to less than 24m and 24m and Over Fishing Vessels

Key:

- D = Declaration required
- A = Annual Survey by MCA
- I = Intermediate Survey/Mid Term Inspection
- OOW = Out Of Water

Note:

- All renewal Surveys or Inspections may be completed up to 5 months before the expiry of the Certificate of Compliance without loss of anniversary date.
- Less than 15m first OOW can take place at any time before expiry of the SFVC issued for one year following the In water inspection, to ~~MSN1871 Amendment No.2 up until the 1st anniversary of the issue of the SFVC.~~

- 15 – less than 24m Mid Term Inspections & OOW may take place during 12 months between 2nd & 3rd Anniversary's of the UKFVC.
- 24m and over Annual & Intermediate Survey may take place during the 3 months either side of the anniversary date of the IFVC.

1.8.8 A vessel completing a survey after the anniversary date will gain no advantage by doing so and the anniversary date will remain as for the previous Certificate of Compliance.

1.8.9 Vessels should be detained and the Certificate of Compliance rendered invalid if:

- a vessel of 24m and over, classed or unclassed fails to undergo an Annual, Intermediate or Renewal Survey;
- a vessel of 15 – less than 24m fails to undergo their Renewal Survey or Mid-Term Inspection;

in the time period determined by its Certificate of Compliance

1.8.10 A Fishing Vessel of less than 15m Length Overall shall be detained if the surveyor is aware it is operating without a valid Small Fishing Vessel Certificate

1.8.11 Any vessel, regardless of size, that fails to undertake a mandatory inspection, or survey, within the timescales specified, without good reason must be referred to RSS for de-registration procedures to begin. (Good reason may be circumstances beyond the owners control, and may include but not limited to weather, illness or bereavement. It may also be the result of the vessel undergoing work, for example if work is delayed or ongoing and not being ready for inspection. If the surveyor is unsure, this should be discussed with the Technical Manager)

1.9 Cancelling a Certificate of Compliance

1.9.1 The cancellation of a statutory Certificate of Compliance will prevent continued legal operation of a vessel. A Certificate of Compliance should always be cancelled following consultation with the Technical Manager of Consultant Fishing Vessel Surveyor.

1.9.2 A Certificate of Compliance may be cancelled when it becomes clear that the vessel no longer complies with the Code of Practice and associated requirements or when a vessel has not been presented for survey.

1.9.3 Where it is intended to withdraw a statutory Certificate of Compliance on a vessel classed with a Classification Society, the Lead Surveyor should inform the Classification Society through the normal process.

1.9.4 Where the statutory Certificate of Compliance is a Fishing Vessel Certificate of Compliance the Lead Surveyor should inform Registry.

1.10 Change of owner surveys and inspections

1.10.1 It is a requirement of [The Merchant Shipping \(Registration of Ships\) Regulations 1993, as amended](#) that the owner informs the MCA when there has been a change of owner. Fees may be charged in accordance with the table 3 below.

1.10.2 All vessels are subject to a survey or inspection on change of ownership. The scope is detailed in the table below.

Survey / inspection scope at Change of Owner					
	In-Water	ILO-188	Drills	Out of water	Certificate issuance
Less than 15m	Owner can opt for 5-year Renewal Inspection or chargeable GI	Renewal Inspection	Yes	If owner wants to opt for chargeable GI, he is to be strongly encouraged to do the OOW, and therefore the renewal inspection .Not required unless the next out of water inspection is due within 6 months of the date of change of ownership. However, Owner must ensure that the out-of-water inspection is still undertaken within 5 years of the previous out of water inspection and a Small Fishing Vessel Certificate may be issued with a validity that expires when the Out-of-Water is due	Yes - 5 year aligned to Certificate of Registry if owner opts for Renewal Inspection and Out of Water If owner opts for GI, Certificate only valid until date of next OOW or IW. If OOW is before IW, then on completing OOW, another STC is issued until IW due date.
15 – less than 24m	to the scope of Mid-Term Inspection	Renewal Inspection	Yes	Not required providing anniversary date is maintained	New UKFVC to end of original anniversary date unless renewal scope completed

24m and over	Intermediate Survey	Renewal Inspection	Yes	Not required providing anniversary date is maintained	New IFVC & DOC ILO to end of original anniversary date unless renewal scope completed
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Table 2 Main survey and inspection requirements at Change of owner

1.10.3 If requested statutory surveys may be taken into scope providing the survey window permits.

1.10.4 Change of Ownership inspections should not take place unless RSS have been provided with a Bill of Sale and Declaration of Eligibility. Inspections may be arranged in advance of receipt of these documents but must not take place unless RSS confirm receipt.

1.10.5 Vessels of less than 15m LOA must have been inspected by MCA and present a new Small Fishing Vessel Certificate to RSS prior to Registration.

1.10.6 Any vessel of 15m and over wishing to change ownership but which has a current UKFVC or IFVC with less than 6 months to expiry, must present their vessel to MCA for a Renewal ~~Change of Ownership~~ inspection and present a new UKFVC or IFVC to RSS prior to Registration.

1.10.7 Any vessel of less than 15m LOA wishing to change ownership but which has a current SFVC with 6 months or more to expiry, should be strongly encouraged to present their vessel to MCA for a Renewal Inspection. If the owner insists on a Change of Ownership inspection, the Certificate shall only be valid until the date of the next Out of Water or In water Inspection, whichever is the sooner. If the first inspection after change of ownership is Out of Water the Certificate shall only be valid until the In Water due date. A 5 year Certificate shall only be provided once an In Water renewal inspection has been granted. Change of Ownership Inspections shall be chargeable. If the owner opts for a Renewal Inspection this remains free.

10.10.8 Vessels that opt for a Renewal Inspection at change of ownership shall comply with the Inspection requirements set out in MSN1871 Amendment No.2.

1.10.9 Vessels of 15m and over with a UKFVC or IFVC with more than 6 months to expiry is expected to undergo a change of ownership inspection and present the UKFVC or IFVC to RSS to be Registered. However, where it is demonstrated that this presents issues for obtaining the Fishing Licence, the new owner should be required to arrange a date to be inspected which is not more than 3 months from the change of ownership request and provide the following.

- They have arranged a date to be inspected within 3 months of the change of ownership request;

- They provide a signed Annual Self Cert and a letter confirming that the vessel is in compliance with MSN 1872 or MSN1873 and all other Regulations that are applicable to the vessel.

1.10.10 The Surveyor may, based on owner or vessel history, decline to issue a Short Term Certificate regardless of whether the above conditions in 1.10.5 are met.

1.10.11 Upon receipt of satisfactory information, the surveyor may issue a Short Term Certificate of not more than 3 months and inform RSS that the Certificate of Registry may be issued. If the owner fails to present his vessel on the agreed date of inspection (without good reason) the RSS should be requested to commence Deregistration procedures immediately. Two months after Registration, RSS will review Pelorus and commence deregistration procedures if a Full Term UKFVC or IFVC has not been issued.

1.11 Change of owner – company name only

1.11.1 It is a requirement of [The Merchant Shipping \(Registration of Ships\) Regulations 1993, as amended](#) that the owner informs the MCA when there has been a change of company name.

1.11.2 It is for the owner to demonstrate to RSS (usually through Company House Registration) that such a change is name only.

1.11.3 Where the owner fails to demonstrate that the original owner is the same as the receiving owner then a change of owner inspection will be required.

1.12 Fees and chargeable survey work

1.12.1 Where fees are chargeable these will be in accordance with [the Merchant Shipping \(Fees\) Regulations 2018](#) or any superceding Regulations in force at the time the application was made.

1.12.2 The following survey and inspection work and associated activities in the table below are considered chargeable;

Chargeable Survey and Inspection Activities			
	24m and over	15m – less than 24m	Less than 15m
Survey work and associated activities are considered chargeable	Annual surveys	Tonnage Measurement	Attendance for 2 nd visits
	Intermediate surveys	Renewal surveys	Detention of a vessel
	Renewal surveys	MARPOL surveys	Stability Book Approval

	MARPOL surveys	Load Line Exemption	Additional DOC inspections
	Load Line Exemption	Witness of stability assessment	Requests for review of modifications to vessel Approval work
	Witness of stability assessment	Change of ownership survey	Tonnage Measurement
	Change of ownership survey	Attendance for 2 nd visits	Change of ownership General inspection (See 1.10)
	Attendance for 2 nd visits	Detention of a vessel	
	Detention of a vessel	Requests for review of modifications to vessel	
	Requests for review of modifications to vessel	Approval work	
	Approval work	Stability Book Approval	
	Stability Book Approval	ILO DOC inspections	
	ILO DOC inspections	Additional DOC inspections	
	Additional DOC inspections	Attendances for "continuous" hull & machinery survey	
	Attendances for "continuous" hull & machinery survey		
	Tonnage Measurement		
Survey & inspection work and associated activities not considered chargeable		Mid Term inspection	All parts related to 5-year renewal inspection i.e. 1 st visit in each case is not chargeable including stability assessment – see Ch1 Annex 1
			Change of ownership inspection for less than 15m vessels

Table 3 Chargeable Survey and Inspection Activities

1.12.3 The fees for attending revisits to vessels to lift detentions orders and for other revisits should reflect the total time spent on the original survey or inspection (when that original inspection or survey is chargeable) and on matters relating to the detention or subsequent survey or inspection including time spent in the office writing reports, making telephone calls, notifying other authorities and travelling time.

1.13 Vessel with survey / inspection not started in survey window.

1.13.1 A survey window prescribes the time period during which a statutory survey or inspection must take place in order to maintain the validity of the Certificate of Compliance. Assuming that the required survey or inspection has not been begun and the last date of the survey window has past then the Certificate of Compliance is considered invalid. For the sake of clarity, failure to complete any Classification Society survey or suspension of class required for the support of a fishing vessel Certificate of Compliance renders the said Certificate of Compliance invalid.

1.13.2 Vessels of 15m LOA and over should be served with a Detention notice and the owners and RSS should be informed. For vessels of less than 15m LOA refer to section 1.8.10 above.

1.13.3 Where the survey or inspection is arranged, and the survey window closes before attendance closing, a Detention notice must still be issued. Repeated failure to present the vessel should be brought to the attention of the Technical Manager and consideration given to informing the owner that RSS will be asked to commence deregistration proceedings.

1.13.4 In all cases where a request to attend is made so that attendance falls outside of the survey window then the situation is to be brought to the attention of the Technical Manager / Consultant Surveyor.

1.13.5 Special arrangements are made for fishing vessels of less than 15m and their registration status ([MSIS27 Chapter 1 Annex 1](#)).

1.13.6 The basis for maintaining a place on the Register is the same for all vessels. The detailed requirements are stated at section 56 of [The Merchant Shipping \(Registration of Ships\) Regulations 1993, as amended](#). The subject vessel must remain compliant and certificated to the Code of Practice to remain upon the Register.

1.13.6 If a vessel is no longer compliant with the Code of Practice to an extent that it is unlikely to be remedied, has expired its Certificate of Compliance and is not under survey or has breached elements of section 56 of [The Merchant Shipping \(Registration of Ships\) Regulations 1993, as amended](#), this shall be brought to the attention of the Technical Manager and / or Consultant Surveyor.

1.13.7 For vessels of 15m to less than 24m and 24m and over the failure to maintain statutory Certificate of Compliance immediately places the vessel into a state of non-compliance. These cases must be referred to the Technical Manager or Consultant Fishing Vessel Surveyor. For vessels of less than 15m vessels refer to [MSIS27 Chapter 1 Annex 1](#) of these Instructions.

1.14 Survey / inspection reporting and recording

1.14.1 All surveys and inspections shall be reported upon utilising Pelorus.

1.14.2 Process is defined in MSIS 23 and 38. Further information is found within the pertinent sections of these Instructions.

1.14.3 Documentation shall be uploaded to the vessel files in a timely manner to enable the next attending surveyor to take full advantage of notes, findings and decisions.

1.15 Role of the lead surveyor

1.15.1 The lead surveyor is normally appointed by the Technical Manager / Business Manager. The lead surveyor should:

1. Acknowledge the survey / inspection request;
2. Confirm the scope of the survey / inspection / confirm with Business Support – see below;
3. Confirm involvement of Classification Society – if delegated or proposed – see below;
4. Review vessel records confirming pertinent details including previous deficiencies, memos, exemptions;
5. Prepare scope of survey / inspection including all Aide Memoires;
6. Maintain notes during the ~~survey preferably utilizing the Aide Memoire~~ – see Conduct of the Survey or Inspection below;
7. Complete Survey / inspection report in accordance with MSIS23/27;
8. Deliver Pelorus report to owner / skipper;
9. Complete upload of all documentation and send for verification;
10. The verifying surveyor should be able to understand the survey / inspection actions taken by the lead surveyor. All actions should be clearly supported by a proposal or the survey / inspection report;
11. Where deficiencies (or findings if Classification Society) exist, these should be followed up and closed as referenced in MSIS23

/ 38 – note arrangements for fishing vessels of less than 15m in [MSIS27 Chapter 1 Annex 1](#);

12. Ensure final documentation is issued to owner and work orders closed.

1.16 Conduct of the Survey or Inspection

1.16.1 Access for survey & inspection

1.16.1.1 For a full and worthwhile survey access is required both externally and internally. If the surveyor is unable to gain full access then the survey may be deemed incomplete and Certificate of Compliance issue delayed.

1.16.1.2 The use of photos to support the standard of the vessel as presented is strongly recommended. On each occasion a photo taken “overall” shall be uploaded to the vessel file.

1.16.2 Role of Business Support

1.16.2.1 Business Support are to be used in supporting the business need of the MCA in assisting the surveyor with survey schedules and customer interaction.

1.16.2.2 The Lead Surveyor should ensure that the appropriate documentation has been sent out to the owner / representative who has requested the survey / inspection.

1.16.2.3 Where work orders are raised, the surveyor should ensure that there are sufficient funds allocated prior to attendance. Work order should be closed at the earliest opportunity.

1.16.2.4 Before the survey / inspection the Owner/Skipper should be sent:

1. Relevant Aide Memoire contained at [MSIS27 Chapter 1 Annex 17](#);
2. “[Fishing Vessel Surveys and Inspection – How to Prepare for your next MCA visit](#)” (MCA037 2019). This booklet is available in hard copy or electronic [on-line here](#) and can be sent either by post or email. The electronic version contained links to other related Notices, guidance and advice.

1.16.2.5 See [MSIS27 Chapter 1 Annex 1](#) for additional guidance on information to be sent to owners of Fishing vessels of less than 15m LOA.

1.16.2.6 When communicating with the owner in advance of the inspection attention should be drawn to the need for satisfactory access to the vessel for a full inspection and that if the surveyor is unable to gain full access then the survey

may be deemed incomplete and Certificate of Compliance issue delayed. The booklet “It pays to be prepared for your next fishing vessel survey” also sets these out and is sent to each owner with their survey reminder letters. Owners should be informed that a return visit would be chargeable:

External:

- The hull should be washed down and all growth removed, but no painting should have commenced;
- Safe access should be provided to enable the surveyor to check all seams, butts and planking on wooden boats, and welds, indentations and pitting on steel hulls, and blistering or damage to GRP hulls. This can be full scaffolding, or mobile tower scaffolding, or a “cherry picker / manlift”;
- Steel vessels – ultra sound hull scantling thickness tests; aluminium vessels also
- Draught marks checked (This would also be required for a specialist to satisfactorily take ultrasonic hull thickness readings, and for satisfactory inspection of rudder, bowthrust, and tailshaft; also for checking of draught marks);
- Anchor chain to be ranged in dock bottom for survey. This allows internal inspection of chain locker and testing of bilge pumping;
- Safe access should be provided to board the vessel. An unsecured wooden ladder is not acceptable;
- All open hatches on main deck and tween decks should have the portable stanchions and rails in place; and
- Wooden vessels have a shipwright available at survey time.

Internal:

- Access is required to fully examine the hull and framing internally;
- Forepeak and stores should be cleared of all spare gear, etc;
- Fishroom to have boxes removed and bilge well and tank tops steam-cleaned for examination;

- Where a fishroom is lined then a lower section should be opened out for survey (for vessels 10 years old and upwards or when requested by the surveyor);
- Engine room to have bilges steam-cleaned if necessary and all floor plates ready for removal to allow inspection of structure and pipe work systems;
- Shell valves, both inlet and overboard should be dismantled for the survey, with access or staging provided where necessary;
- Accommodation – All door keys to be available. Where possible there should be access to the spaces behind the linings for inspection;
- All structural tanks due survey should be emptied and gas freed, with Certificate of Compliance posted, prior to entry;
- Record propeller shaft clearances by lifting the shaft and using a clock gauge or feeler gauges;
- Check condition of the propeller hub and blades and operation if it is a controlled pitch propeller;
- Record rudder pintle bearing clearances;

1.16.2.7 On completion of the survey / inspection the Owner / Skipper should be sent:

1. Letter at [MSIS27 Chapter 1 Annex 5](#) (15 – less than 24m vessels)/Letter at [MSIS27 Chapter 1 Annex 7](#) (24m and over vessels) – These letters contain important reminders for the owner.
2. Pelorus Report if different from already provided
3. Certificate of Compliance(s)
4. Record of Particulars (MSF 1301 – not less than 15m)
5. [Fishermen's Safety Guide](#)
6. [Stability Guidance Booklet](#)
7. Any other publications which promote safety

1.16.2.8 Further details on documentation to be sent to vessels of less than 15m are contained in [MSIS27 Chapter 1 Annex 1](#).

1.17 Files

1.17.1 All surveys and inspections are to be reported on the vessel SharePoint file utilizing the relevant folders.

1.17.2 A current photograph of the vessel should be included.

1.17.3 To reduce the contents of the files building up to an unmanageable size, the document at [MSIS27 Chapter 1 Annex 12](#), should be attached to the file and endorsed by the surveyor for documents sighted but not required to be retained.

1.17.4 Stability work is reported in the SharePoint stability file. All new stability work is sent to the Stability Unit for approval. Existing approval work and provisional approvals may be considered locally, see [MSIS 43](#)

1.17.5 The vessel SharePoint filing system for fishing vessels has categories for machinery, safety equipment, and ILO 188, which can all be utilized for newbuilds and extended information.

1.17.6 All MARPOL surveys are reported in the POLN vessel SharePoint file, which should include a copy of the relevant statutory Certificate of Compliance, and:

1. Copies of approval certificates for the equipment (Type Approval for oily water separator and monitor; EIAPP, Ballast system; Antifoul),
2. Plans SOPEP, BWMP, SEEMP, GMP, and
3. Relevant drawings.

1.17.7 Classed vessels have the annual and renewal MARPOL surveys conducted by class surveyors. Unclassed vessels will have these surveys undertaken by the MCA.

1.17.8 The appropriate MSF forms to be utilised are listed at [MSIS27 Chapter 1 Annex 16](#).

1.18 Role of the Classification Society / Fishing Vessel Certifying Authority

1.18.1 Flag-in vessels of 24m and over shall be classed, and treated as far as practicable as new vessels. Vessels of less than 24m need not be classed but

must all apply to MCA HQ for consideration by the flag-in panel as to whether they can be accepted, and if so, under what conditions.

1.18.2 The MCA may delegate the authority to undertake surveys to other organisations. Early involvement of the Lead Surveyor with the designated Classification Society is required to ensure that the Classification Society is fully aware of the requirements of the MCA.

1.18.3 Fishing Vessels of 24m RL or over shall be maintained to the standards of a Classification Society. These vessels will demonstrate their compliance through a Certificate of Class. The Classification Society will have authorization through the Class Agreement to undertake this work. Where the Classification Society is requested to undertake additional scope this should be confirmed through an Instrument of Appointment.

1.18.4 Some large fishing vessels on the Register are not classed but MCA may delegate surveys to a Classification Society through an Instrument of Appointment.

1.18.5 For fishing vessels below 24m a Classification Society or Fishing Vessel Certifying Authority may be requested to undertake surveys on behalf of the MCA through an Instrument of Appointment.

1.18.6 An Instrument of Appointment should be proposed to the Consultant Fishing Vessel Surveyor or Survey Branch for issue.

1.18.7 The Lead Surveyor is responsible for providing the full scope of required survey, ~~including Aide Memoires.~~

1.18.8 On completion of every survey undertaken by the Society, the Declaration on Completion of Classification Society Surveys on a UK Flagged Fishing Vessel ([MSF 1333](#), [MSF1351](#) and [MSF1371](#)) should be completed. The attending surveyor should confirm any omissions from the survey scope and defects that may have cause to invalidate the Fishing Vessel Certificate of Compliance.

1.19 Requesting an Instrument of Appointment

1.19.1 An Instrument of Appointment may be requested where there is a proposal for a Classification Society, Fishing Vessel Certifying Authority or other body to undertake work considered as “Limited” authorization or other work on behalf of the MCA.

1.19.2 Proposals should be submitted to Consultant Fishing Vessel Surveyors or Survey Branch in accordance with MSIS23.

1.20 Class Suspension

1.20.1 Failure to maintain classification with one of the Classification Societies (Dropping out of class) will invalidate the IFVC. On notification of a vessel having class suspended or withdrawn, the vessel's history is checked, issue date and validity of IFVC checked and if the IFVC is still current the owners are informed that the IFVC is no longer valid and they should be left in no doubt that the vessel is no longer certificated and must be prevented from operating. (A reminder to owners is always included in the letter issuing the IFVC). RSS must be informed and requested to commence De-registration procedures.

1.20.2 A vessel under survey, repairs or other valid reasons for the class being suspended or withdrawn this should be taken into account and due diligence paid to ensure an IFVC is not withdrawn inadvertently.

1.20.3 Close liaison should be maintained with the Classification Society and the owners to rectify the situation at the earliest opportunity and return the vessel to full Classification Society requirements.

1.21 Aide Memoires

1.21.1 MSIS23 C4.6 refers. Aide memoires are utilised in the survey and inspection process for all vessel types. The Aide Memoires are found at:

- [MSF5549](#) – Survey/Inspection Checklist – Fishing Vessels of less than 15m Length Overall
- [MSF5550](#) – Survey/Inspection Checklist – Fishing Vessels of 15m Length Overall to less than 24m Registered Length
- [MSF5551](#) – Survey/Inspection Checklist – Fishing Vessels of 24m Registered length and Over.
- ~~[MSF5587](#) – Aide Memoire – Work in Fishing Convention 2007, ILO Convention 188~~
- ~~[MSF1376](#) – Aide Memoire – Work in Fishing Convention 2007, ILO Convention 188 (WIFC) – for small fishing vessels not requiring ILO-DOC.~~

1.21.2 [MSF5552](#) should still be used for Unclassed Surveys of vessels of 24m and Over.

~~1.21.3 Whilst described as an “aid to memory” they provide the necessary historical evidence to the verifying surveyor and the next attending surveyor the extent of survey scope completed.~~

1.21.3 Aide memoires shall be used as prompts to ensure all survey and inspection items are addressed. ~~must be used to ensure that all relevant items are addressed and that consistency is managed across the Marine Offices. Aide memoires contain prompts to record significant and important information. This should be adhered to enabling historical trends to be established especially with regards to freeboard and stability.~~

1.21.4 A photograph should be taken at each survey or inspection as a record so that modifications can be detected. Inspectors reporting defects to a Marine Office will assist the surveyor in taking action if relevant photographs are forwarded with the report.

~~1.21.6 Where attendance is involving more than one attendance, it is necessary to upload all relevant documentation to the vessel files – including partial aide memoires (MSIS23 C4.6) – in order to maintain efficiency and consistency.~~

1.21.5 The surveyor shall record on Pelorus that all survey and inspection items have been addressed, or, if necessary, identify items that have not been covered. The surveyor should make use of standard text for Under 15m vessels in Pelorus, amending as necessary

1.22 Standard of repair and maintenance

1.22.1 All repair and maintenance shall be of a standard that does not diminish the standard originally required of the vessel to gain acceptance on to the Register.

1.22.2 Permanent repairs

1.22.2.1 Permanent repairs are to be carried out under working conditions that enable sound repairs. Provisions are to be made for proper accessibility, staging, lighting and ventilation. Welding operations are to be carried out under shelter from rain, snow and wind.

1.22.2.2 As required by the IACS47 the welding of hull structures is to be carried out by qualified welders, according to approved and qualified welding procedures and with certified welding consumables.

1.22.2.3 Personnel engaged in repair of FRP and wooden structures shall be no less qualified than that required by [MSIS27 Chapter 1 Annex 25](#) of these Instructions.

1.22.2.4 The surveyor should ensure that repairs effecting hull structure and machinery is planned and agreed with the repair facility. The surveyor shall have the opportunity to review the repair once complete and undertake any testing that

may be required. A repair should be proposed by the yard or owner and agreed to by the Lead Surveyor. The Lead Surveyor should avoid proposing a repair method.

1.22.2.5 The standard of acceptance of any Permanent repair should be at least equal to that of the original Construction Standards to which the vessel was built.

1.22.2.6 Guidance relating to acceptance criteria can be found in the later chapters of these Instructions. Guidance from one of the Classification Societies of, if relevant to the size of vessel, a Fishing Vessel Certifying Authority, may also be utilized in forming a repair proposal.

1.22.2.7 Repair yards and workshops are to keep records of as required by [MSIS27 Chapter 1 Annex 25](#) and when required provide appropriate evidence.

1.22.3 Temporary repairs

1.22.3.1 Temporary repairs may occur outside of the survey window and in less-than-ideal circumstances. A temporary repair will allow the vessel to make for a repair port or yard and should only be considered as a short-term solution. A temporary repair should be supported by a detailed proposal from the owners / repair yard, should be time-limited and have the agreement of a senior surveyor.

1.22.3.2 Should there be any doubt with regards to the viability or integrity of the proposal to repair then advice from the Consultant Fishing Vessel Surveyor or Technical Manager must be sought.

1.23 Modifications

1.23.1 All vessels are accepted onto the Register on the basis of their initial standard of construction. Any modification to the construction or outfit that effects their initial certification will put at-risk on-going compliance with the Codes of Practice and the Registration of the vessel.

1.23.2 All Codes of Practice require owners to inform MCA of significant modifications to their vessels. It is a requirement for notification to arrive with the MCA prior to work starting. It is expected that MCA will be given reasonable time to comment prior to the work envisaged taking place. Review of proposed modifications is chargeable for all vessel sizes (see Table 3 in section 1.12).

1.23.3 A significant modification is any however caused or instigated, whether it is part of an improvement to any part of the vessel, grant application or change of mode of fishing.

1.23.4 No significant modification should take place without the express involvement of the MCA as there is a significant risk to the owner that the vessel may not continue to comply with the Code of Practice.

1.23.5 Authorised FVCAs may conduct Plan Approval and survey of new and existing fishing vessels of less than 15m LOA which undergo modification to ensure compliance with [MGN628](#) and confirm compliance on completion. This does not apply to vessels which change their mode or method of operation, their principal dimensions, their GT or NT, the Scantling Numeral, buoyant envelope or stability characteristics. Where any of these parameters are to be changed, then authorisation for plan approval and survey may be granted on an individual vessel basis in consultation with MCA

1.23.6 As soon as a surveyor is aware that a significant modification is to be undertaken, they should:

1. Confirm scope of modification with the owner;
2. Request extent of modification in writing;
3. Assess proposal and confirm with the owner whether further information / drawings / proposals are required. Major modifications should be supported by the owner in the form of drawings, comparative assessments and stability analysis;
4. Make an assessment of the proposal and the areas of compliance that will be affected;
5. If necessary, bring to the attention of Consultant Fishing Vessel surveyor, Head of Stability Unit, and Technical Manager;
6. Revert to the owner with decision to proceed and any conditions;
7. Significant modifications that effect the certification of the vessel should be undertaken under supervision of the MCA (or delegated authority if appropriate).

1.23.7 It is expected that any modification is completed at least to that in “standard of repair & maintenance”.

1.24 Types of modification, assessment and effect on proposal

1.24.1 The greater the detail provided by the owner to the MCA the greater the opportunity the Lead Surveyor has in making an accurate assessment. It is expected that the MCA will need to be involved in any modification to the hull, propulsion & associated gear, ship side valves, machinery space, fire protection, internal structure. MIN593 also provides guidance on the types of modifications that need to be considered by the surveyor.

1.24.2 In making an assessment of the proposal, the surveyor should make special consideration of proposals involving:

1. Hull
2. Machinery
3. Internal Structure
4. Tank Arrangements
5. Change of use of spaces
6. Deck equipment & external structure
7. Lifting appliances, lifting points, weights aloft
8. Fishing gear
9. Fishing mode

1.24.3 In assessing the above the surveyor should assess the impact(s) on:

1. Construction Standards
2. Stability
3. Fire protection
4. Lifesaving apparatus
5. Compliance with the Codes of Practice in general

1.24.4 In making a decision as to whether the modification may proceed the surveyor should consider:

1. Is there enough information to make an informed decision?
2. Is the modification likely to cause minimal change in stability i.e. a similar engine of known weight being changed out for another of known weight?
3. Is the modification likely to cause a change in displacement greater than 2% or LCF greater than 1%?
4. Is there another authority involved for corroboration purposes?

5. Is an external consultant required e.g. for stability verification purposes?
6. Is MCA oversight required during and after the modification?
7. Validity of current Certificate of Compliance.

1.24.5 The result should be provided to the owner, involving all necessary parties and uploading documents to the vessel files. Where the removal of a Certificate of Compliance (due to the vessel being non-compliant with the Code of Practice) but the vessel is under survey then Registry should be informed so that, within a reasonable time, the vessel may undertake the necessary work without fear of jeopardising its place on the UK Flag.

1.24.6 When a consideration has been given to proposed modifications funded by the MMO or Devolved Administrations, this decision shall be communicated to the Fisheries Administration and also fishing@mcga.gov.uk (See MSIS27.1 Annex 22)

1.25 UK Fishing Vessels subject to Additional Inspection

1.25.1 It is the responsibility of the owner to report serious incidents to the MCA. [MSIS27 Chapter 1 Annex 23](#) of these Instructions refer.

1.25.2 Where there is a fatality or serious injury amongst the crew of a UK registered FV, serious damage to the vessel, major mechanical breakdown (which results in the vessel being towed into port) or sinking, the MCA will make every endeavour to either conduct an inspection of the vessel or follow up the incident. The extent of the inspection / follow up will depend on the nature of the incident. Inspection will take priority over routine survey and inspection work. Contact should be made with the owner / skipper and an inspection arranged for the earliest suitable date. If the vessel has sunk then contact should be made with the owner/skipper/crew to establish the facts surrounding the incident.

1.25.3 The purpose of such an inspection is to ensure that the vessel complies with the relevant code, but also to ensure that the working practices relevant to the circumstances of the accident were adequate and were consistent with existing rules. An assessment will also need to be made whether the vessel can return to fishing, or allowed to sail to a suitable repair port as necessary.

1.25.4 Where the vessel has sunk then the purpose of the follow up inquiry is to establish as far as possible what happened, were there any significant breaches of regulation, who was onboard, and were they qualified. On occasion MCA surveyors will be working alongside Marine Accident Investigation Branch (MAIB) inspectors; in this instance MAIB takes the lead on accident investigation, MCA takes the lead on enforcement and vessel inspection.

1.25.5 Further details on the Inspection process when there has been either; a fatality or serious injury amongst the crew of a UK registered FV, serious damage to the vessel, major mechanical breakdown is contained in [MSIS27 Chapter 1 Annex 23](#).

1.26 Registration and Deregistration

1.26.1 Vessels Registering on the UK Flag for the first time

1.26.1.1 All vessels will have to demonstrate the construction standards to which it has been built.

1.26.1.2 Notwithstanding the above, all vessels will be treated as “new” in being required to meet the latest Construction Standards as this will determine acceptance on the Register and the applicability of the Codes of Practice.

1.26.1.3 Where the surveyor is aware of a discrepancy of the as built standards and the Construction Standards in force this should be brought to the attention of the Consultant Fishing Vessel Surveyor at the earliest opportunity.

1.26.2 Vessels Accepted onto the UK Flag

1.26.2.1 The minimum requirements for demonstration and acceptance to the UK Flag of vessels of 15m LOA and over are:

1. New vessel built to MCA Construction Standards; OR
2. New vessel built to Seafish Construction Standards; OR
3. Classification Society Rules

1.26.2.2 The minimum requirements for vessels of less than 15m are set out in [MSIS27 Chapter 1 Annex 1](#).

1.26.2.3 The date of build will be the keel laying date as determined from

1. The Hull Construction Certificate; OR
2. The Keel Laying Certificate; OR
3. The Classification Certificate.

1.26.2.4 It is important that the surveyor is aware of the:

1. Date of build – from hull construction / keel laying certificates;

2. The construction standards to which the vessel was built;
3. Exemptions or exceptions that may have been provided to the vessel.

as these will determine the applicability of the Regulations.

1.26.2.5 No survey or inspection should take place until evidence is received confirming compliance with the table below.

1.26.2.6 The table below provides the standards to which a vessel should have been built.

Minimum Standards for Fishing Vessel Accepted onto the UK Flag				
New / Existing / Flag-In	Vessel size	Standard to meet	Date applicable	Demonstrated by
New	24m and over	Class Newbuild Standard	NA	Classification Certificate
New	All vessels less than 24m	Class Newbuild Standard	NA	Classification Certificate or Declaration of Class Standard
New	15m – less than 24m	MCA Construction Stds MGN 629	from 20 July 2020	Partial Declaration of Survey
New	7m – less than 24m	Seafish Construction Standards	from 16 July 2007 to 20 July 2020	Hull Construction & Outfit Certificates if completed in last 5 years
New	12m – less than 15m	MCA Construction Stds MGN 628	from 20 July 2020	Partial Declaration of Survey
New	7m – less than 15m	MCA Construction Stds MGN 628	from 20 July 2020	Hull Construction & Outfit Certificates from FVCA or Partial Declaration of Survey
New	0m – less than 7m	MCA Construction Stds MGN 628	from 20 July 2020	Hull Construction from FVCA
New	0m – less than 7m	Seafish Construction Standards	from 16 July 2007 to 20 July 2020	Hull Construction if completed in last 5 years
Flag-In	All vessels	RO / Class Newbuild Standard	NA	Flag-In Panel & Classification Certificate
Flag-In	15m – less than 24m	MCA Construction Stds MGN 629	from 20 July 2020	Flag-In Panel & Pre Flag-In inspection
Flag-In	0m – less than 15m	MCA Construction Stds MGN 628	from 20 July 2020	Flag-In Panel & Pre Flag-In inspection
Existing (new to Register)	24m and over	Class Newbuild Standard	NA	Classification Certificate
Existing (new to Register)	15m - less than 24m	MCA Construction Stds MGN 629	N/A	The Vessel will be assessed against a Flag in Matrix (see Annex 3), prior to acceptance on the UK Flag. Depending on the outcome of the assessment, the vessel will either be Flagged in by MCA through survey, have a Pre Flag Inspection by MCA prior to rejection or agreement to Flag in through survey or be referred to the Flag in Panel for a decision to confirm

				rejection or to allow Pre Flag Inspection – See MGN630
Existing (new to Register)	0m – less than 15m	MCA Construction Stds MGN 628	For all built prior to 16 July 2007	Comparison Report MGN 630

Table 4 Minimum Standards for a Fishing Vessel to be accepted onto the UK Flag

1.26.3 Registration Process

1.26.3.1 Fishing Vessels must apply to RSS Cardiff for registration in Part II of the register, in accordance with Part II of the Merchant Shipping Act 1995 and the [Merchant Shipping \(Registration of Fishing Vessels\) Regulations \(SI 1988 No 1926\)](#).

1.26.3.2 RSS will establish the principles of ownership have been met.

1.26.3.3 RSS will also request evidence of:

- Build standard construction (if new to Register see Table 4);
- Tonnage calculation ([MSIS27 Chapter 1 Annex 3](#) of these Instructions);
- Carving & Marking (Registration Regulations);
- Engine Power (MCEP checklist – [MSF1336](#) (this is only required to be completed at survey or inspection when the vessels is new to the register or when changes are noted)) or EIAPP certificate for more than 130kW.

1.26.3.4 In all cases owners of vessels must demonstrate to RSS satisfactory compliance with the Code of Practice by completion of a survey or an inspection resulting in issuance of a Certificate of Compliance. Failure to do so might mean the vessel not being registered.

1.26.3.5 It is important that the attending surveyor completes all paperwork in a timely manner & presented to the verifying surveyor in order the Registration may proceed. Should registration be delayed through the vessel not meeting the required standards this should be stated on the survey / inspection report and brought to the attention of the owner.

1.26.3.6 Vessels are to be measured in accordance with [Annex 3](#) to this Chapter.

1.26.3.7 For new builds the surveyor should establish communication with RSS who may require a draft of the intended Certificate of Compliance for allocation of an official number and PLN.

1.26.3.8 RSS may request the attending surveyor to complete the Carving & Marking Note and the Tonnage Measurement. This may be undertaken by an MCA Surveyor, an authorized person from a Fishing Vessel Certifying Authority or an appointed person through an Instrument of Appointment. For vessels already on the Register which are applying to change their name or PLN but are not changing owner, it is at the surveyor's discretion whether to visit the vessel prior to the issue of a Carving and Marking Note. The vessel's inspection history should be considered when deciding whether to attend the vessel. Any vessel that was last inspected 3 or more years ago should be considered for attendance for carrying out a General Inspection in conjunction with Carving and Marking Note

1.26.3.9 All documents shall be returned to RSS.

1.26.3.10 Prior to requesting attendance of a surveyor the Carving and Marking note must have been issued by RSS.

1.26.3.11 The owner should ensure that the vessel is marked in accordance with the Carving and Marking note. Any deviation should be discussed and agreed with the local marine office.

1.26.3.12 Deviations from the requirements of the Carving and Marking note might include;

- a) positioning of the name on the stern (where the gear is being worked over the stern) or positioning on the side of the vessel where this is impracticable to do. Deviations should be recorded on the Carving and Marking note and on the vessel file. Photos should be included with justification.
- b) For medium fishing vessels Marking of port letter and number in accordance with EU requirements; [SI 1993 No. 3138 - The Merchant Shipping \(Registration of Ships\) Regulations](#) requires the port letters and the port number shall be painted or displayed on both sides of the bow and on each quarter, [Commission Implementing Regulation \(EU\) No 404/2011](#) the letter(s) of the port or district in which the EU fishing vessel is registered and the number(s) under which it is registered shall be painted or displayed on both sides of the bow
<https://www.legislation.gov.uk/eur/2011/404/title/II/chapter/III/section/1/adopted>

1.26.3.13 From a practical perspective having the name and port of registry on the stern of a stern trawler is considered to be unreasonable since the gear is worked over the stern and the stern is often arranged with a cut out to facilitate the launch and recovery of heavy nets and other gear.

1.26.3.14 For such vessels, the “outside the stern of the boat” permits the name and port of register to be marked on both the after quarters adjacent to the PLN. Deviations from the requirements should be annotated on the reverse .

1.26.3.15 Specific flag-in requirements are highlighted in [MSIS27 Chapter 1 Annexes 8 and 9](#).

1.26.4 Continuation of Registration (re-registration)

1.26.4.1 RSS require a Certificate of Compliance with at least six months duration as a means for demonstrating compliance with Merchant Shipping Acts (including any instrument made under them). Reference to [The Merchant Shipping \(Registration of Ships\) Regulations 1993, as amended](#), regulation 36(5).

1.26.5 Deregistration

1.26.5.1 There are several reasons why a fishing vessel may be deregistered. These are listed in section 56 of [The Merchant Shipping \(Registration of Ships\) Regulations 1993, as amended](#).

1.26.5.2 A fishing vessel that does not maintain compliance with the relevant Code of Practice, comply with associated requirements or hold a valid Certificate or risks deregistration.

1.26.5.3 Deregistration may be recommended by any member of Survey & Inspection team. In all cases this must be proposed to a Technical Manager, Consultant Fishing Vessel Surveyor or Assistant Director who will provide the confirmation to Registry.

1.26.5.4 The process of deregistration requires a 30-day notice to be provided to the owner during which process may be halted or continued.

1.26.5.5 Where deregistration is as a result of non-compliance with the Code of Practice or any of the associated requirements it is necessary that the vessel is brought to order and compliance with [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#) before it can be considered as acceptable for a place on the Register.

1.26.5.6 Fishing for profit whilst unregistered is an offence. [See Enforcement section below](#).

1.26.5.7 In summary, any vessel, regardless of size, that fails to undertake a mandatory inspection, or survey, within the timescales specified, without good reason (examples are contained in this chapter of when a survey or inspection may be delayed), must be referred to the Technical Manager or Consultant Fishing Vessel Surveyor for RSS de-registration procedures to begin.

1.26.5.8 Vessels off the UK Register for 6 months or more shall be treated as new vessels if they apply to re-join the Register. The 6 months will begin from either:

- The date of expiry of a vessel registration and owner/s fail to renew; or
- the closure date shown on the closed transcript issued to the owner by UKSR if the registration is closed before expiry date via section notice.

1.27 Enforcement

1.27.1 It is expected that all owners will maintain their vessels in compliance with the Code of Practice and relevant requirements.

1.27.2 Requirements for the hull, machinery and equipment of fishing vessels

1.27.2.1 Section 5 of [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#) says that a United Kingdom fishing vessel must not proceed on a voyage unless—

- (a) a Certifying Authority has issued a Certificate of Compliance in respect of that vessel (in this case Certifying Authority means MCA);
- (b) that Certificate of Compliance is valid at the time of the voyage; and
- (c) the vessel continues to comply with the applicable Code of Practice.

1.27.2.2 If these are not complied with by both the owner and skipper of the fishing vessel they may be liable on conviction to a fine and on conviction on indictment, to imprisonment for a term not exceeding two years, or to a fine, or both.

1.27.3 Movement to another port whilst not complying with the relevant Code of Practice

1.27.3.1 A fishing vessel which does not meet the requirements to be issued with a fishing vessel Certificate of Compliance but wishes to move to another port without undertaking any fishing operations in order to complete surveys may, if the surveyor agrees it is otherwise safe to go to sea, be allowed a single voyage to a designated port. This would be conditional on the terms stipulated on a Loadline Exemption Certificate, issued by the local Consultant Surveyor.

1.27.4 Requirement of owner or master to notify alterations to vessels

1.27.4.1 Section 7 of [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#) provides that in respect of any vessel to which a Certificate of Compliance has been issued the owner or skipper shall give notice to the MCA at the earliest opportunity of any alteration or modification:

- i) to the vessel's hull, equipment or machinery which affects the efficiency or the seaworthiness of the vessel; or
- ii) affecting the efficiency or completeness of the appliances or equipment which the vessel is required to carry by [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#)

1.27.4.2 There is no longer a fine for failure to comply with this requirement but a vessel may be detained in accordance with Regulation 12 of [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#)

1.27.5 Posting up of a Certificate of Compliance

1.27.5.1 A Fishing Vessel Certificate of Compliance issued to a vessel shall be posted up in some conspicuous place on board the vessel, so as to be legible to all persons on board, and to be kept so put up and legible while the Certificate of Compliance remains in force and the vessel is in use. There is no longer a fine for this.

1.27.6 Delivery up of a Certificate of Compliance

1.27.6.1 Section 9 of [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#) provides that the MCA may require a Fishing Vessel Certificate of Compliance, which has expired or been cancelled, to be delivered up as directed. If the owner or skipper fails without reasonable excuse to comply with a requirement made under this section he shall be liable to a fine. Expiry or cancellation should automatically be enforced by detention.

1.27.7 Forgery of a Certificate of Compliance

1.27.7.1 Any person who intentionally makes a false or fraudulent fishing vessel Certificate of Compliance shall now be dealt with under the relevant legislation covering Fraud in the UK.

1.27.8 Detention of vessels

1.27.8.1 Under Regulation 12 of [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#), a fishing vessel to which the Regulations apply may be detained from proceeding season a voyage as per Regulation 5 unless an appropriate Fishing Vessel Certificate of Compliance is in force and is produced on demand to any officer of Customs or of the Department for Transport. The Certificate of Compliance may be cancelled if [The Fishing Vessels \(Codes of](#)

[Practice\) Regulations 2017 No 943](#) are breached. The vessel may also be detained by a surveyor under Section 95 of the Act if it is unsafe; notwithstanding that it holds a Fishing Vessel Certificate of Compliance. This also applies to foreign fishing vessels in UK ports, which are subject to Port State Control in accordance with Article 4 of the Torremolinos Protocol.

1.27.8.2 Detention procedures are contained in MSIS 38 – Part C, Chapter 3 – “Inspection Policy”. “Unsafe” detentions as opposed to non-compliance with the Code are especially to be discussed with a Principal Consultant Surveyor Fishing.

1.27.8.3 BY BLIND COPY Detentions shall be notified to the MMO INTEL@marinemanagement.org.uk as part of the group email issued to Border force, Coastguard, Harbour master etc

1.27.8.4 When a vessel is released from detention, the MMO should similarly be informed.

1.27.9 Prohibition & Improvement Notices

1.27.9.1. These are issued by MCA surveyors, in accordance with MSIS 38 Part C, Chapter 2 – “Inspection Policy”. An Improvement Notice may be issued when there is a breach of any of the statutory provisions that make it likely that the contravention will continue or be repeated, (MSA95 S.261).

1.27.9.2 The person on whom the notice is served is legally responsible for remedying the contravention and it should therefore be served on the person who has that responsibility. It is aimed at preventing possible accidents, injury or pollution by getting something put right rather than punishment through prosecution (MSA95 S.262).

1.27.9.3 A Prohibition Notice may be served if the inspector/surveyor is of the opinion that the activity as carried out or is likely to be carried out will involve serious personal injury to any person (whether on board the ship or not) or serious pollution of any navigable waters.

1.27.9.4 A Prohibition Notice may be served on a person who is in control of an activity carried out on board the vessel.

1.27.10 Prosecution

1.27.10.1 In all cases reference should be made to the relevant section of the Act, or regulations, before any action is taken against prosecuting an owner or master. Maritime Investigations Team should be consulted where it is proposed that proceedings should be instituted, and then any further action would be undertaken by the Maritime Investigations Team. The Enforcement Manual (CG3 Vol 9) contains more information on prosecutions.

1.28 Exemptions

See also MSIS 23 Part A Chapters 20 and 21

1.28.1 Section 18 of [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#) allows for exemptions from the Regulations. Exemptions are not usually given to new construction, but are considered for existing vessels in accordance with the Handbooks of Exemptions to the 1975 Rules, which are available as [appendices to these instructions](#) .

1.28.2 New build vessels, vessels newly registered and vessels of new technologies may have features that may be considered for equivalence or exemption. All such requests should be forwarded to the Consultant Fishing Vessel Surveyors and Survey Branch using [MSF 1261](#).

1.28.3 All Exemptions should be reviewed at each survey or inspection with a view to minimizing the need for them. It is understood that some exemptions may not be possible to remove without significant modification. Others can be removed as new systems or technology allow.

1.28.4 Pre 1975 vessels exemptions should be reviewed at each renewal survey as they have been accepted as not possible to remove without significant modification and are detailed in the Hand Book of Exemptions.

1.29 Documents to be carried

1.29.1 The minimum documents to be carried on a fishing vessel include:

Minimum Vessel Certification & documentation			
	Less than 15m	15 – less than 24m	24m and over
Small Fishing Vessel Certificate	Yes		
United Kingdom Fishing Vessel Certificate		Yes	
International Fishing Vessel Certificate			Yes
Certificate of Registry	Yes	Yes	Yes
Report of Living and Working Conditions	Yes	Yes	Yes
Document of Compliance ILO 188		if requested	Yes
Safe Manning Document		if requested	Yes or other means
Hours of Work and Rest	Unlikely	Reporting by exception with SMD	Yes if not SMD
Exemption Certificate	Unlikely	Dependant on age	Dependent on age
UK Load Line Exemption	No	if required	if required
Work Boat Certificate	If required	If required	Not applicable

Minimum Vessel Certification & documentation			
	Less than 15m	15 – less than 24m	24m and over
Partial Declaration of Survey (if classed)			classed only
Certificate of Class		If maintained in Class	classed only
Report of Radio Survey		Yes	Yes
Radio License	Yes	Yes	Yes
Record of Particulars		Yes	Yes
Stability Records / Stability Book	Yes	Yes	Yes
Tonnage Certificate		Yes- see note 1 at end of table	Yes
Certificate of Survey and Measurement – for registration	Yes	Yes	Yes
IOPP Certificate		see note 1 at end of table	400gt and over
IAPP Certificate			400gt and over
ISPP Certificate			15 persons and over or 400gt and over
IAFS Certificate			Declaration 24m and over; Certificate 400gt and over
IEEC Certificate			400gt and over
IBWM Certificate			400gt and over Statement of Compliance
Nairobi Wreck Convention		300gt and over	300gt and over
Evidence of Maritime Claims		300gt and over	300gt and over
Certificate of Insurance Bunker Oil Pollution			1000gt and over
Note 1	Medium fishing vessel tonnage is determined as per ITC 69 as required by EU directive for monitoring fishing effort. As a vessel under 24m ITC 69 Convention does not apply and if more 400GT, tonnage is to be determined as per an Under 24 metre vessel before considering applying MARPOL regulations.		
Note 2	Net tonnage for vessel prior to 199? On tonnage certificate may be simplified tonnage measurement rather than net ITC 69 tonnage. This was in order for the fishing effort under the old tonnage could be compared to the fishing effort under ITC 69 measurement.		

Table 5 Vessel Certification and Documentation

Minimum Crew Qualification, Crew Certification & Required Documentation			
	Less than 15m	15 – less than 24m	24m and over
Class Survey / Status Report			Classed only
Crew Certification Mandatory training	Yes	Yes	Yes
Crew Qualifications		from 16.5m and over Class 2	24m and over Class 2 & 3; 30m and over Class 1 & 2
Crew List	Yes	Yes	Yes
Crew Induction		Yes	Yes
Vessel Log Book		16.8m and over	Yes
Record of Particulars MSF 1301		Yes	Yes
GMDSS Log Book		Simplified FV GMDSS Radio Log.	Yes
Fishermans Work Agreement	Yes ¹	Yes	Yes
Evidence of Financial Security	Yes	Yes	Yes
Personal Medical Certificate (eg ENG 1)	required by 2023	Yes	Yes
Vessel Medical Equipment Certificate	Cat C - on bag	Yes	Yes
LSA Servicing Certification / Reports	Yes	Yes	Yes
FFE Servicing Certification / Reports	Yes	Yes	Yes
Training for emergencies / drills	Yes	Yes	Yes
LOLER / PUWER - records	Yes	Yes	Yes
Lifting Plan	Yes	Yes	Yes
Risk Assessment - standard	Yes	Yes	Yes
Fire Plan			Yes
SOPEP			400gt and over
MARPOL Placard		Yes	Yes
SEEMP			400gt and over
Garbage Placard	12m and over	Yes	Yes
BWMP			400gt and over
Load Testing / SWL			
Manuals for Equipment			

Table 6 Documentation to be carried in support of the crew, crew welfare and their safety

¹ Not applicable to single handed vessels

1.29.2 Further details are listed in [MSN1303](#) and [MSN1314](#), as may be amended or superseded.

1.29.3 Whilst carriage of Merchant Shipping Notices is a requirement, only those relevant to fishing vessels need be carried. An index is available on the MCA website under 'Guidance and Regulations'.

1.30 New Fishing Vessels – Process of Build

1.30.1 The MCA are responsible for the build of all new fishing vessels destined for the UK Flag.

1.30.2 The MCA is not responsible for the build of new fishing vessels destined for other administrations. Where owners require corroboration of standards as part of the acceptance of the destination flag then early consultation and involvement with the MCA is required.

1.30.3 In all cases the initiator for a new build vessel will be the Notice of Intent to Build Form [MSF 1356](#) contained in [MSIS27 Chapter 1 Annex 24](#).

1.30.4 New Build vessels of ~~less than 15m~~ shall not be visited by MCA until they have confirmed the owner is in receipt of a Certificate of Construction (and where applicable, a Certificate of Outfit) for vessels up to 15m LOA or a Declaration of Survey by MCA for vessels of 12m RL to less than 15m LOA or the FVCA have confirmed that they have satisfactorily completed their survey work. If in doubt, call the FVCA using the contact details here [Fishing vessel certifying authority contact details](#)

1.30.5 An MCA inspections may be arranged prior to the owner receiving his Certificates from the FVCA. However before attending, the surveyor should ensure 1.30.4 above has been complied with by the owner. If this evidence is not provided, the inspection should be cancelled.

1.30.6 New build fishing vessels – Vessels of less than 15m LOA

1.30.6.1 The process for the build and acceptance of new build less than 15m fishing vessels is described in [MSIS27 Chapter 1 Annexes 24 and 25](#) of these instructions.

1.30.6.2 The Construction Standards to which fishing vessels of less than 15m should be built are described in [MGN628](#) as amended.

1.30.6.3 Vessels destined for the UK Flag should be able to comply with [MSN1871_Amendment_No.1](#) as amended.

1.30.7 Newbuild fishing vessels – 15m LOA to less than 24m RL

1.30.7.1 The process for the build and acceptance of new build 15- 24m fishing vessels is described in [MSIS27 Chapter 1 Annex 24 and 25](#) of these instructions.

1.30.7.2 The Construction Standards to which 15m to 24m Fishing Vessels should be built are described in [MGN629](#) as amended.

1.30.7.3 Vessels destined for the UK Flag should be able to comply with [MSN 1872 Amendment No.1](#). as amended.

1.30.8 Newbuild fishing vessels - 24m RL and Over

1.30.8.1 The process for the build and acceptance of new build fishing vessels greater than 24m register length is described below.

1.30.8.2 Vessels destined for the UK Flag should be able to comply with [MSN 1873 Amendment No.1](#). Initial survey should begin with submission of plans for approval to the Consultant Fishing Vessel Surveyor. A list of required plans for a newbuild is attached at [MSIS27 Chapter 1 Annex 6](#).

1.31 Inspection of Fishing Vessels of less than 15m LOA

1.31.1 The detailed instructions relating to the inspection of less than 15m Fishing Vessels including the scope of inspection is provided at [MSIS27 Chapter 1 Annex 1](#) of these instructions.

1.31.2 See also MSIS 23 and MSIS 38 for Guidance on the Survey and Inspection process.

1.32 Survey of Fishing Vessels of 15m LOA to less than 24m RL

1.32.1 See also MSIS 23 and MSIS 38 for Guidance on the Survey and Inspection process.

1.32.2 Surveys and Inspections of Fishing Vessels of 15m LOA to less than 24m RL are regulated by

- [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#); and
- [MSN1872 Amendment No.1 - The Code of Safe Working Practice for the Construction and Use of 15m \(LOA\) to less than 24m \(L\) Fishing Vessels](#)

1.32.3 The surveys of 15m – less than 24m vessels are undertaken by MCA surveyors.

1.32.4 The survey scope of surveyable items is determined by the applicable Aide Memoire.

1.32.5 Hull & Machinery

1.32.5.1 Classed vessels: Hull and machinery aspects may be delegated to a classification society, in which case a valid Certificate of Class should be uploaded to the vessel file. The responsibility for surveying hull and machinery lies with the Classification Society. Close communication should be maintained in order that findings and deficiencies may be appropriately handled.

1.32.5.2 Unclassed vessels: MCA survey requires a schedule for examination of all hull and machinery items such that all surveyable items are seen during the 5 year period. See schedules at [MSIS27 Chapter 1 Annex 10 and 11](#).

1.32.5.3 Where the “continuous” survey regime is requested, the owner should propose a survey schedule to the regional Consultant Fishing Vessel Surveyor for approval, ensuring that all items will be surveyed during the 5 year period. Where guidance is required, examples of schedules may be utilised, as indicated in [MSIS27 Chapter 1 Annex 10 and 11](#), and amended to meet the specific layout of the vessel. This schedule proposes that 25% of hull and machinery items are surveyed each year, equivalent to the standards of a Classification Society, so that all items have been completed by the time of the renewal survey. This implies that numerous fee earning attendances by a MCA surveyor will be required. MSF 1346 should be completed at each survey by the Surveyor.

1.32.5.4 Where no proposal is received then the full scope of all surveyable items should be presented at each renewal survey.

1.32.6 Emergency Drills, manning, health and safety

1.32.6.1 Detailed requirements on the safety of the crew and individuals are provided later in these Instructions.

1.32.6.2 For clarity at initial survey, Certificate of Compliance renewal and mid-term inspection, crew drills shall be carried out as part of the survey. It is expected that the crew will need to be in attendance to demonstrate familiarity with equipment as well as requirements of ILO 188. See [MGN 570 Fishing Vessels: Emergency Drills](#) and [MSIS 27 Chapter 11](#). Special emphasis should be placed on the conduct of Man Overboard Drills and their recovery. See also [MGN 571 – Prevention of Man Overboard](#).

1.32.7 Radio Surveys

1.32.7.1 Initial and renewal radio surveys are conducted by Authorised Persons. See [MSIS 27 Chapter 12](#) of these instructions

1.32.8 Extending a certificate for a Medium Vessel.

1.32.8.1 The MCA may, in exceptional circumstances, extend the validity of a UK Fishing Vessel Certificate for a period not exceeding two months.

1.32.8.2 In order for the certificate to be extended the Owner is to submit Self-declaration for year 3 and 4 and an additional one for year 5, supported by service certificates Life saving and Fire equipment with an under dated Supplementary Record of Equipment.

1.33 Survey of over 24m Fishing Vessels

1.33.1 See MSIS 23 and MSIS 38 for Guidance on the Survey and Inspection process.

1.33.2 The requirements for survey are contained in [MSN1873 Amendment No.1 – The Code of Practice for the Safe Construction and Operation of Fishing Vessels of 24m Registered Length and Over](#).

1.33.3 Initial, annual, intermediate and renewal surveys of vessels over 24m RL for issuance of an International Fishing Vessel Certificate (IFVC) are the statutory responsibility of the MCA.

1.33.4 The survey scope of surveyable items is determined by the applicable Aide Memoire.

1.33.5 The philosophy throughout the life of these vessels is that they should be maintained to the standards of a Classification Society whether or not they are certified by the MCA or a Classification Society. Any vessel on the Register that is currently Classed and but does not maintain its Class Certifications shall, in accordance with Section 1.3.8 of MSN1873 Amendment 1, have invalidated its IFVC and the owner should be informed the vessel's IFVC is cancelled.

1.33.6 Classed and unclassified vessels will be attended by an MCA surveyor will attend Intermediate and Renewal surveys to confirm Safety Equipment, Safety Management and Emergency Preparedness. It should be confirmed that the certificate of class remains valid through receipt of the Declaration on Completion of Classification Society Surveys on a UK Flagged Fishing Vessel ([MSF 1351](#)) from the attending Class surveyor.

1.33.7 Vessels Delegated to a Classification Society

1.33.7.1 All new and newly registered fishing vessels are expected to comply with the Rules of a Classification Society. Where a vessel is maintained to the rules of one of the Classification Societies then the hull and machinery surveys will be delegated to the relevant Classification Society through the Agreement with the MCA.

1.33.8 Classed Vessels

1.33.8.1 A Classification Society will conduct Annual hull and machinery surveys of its vessels. At Intermediate and Renewal Surveys it is expected that the Society will extend the scope of survey which will include a survey of the ship's bottom, propulsion and steering.

1.33.8.2 The close cooperation and engagement of the Society is required. Specific additional requirements are listed in the Role of the Classification Society above.

1.33.9 Unclassed Vessels

1.33.9.1 The MCA will survey unclassified vessels. MCA survey requires a schedule for examination of all hull and machinery items such that all surveyable items are seen during the 4 year survey period.

1.33.9.2 Where the “continuous” survey regime is requested, the owner should propose a survey schedule to the regional Consultant Fishing Vessel Surveyor for approval, ensuring that all items will be surveyed during the 4 year period. Where guidance is required, examples of schedules may be utilised, as indicated in [MSIS27 Chapter 1 Annex 10 and 11](#), and amended to meet the specific layout of the vessel. This schedule proposes that 25% of hull and machinery items are surveyed each year, equivalent to the standards of a Classification Society, so that all items have been completed by the time of the renewal survey. This implies that numerous fee earning attendances by a MCA surveyor will be required. **MSF 1346 Statement of compliance should be issued once on completion of renewal survey for the survey cycle and all endorsements should be marked on that copy of statement of compliance.**

1.33.9.3 Where no proposal is received then the full scope of all surveyable items should be presented at each renewal survey.

1.33.10 The IFVC effectively allows a fishing vessel worldwide operation. It is therefore imperative that the full extent of certification is followed giving close consideration to the area of operation, radio coverage, medical coverage and crew qualification – details of which are contained in the following chapters.

1.33.11 Emergency Drills, manning, health and safety

1.33.11.1 Detailed requirements on the safety of the crew and individuals are provided later in these Instructions.

1.33.11.2 For clarity at initial survey, Certificate of Compliance renewal and intermediate surveys, crew drills shall be carried out in accordance with [Chapter 11](#) of these Instructions. It is expected that the crew will need to be in attendance to demonstrate familiarity with equipment as well as requirements of ILO 188. See [MGN 570 Fishing Vessels: Emergency Drills](#) and [MSIS 27 Chapter 11](#). Special emphasis should be placed on the conduct of Man Overboard Drills and their recovery. See also [MGN 571 – Prevention of Man Overboard](#)

1.33.12 Extending a Certificate of Compliance

1.33.12.1 Paragraph 1.3.7.3 of [MSN1873 Amendment No.1 – The Code of Practice for the Safe Construction and Operation of Fishing Vessels of 24m Registered Length and Over](#) only allows the MCA to extend the Certificate of Compliance for 5 months. However, if a vessel is to be decommissioned, then the Certificate of Compliance may be extended for a maximum of another 2 months may be allowed subject to the following conditions:

- [MSN1873 Amendment No.1 – The Code of Practice for the Safe Construction and Operation of Fishing Vessels of 24m Registered Length and Over](#) applies to that vessel;
- The period to be extended is no longer than an additional 2 months;
- That a full safety General Inspection is completed if the vessel is to remain at sea beyond the original expiry date of the IFVC and that all LSA and Fire Fighting equipment remains in date.
- That MCA have been informed about the place that the vessel will be laid up for dismantling when decommissioned.

1.33.12.2 A copy of these clauses is to be given to the owner in writing and a copy including information about the location for decommissioning is presented to us with his/her signature is to be placed upon the vessel SharePoint file.

1.33.13 Radio Surveys

1.33.13.1 Initial and renewal radio surveys are conducted by Authorised Persons. See [MSIS 27 Chapter 12](#) of these instructions.

1.34 Other Certification Scenarios and Surveys

1.34.1 Short Term Certificates

1.34.1.1 Details may be found in MSIS 23 and MSIS09. Short Term Certificates are used where:

1. Final verification prior to Full Term Certificate issuance is outstanding;
2. Stability approval is pending; or
3. An Improvement Notice has been issued for outstanding crew certification

1.34.2 United Kingdom Load Line Exemption Certificate

1.34.2.1 A commercial fishing vessel may not engage in any other commercial operation without first being appropriately certificated.

1.34.2.2 A pre-requisite for 'Loadline Exemption to undertake guardship duties' (GSS) is that the vessel possesses a UKFVC or IFVC. As vessels of less than 15m do not possess a UKFVC or IFVC, then any vessel in this size range would not be eligible and would require a Workboat Code survey and certification to undertake guardship duties.

1.34.2.3 No fishing vessel may be issued with an International Load Line Exemption without first seeking the authority of the Head of Survey Branch.

1.34.2.4 The issuance of a UK Load Line Exemption allows a fishing vessel to undertake other commercial activities. These limited activities have been agreed and are limited to the following:

1. Guardship duties – see [MSIS27 Chapter 1 Annex 13](#);
2. Undertaking Fishing as Research Vessel – see [MSIS27 Chapter 1 Annex 14](#);
3. Carriage of Scientists & Passengers - see [MSIS27 Chapter 1 Annex 15](#),
4. Single voyage for:
 - a. For relocation purposes;

- b. For repair / survey;
- c. For scrapping

1.34.2.5 A vessel in possession of a valid UKFVC or IFVC may apply for guardship duties, in accordance with [MSIS27 Chapter 1 Annex 13](#).

1.34.2.6 Vessels of 15m LOA to less than 24m RL that operate in winter months (1 November to 30 April, as per Load line Regulations for North Atlantic Winter Seasonal Zone II) shall have MCA approved stability covering the requirements as listed in [MSN1872 Amendment No.1 - The Code of Safe Working Practice for the Construction and Use of 15m \(LOA\) to less than 24m \(L\) Fishing Vessels Annex 3](#) for Half of the full icing allowance. This shall 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 in [MSN1872 Amendment No.1 - The Code of Safe Working Practice for the Construction and Use of 15m \(LOA\) to less than 24m \(L\) Fishing Vessels Annex 3.14\(i\)](#) as the lower limit for the full icing allowance between longitude 28°W and the Norwegian Coast.

1.34.2.7 A vessel intending to operate as a Guardship must be provided with a set of stability conditions, which may be a supplementary booklet, covering depart port, mid trip and arrival port conditions for all envisaged circumstances of the trip. The book shall be reviewed to Form and Content standard by MCA prior to use as for guardship work and attached to the vessel's existing stability book.

1.34.2.7 This involves a survey by an MCA surveyor which should be to the scope of a mid-term inspection (as it is a condition of the Exemption that the vessel has a valid fishing vessel certificate and therefore complies with the relevant Code of Practice) with all conditions on the Load Line and drills carried out to ensure load line aspects are satisfactory. An official log book is required to be kept, regardless of the length of the vessel.

1.34.2.8 It should be noted that a UKFVC or IFVC valid for sea area A1 operation only, also limits the guardship duties to area A1 which is 30 miles from the UK coast.

1.34.2.9 A Restricted Operators Certificate (ROC) allows for GMDSS operation in sea area A1 only. A General Operators Certificate (GOC) is required to operate in sea area A2. Non-directive vessels may have short range and long range certificates, respectively in lieu of ROC/GOC.

1.34.2.10 A Guardship Loadline Exemption (GSS) certificate would be issued valid for one year. Subsequent duties would require resurvey.

1.34.2.11 For vessels of 15m LOA to less than 24m RL, the following wording should be added to the LLE. "The items concerning hull, watertight integrity, freeboard and stability, as detailed in chapters 2 and 3 of the [MSN1872 Amendment No.1 - The Code of Safe Working Practice for the Construction and](#)

[Use of 15m \(LOA\) to less than 24m \(L\) Fishing Vessels](#), have been inspected and found to be in satisfactory condition.”

1.34.2.12 For vessels of 24m RL and over, the following wording should be added to the LLE. “The items concerning hull, watertight integrity, freeboard and stability, as detailed in chapters 2 and 3 of the [MSN1873 Amendment No.1 – The Code of Practice for the Safe Construction and Operation of Fishing Vessels of 24m Registered Length and Over](#), have been inspected and found to be in satisfactory condition.”

1.34.2.13 This is the wording to be added to the surveyor’s remarks, along with details of:

Expiry date of FV certification, number of observers (where appropriate) and additional LSA required (where appropriate). In either case there is also some indication of the area of operation.

1.34.3 Carriage of passengers

1.34.3.1 When Fishing Vessels are carrying passengers, such as film crew or research scientists etc, then either [MSIS27 Chapter 1 Annex 14 or 15](#) should be applied depending on whether the vessel is fishing commercially for profit whilst passengers are on board.

1.34.4 Issue of single Loadline Exemptions for Guardship and Carriage of Passengers.

1.34.4.1 A single Load Line Exemption may be issued to vessels which wish to operate as a Guardship and carry Passengers/Research Scientists. Details on the procedure can be found in [MSIS27 Chapter 1 Annex 13 and 14](#).

1.34.5 Issue of one-off Load Line Exemptions for Towing.

1.34.5.1 Vessels wishing to undertake towing operations, other than in an emergency, should comply with the requirements of [Section 25, Section 11.7 and Section 17 of the MSN 1892 The Workboat Code, Edition 2](#).

1.34.5.2 Vessels that can comply with this Code will be issued with a single Load Line Exemption to cover the period of the proposed towing operation. Once that towing operation is complete the Load Line Exemption cease to be valid. If the vessel wishes to engage in another towing operation, another Load Line Exemption must be sought.

1.34.5.3 If the vessel seeking to undertake the tow is unable to meet the requirements of the [Workboat Code](#), then either an alternative towing vessel must be put forward for similar consideration or a commercial tow must be obtained.

1.34.5.4 In accordance with [Section 4.1.3 of the MSN 1892 The Workboat Code, Edition 2](#), open boats will not be considered for towing operation.

1.35 Extension of Certificate prior to decommissioning

1.35.1 [MSN1872 Amendment No.1 - The Code of Safe Working Practice for the Construction and Use of 15m \(LOA\) to less than 24m \(L\) Fishing Vessels](#) allows the extension of UKFVCs for a maximum period of 2 months.

1.35.2 This extension may only be allowed subject to the following conditions:

- .1 The vessel is a 15 – less than 24m fishing vessel;
- .2 The period is no more than 2 months;
- .3 That a full safety GI is completed if the vessel is to remain at sea beyond the original expiry date of the UKFVC;
- .4 That all LSA and Firefighting equipment remains in date;
- .5 That MCA have been informed about the place that the vessel will be laid up for dismantling when decommissioned.

1.35.3 A copy of these conditions is to be given to the owner in writing and a copy including information about the location for decommissioning is presented to MCA with the owners signature to be placed on the vessel SharePoint file.

1.36 Survey of Flag-in vessels

1.36.1 A vessel applying for flag-in should have initial information sent out to the applicant, as indicated at [Annex 9](#) of this chapter.

1.36.2 Vessels flagging-in to UK Register should be of a good standard to maintain the quality of the flag. Usually this means, as a prerequisite, they will be classed with one of the UK's Classification Societies. All applications for flag in must be submitted to the flag-in panel, who will consider the application. Further details concerning flag-in panel are attached at [Annex 8](#) of this chapter.

1.36.3 Flag-in vessels should be treated as new vessels as far as is reasonable and practicable. This means any equipment should be to the same standard as a new vessel, but no major modifications to structure should be required as long as equivalence to current standards is maintained. Any modifications made would be in accordance with current requirements.

1.36.4 No unclassed fishing vessels 24m RL and over are permitted to Flag-in onto the UK Flag. If an unclassed vessel of less than 24m RL is accepted onto the flag, a schedule for hull and machinery surveys would be required. An example

schedule is attached at [Annex 10 and 11](#) of this chapter. Due regard should be paid to previous maintenance records and authentic evidence of previous surveys, with a minimum of 25% of machinery items having MCA survey at flag-in with MCA survey of hull similar in extent to a class special survey required.

1.37 General Exemption for 24m Registered Length to less than 24.4m Reg Length Vessels built before 1 December 1999

1.37.1 Prior to 2002 vessels of less than 24.4m RL were subject to the Fishing Vessel (Safety Provisions) Rules 1975 and were issued with a UK Fishing Vessel Certificate. These vessels were not subject to Classification Society requirements

1.37.2. In 2002, when MSN1770, the predecessor Code to [MSN1872 Amendment No.1 - The Code of Safe Working Practice for the Construction and Use of 15m \(LOA\) to less than 24m \(L\) Fishing Vessels](#) was introduced, various Rules and Regulations were amended so that requirements that were previously applicable to less than 24.4m RL were extended down to 24m RL and over.

1.37.3 The UK currently has 24 vessels which were built to regulations specific to fishing vessels of less than 80 feet (24.4m). Subsequently, [EC Directive 97 70](#) on a Harmonised Safety Regime for Fishing Vessels and the amending Directive 2002/35/EC applied the requirements of the IMO Torremolinos Protocol to vessels of 24m and over. All vessels over 24m are expected to have International Fishing Vessel Certificates in the form of that contained within the EC Directive. The vessels should also now be subject to Classification Society requirements.

1.37.4 For these 24 vessels in question, they were therefore built to lesser requirements which were at the time contained within the following Regulations:

- The Fishing Vessels (Safety Provisions) Rules 1975 – SI 1975 No. 330;
- The Fishing Vessels (Life Saving Appliances) Regulations 1988 – SI 1988 No. 38; and
- The Merchant Shipping (Crew Accommodation) (Fishing Vessels) Regulations 1975 - 1975 No. 2220

1.37.5 As a result of the amendments to the applicable lengths, they are not able to comply fully with the requirements that were laid down for vessels of 24.4m and over or Classification Society Requirements. The MCA is unable to issue these vessels a UK Fishing Vessel Certificate as this would not be accepted for international operation because the vessels are over 24m. The vessels however do not meet the current standards required for the issue of an International Fishing Vessel Certificate as the requirements were changed after they were built and could therefore be detained by foreign port states.

1.37.6 These vessels are however fully compliant with the [MSN1872 Amendment No.1 - The Code of Safe Working Practice for the Construction and Use of 15m \(LOA\) to less than 24m \(L\) Fishing Vessels](#), the pragmatic solution to this problem is to issue exemptions to the new regulations for these specific vessels only (Registered Length's 24 – less than 24.4m), subject to the vessels complying with the 15 – less than 24m Code of Practice. This exemption can be being granted under Regulation 18(1) of [The Fishing Vessels \(Codes of Practice\) Regulations 2017 No 943](#).

1.37.7 As for the Harmonised Safety Regime for Fishing Vessels requires that vessels of 24m and over must have an International Fishing Vessel Certificate, these vessels will still be issued with MSF 1318 the International Fishing Vessel Certificate for existing vessels. The wording to be used in sections 1 and 2 of the Certificate under “This is to Certify” are set out in [MSIS27 Chapter 1 Annex 19 Part B](#). The certificate must also be issued for a maximum of 4 years with the Intermediate Survey at a date not less than 21 months and not more that 27 months from the date the Certificate was issued. The vessel should still be issued with a Record of Equipment (MSF 1317).

1.37.8 The Vessel must comply with all other Regulations applicable to its length. In particular, the [EC Directive 97 70](#) and the Torremolinos Protocol require that existing vessels of 24m and over (whose keels were laid before 1 December 1999) must comply with the requirements contained within Chapters VIII – Emergency Procedures, Musters and Drills and Chapter X – Shipborne Navigational Equipment and Arrangements. These requirements must take precedence over the requirement of the [MSN1872 Amendment No.1 - The Code of Safe Working Practice for the Construction and Use of 15m \(LOA\) to less than 24m \(L\) Fishing Vessels](#) and therefore these vessels have not been exempted from [MSN1873 Amendment No.1 – The Code of Practice for the Safe Construction and Operation of Fishing Vessels of 24m Registered Length and Over](#), which contain those requirements.

1.37.9 International Fishing Vessel Certificates should be issued under cover of the Standard letter contained at [MSIS27 Chapter 1 Annex 19 Part A](#).

1.38.10 Vessels operating using this General Exemption are required to comply with safe manning requirements as set out in MSN1884 as they apply to fishing vessels of 24m and over and the requirements of the Fishing Vessels (Certification of Deck and Engineer Officers) Regulations 1984, as they apply to this size of vessel.

Document Amendment History

Version Number	Status / Change	Date	Author Reviewer	Content Approver	Next Review Date/Expiry Date
10.20	<ul style="list-style-type: none"> To update MSF form number MSF5589 for Declaration of Vessels Registration Survey Condition 	10/20	D Fenner	G Stone	01/10/2022
09.21	<ul style="list-style-type: none"> Update to reflect MSN1871 Amendment No.2 and to consolidate instructions for Small Fishing Vessels, including reference to MSF5589, from this chapter into MSIS 27 Chapter 1 Annex 1 	07/21	D Fenner	G Stone	31/08/2023
10.21	<ul style="list-style-type: none"> Update requirement to detain Small Fishing vessels if aware vessel is operating without a valid Certificate 	10/21	D Fenner	G Stone	01/09/2023
11.21	<ul style="list-style-type: none"> Add reference to MIN593 for items considered modifications that affect stability 	11/21	D Fenner	G Stone	01/11/23
01.22	<ul style="list-style-type: none"> Reference that review of modifications are chargeable Update requirements for change of ownership inspection for vessels of 15m LOA and over 	01/22	D Fenner	G Stone	17/01/23
10.22	<ul style="list-style-type: none"> Add reference to MSF1323 in section 1.7.3.3 Detention emails to MMO by Blind copy 	10.22	D Fenner	G Stone	31/3/24

01.23	<ul style="list-style-type: none"> • Correct typo in 1.8 • MCA to only attend inspections of new builds once FVCA has completed their survey work • At Change of ownership, owners can opt for Renewal or chargeable GI • Charging for Tonnage measurements • MCA to only attend Change of Owner inspections once a Bill of Sale and Declaration of Eligibility has been submitted to RSS • Aide Memoires no longer required to be files. Use Pelorus to record hat item items addressed, or, identify items that have not been covered.and use standard Pelorus text for Under 15m vessels • MMO or Devolved Administrations to be informed of outcome of funded modifications • 	01.23	D Fenner	L Page	01/01/25
10.23	<ul style="list-style-type: none"> • Table 4 amended to reference that Hull and Outfit Certificates now acceptable for vessels up to 15m • Clarification on action at Change of ownership • Update to reflect FVCA can do plan approval and 	10.23	D Fenner	L Page	30/11/24

	construction survey on vessels up to 15m LOA				
11.23	<ul style="list-style-type: none"> • Safe Manning requirements for 24m and over vessels to be applied to vessels built before 1/1/99 and to which the General Exemption applies • IFVC to be cancelled when vessel does not maintain class certification 	11.23	D Fenner	L Page	17/11/24
12.23	<ul style="list-style-type: none"> • Confirm all vessels off UK Register for 6 months or more are to be treated as new vessels if they look to Re-register 	12.23	D fenner	L Page	2/12/24
02.24	<ul style="list-style-type: none"> • Clarify fees chargeable for an inspection that results in detention, for revisits to ships to lift detention orders and for other revisits and what elements of that work are chargeable 	02.24	D Fenner	L Page	31/1/25