

# **PART 2**

# **DRAWINGS, MARKINGS AND TRIALS**

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<b>SECTION</b>	<b>SUBJECT</b>
<b>2.1</b>	<b>Drawings and specification</b>
<b>2.2</b>	<b>Markings</b>
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## **DRAWINGS, MARKINGS AND TRIALS**

### **Section 2.1 - Drawings and specification**

2.1.1 Before building a vessel, drawing approval is required for the vessel intended to be built. You should apply to the Fishing Vessel Certifying Authority. [Fishing vessel certifying authorities - GOV.UK \(www.gov.uk\)](http://www.gov.uk)

2.1.2 Applicants for plan approval shall follow the processes and procedures of the Fishing Vessel Certifying Authority. A CM identifying Number is to be requested of the MCA by the Certifying Authority for each hull to be built, from any set of approved plans. The following drawings are required at minimum.

#### **Vessels less than 7m length overall :**

- General Arrangement
- Hull Construction drawings
- Welding details (for steel and aluminium vessels)
- GRP laminate schedule, evidence of humidity and temperature control
- corresponding technical descriptions, calculations and data, including material specifications
- outline specification for the vessel

#### **Vessels 7 to 15m Length Overall length :**

- General Arrangement
- Lines Plans
- Hull construction drawings, transverse sections and bulkheads
- Superstructure construction drawings, including the wheelhouse
- Welding details (for steel and aluminium vessels)
- Crew accommodation layout
- Water freeing arrangements
- Steering gear and rudder
- Propeller, shaft and bearings
- Bilge pumping
- Electrical layout
- corresponding technical descriptions, calculations and data, including material specifications
- outline specification for the vessel

2.1.3 Drawings may be submitted by post in hard copy format or by email in pdf or AutoCAD dwg format.

2.1.4 The issue of any certificate of compliance may be affected in the absence of any of the required information, or delay in provision of technical details.

## **Section 2.2 - Markings**

- 2.2.1 New vessels of 12m RL to 15m LOA should have scales of draft marks permanently and clearly marked in metric units on each side of the vessel at the bow and where they can be easily read at the stern.
- 2.2.2 Any new vessel constructed and certified to these Standards is to be marked with the CM number assigned by MCA, in accordance with the MCA CM number form.
- 2.2.3 It is the responsibility of the builder to mark the CM number on the vessel in a plain typeface, clearly legible, with a letter height of at least 10mm. It must be permanently marked by the builder in a clean and visible position to the satisfaction of the attending surveyor.
- 2.2.4 The number may be:
- a. Engraved on a metal plaque with fixings drilled to prevent removal;
  - b. Moulded to the hull;
  - c. Carved into part of the structure; or
  - d. Welded to the structure; or fixed in some similar manner to the approval of the attending surveyor
- 2.2.5 The attending surveyor will check the marked number as part of the survey process. Certification will not be granted if the number is not marked in the correct manner.
- 2.2.6 Where a vessel gains MCA or FVCA Certification, the Certificate of Construction will have the same CM number clearly printed on it to identify the vessel and a copy of the Certificate will be supplied to the Owner (as well as RSS where applicable)
- 2.2.7 Where a vessel does not gain certification, but a number has been issued, records will be kept by MCA and FVCA to show that the vessel with that CM Number does not have certification. If the vessel has been marked, it will be the builder's responsibility to remove the marking from the boat.
- 2.2.8 The CM number is provided as a mean of identifying the vessel with corresponding MCA records. It is not an indication the vessel has been certified.
- 2.2.9 Vessels with operating restrictions as detailed in Part 3, Section 3.9 are to be fitted with a notice visible at the helm position stating the limited area of operation.

### **Section 2.3 – Trials and Testing**

- 2.3.1 Systems and equipment to be installed on new buildings and that serves as a part of the main functions shall in general be new<sup>1</sup>.
- 2.3.2 Upon completion and where appropriate to the size of the vessel. A test programme for harbour and sea trials shall be prepared by the builder and customer and accepted by MCA or FVCA to ensure systems function correctly. The programme shall specify systems and components to be tested, and the testing procedure. MCA or FVCA may, in order to verify compliance, request additional tests and/or data to be recorded.
- 2.3.3 The trials should include a period of not less than two hours with the propulsion machinery running under continuous load, with the inclusion of a short full load test.
- 2.3.4 Where specified by the Construction Standards, testing shall be carried out in the presence of a surveyor, and related requirements for test programmes shall be observed.
- 2.3.5 The tests shall give evidence as to satisfactory operation and performance in accordance with the Construction Standards. When testing control and safety systems, failure modes shall be simulated as realistically as possible.
- 2.3.6 Safety equipment is to be installed as per the requirements of the relevant code of practice.

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<sup>1</sup> If second-hand equipment complies with applicable rules for the newbuilding, it may upon special consideration be installed on new buildings, provided the owner has given a written acceptance.