FALKLAND ISLANDS MARITIME AUTHORITY

Foreign Fishing Vessel Inspection Manual

Revision 0

Issued XXXX

Based on SI 2017/943 Fishing Vessels (Codes of Practice) Regulations and MSN 1873 Amendment 1 (F) The Code of Practice for the Construction and Safe Operation of Fishing Vessels of 24m Registered Length and Over

THIS PAGE LEFT BLANK

TABLE OF CONTENTS

0.0 Revision History and Approval

Rev.	Nature of changes	Approval	Date
0	Original release.	Andrea Clausen	[Date of Issue]

1.0 General

1.1 Foreword

1.1.1 The aim of this Manual is to provide clear guidance to Falkland Island Maritime and Fishing Inspectors when inspecting foreign-flagged fishing vessels inside Falkland Island waters in accordance with SI 2017/943 Fishing Vessels (Codes of Practice) Regulations and MSN 1873 Amendment 1 (F) The Code of Practice for the Construction and Safe Operation of Fishing Vessels of 24m Registered Length and Over.

1.1.2 Development of this Manual by the Falkland Islands Maritime Authority was carried out in consultation with the Jigger Safety Action Group (JSAG) and the Falkland Islands Fishing Companies Association (FIFCA).

1.2 Definitions

1.2.1 Definitions may be found in Section 1.2 of MSN 1873.

1.3 Application

1.3.1 This Manual and corresponding checklist should be used as an aide during inspections of any fishing vessel not Falkland Islands registered of 24 metres in length (L) and over, while it is within Falkland Island waters.

1.3.2 SI 2017/943 Regulation 13 states that a non-FI fishing vessel (>24m) must not enter FI waters unless it has been certified by its flag State as complying with the requirements of the Torremolinos Protocol. Regulation 14 provides for inspection of non-Falkland Islands fishing vessels. Where conditions on board are clearly hazardous to health or safety, measures as are necessary to ensure those conditions are rectified may be taken and the vessel is liable to be detained until the inspector is satisfied that those conditions are rectified.

1.3.3 MSN 1873 Amendment 1 (F) Section 1.3.1.1 applies The Code of Practice for the Construction and Safe Operation of Fishing Vessels of 24 metres Registered Length and over to any fishing vessel not FI registered, of 24 metres in length (L) and over, while it is within FI waters. Section 1.3.2.1 (iv) requires that the owner is responsible for ensuring that the vessel is not operated as a fishing vessel without a valid International Fishing Vessel Certificate.

1.3.4 A vessel that is found, in the course of inspection not to have been Code compliant may be detained. An owner, who operates a vessel that does not comply with the Code, may be liable to prosecution. A Skipper who fails to operate the vessel in accordance with the requirements of the Code may be liable to prosecution. A list of detainable deficiencies can be found in Annex C.

2.0 Construction, Watertight and Weathertight Integrity

2.1 Construction and Structural Strength

2.1.1 Is the hull free from visible structural defects that warrant further investigation?

Note: Inspection of the hull should include checking for any evidence of structural problems including collision/jetty contact damage or distortion from heavy weather. Check external and internal and ensure no degradation. Confirm adequate maintenance being carried out on the hull. Is the hull free of oil staining, extensive coating breakdown or excessive marine growth?

2.1.2 Are weather decks free from visible structural defects that warrant further investigation?

Note: Inspection of weather decks should include checking for any evidence of wastage, structural problems including evidence of contact damage or distortion from heavy weather

2.1.3 Is the superstructure free from visible structural defects that warrant further investigation?

Note: Inspection of superstructure should include checking for any evidence of wastage, structural problems including evidence of contact damage or distortion from heavy weather.

2.1.4 Are internal spaces free from visible structural defects that warrant further investigation?

Note: Inspector is requested to pay particular attention to fish processing rooms. Request to sight any owners hull condition survey report or asset integrity reports. Is there evidence of a ballast tank and enclosed space entry programme that is in use and up to date Inspectors shall request sight of NDT records of tanks and class reports to validate that steel internal stiffener and hull plating thickness and anode condition is being periodically monitored to meet class requirements. Where evidence of steel wastage requiring additional monitoring or repairs is evident the inspector shall record this.

2.1.5 If there has been any significant structural damage to the vessel, have repairs been undertaken to the satisfaction of an attending Flag and/or Class surveyor?

Note: Flag and/or Class records should be examined to confirm their involvement whenever significant damage has occurred or been repaired.

2.1.6 Are watertight bulkheads fit for purpose?

Note: Check for any open penetrations; or penetrations that appear to have been altered; or penetrations with packing that appears disturbed or insufficient.

2.1.7 Are all watertight doors (WTDs) operating correctly, with seals in good condition?

Note: Every such door shall be efficiently constructed and be watertight when closed. =/> 45m (L) watertight doors shall be of the sliding type in spaces where it is intended to open them at sea and if located with their sills below the deepest operating waterline and the lower part of a machinery space where there is access from it to a shaft tunnel. The doors shall be capable of being operated by remote control from an accessible position above the working deck except where the doors are fitted in crew accommodation spaces. Sliding WTDs whether manually operated or otherwise shall be capable of being operated locally from each side of the door. Remote indicators should be in good order and fully functional. A warning notice with a "KEEP CLOSED AT SEA" legend shall be placed on the doors. All WTDs shall be included in the planned maintenance system.

2.2 Watertight and Weathertight Integrity

2.2.1 Are vessel opening and closing arrangements suitable?

Note: The number of openings in the watertight structure of the vessel shall be the minimum consistent with its safe and practical operation and such openings shall be provided with effective closing arrangements. Check frames, seals, doors and covers.

2.2.2 Are hatchway covers weathertight?

Note: Check seals, greasing of moving parts (cleats) and cleanliness of hatch coaming tops.

2.2.3 Are all weathertight doors operating correctly, with seals in good condition?

Note: Check integrity, gaskets and clamping devices.

2.2.4 Are all sidescuttles (portholes) and windows in good condition?

Note: Sidescuttles to spaces below the working deck and to enclosed superstructures, deckhouses or companionways on the working deck shall be fitted with hinged deadlights capable of being closed watertight. Check deadlight seals, clamps and securing.

2.2.5 Are scuppers, inlets and discharges fit for purpose?

Note: Scuppers and discharges shall have an automatic non-return valve fitted at the hull with a positive means of closure from an accessible position. Each sea inlet valve shall be permanently fitted with a positive means of closure from an accessible position and indicators.

2.2.6 Are ventilator coamings of sufficient height and fitted with closing appliances?

Note: =/> 45m (L) shall be at least 900 mm on the working deck and at least 760 mm on the superstructure deck. Coamings of ventilators shall be of equivalent strength to the adjacent structure and capable of being closed weathertight by closing appliances permanently attached to the ventilator or adjacent structure.

2.2.7 Are air pipes of sufficient height, fitted with closing appliances and provided with means to prevent overpressure?

Note: The lowest point at which water might gain access through an air pipe shall be not less than 760 mm above the exposed working deck nor less than 450 mm above the superstructure deck. Air pipes shall be provided with an efficient means of weathertight closure and provision shall be made to prevent overpressure or vacuum occurring when the tanks are being filled or emptied.

2.2.8 Sounding devices

Note: Sounding pipes upper ends shall be extended to a readily accessible position above the working deck. Their openings shall be provided with permanently attached means of closing. Sounding pipes which are not extended above the working deck shall be fitted with automatic self-closing.

2.3 Water Freeing Arrangements

2.3.1 Are the freeing ports clear and freely draining?

Note: Freeing ports shall be so arranged along the length of bulwarks as to ensure that the deck is freed of water most rapidly and effectively. The Inspector should verify that freeing port covers, if fitted, do not limit the ability to freely drain water from the deck. Loss of stability through free surface effect is a serious concern. Freeing ports should be a minimum of 3% of bulwark area.

3.0 Stability and Associated Seaworthiness

3.1 Stability

3.1.1 Is an approved stability book available onboard?

Note: State approving entity - Class or Flag State. Some administrations may permit this information to be provided in the form of a simplified stability letter. Scenarios should cover likely credible events, including collision and hull breach.

Refer: MGN 281 (F) Fishing Vessels Freeboard and Stability Information Booklet – Recommended Format

3.1.2 Are stability records maintained on board to check compliance with stability criteria?

Note: Where appropriate, records should be maintained to verify stability calculations at all stages of the voyage. Does the operator have a policy detailing the frequency of stability calculations? Are calculations being conducted and documented in accordance with this policy? Check if daily rounds and monthly manual stability calculations are conducted. Vessels must be able to withstand the effect of water on deck, taking account of the seasonal weather conditions, the sea states in which the vessel will operate, the type of vessel and its mode of operation.

3.1.3 Has the vessel's lightship particulars been determined by an inclining test?

Note: The vessel lightship particulars shall be determined by inclining test on completion of building or major conversion. The inclining test must be performed at least every ten years.

3.1.4 Has the vessel been re-inclined after a modification affecting stability?

Note: The ship must be re-inclined whenever, in comparison with the approved stability information, deviation from the light-ship displacement exceeding 2% or a deviation of the longitudinal centre of gravity exceeding 1 % of L is found or anticipated.

3.1.5 Have the minimum operating conditions been considered in the stability book?

Note: Operating conditions should include at least: departure for the fishing grounds with full fuel, stores, ice, fishing gear, full fresh water tanks; departure from the fishing grounds with full catch; arrival at transshipping vessel/discharge port with full catch and 10%, fuel; and arrival at port with 10%, fuel, etc. and a minimum catch which shall normally be 20% of full catch but may be up to 40%.

3.1.6 Does the vessel's stability booklet take into consideration the effects of ice accretion?

Note: Icing allowance must be made in stability calculations in accordance with accepted standards.

Refer: Annex 2 of the Intact Stability Code (A.749(18)) "Recommendations for skippers of fishing vessels on ensuring a vessel's endurance in conditions of ice formation".

3.2 Bow Height

3.2.1 Is the bow height sufficient to prevent the excessive shipping of water?

Note: Check that the minimum bow height has been calculated in accordance with the prescribed method of calculation.

3.3 Subdivision and Damage Stability

3.3.1 Have calculations been carried out for damage stability conditions?

Note: Vessels of 100 metres in length (L) and over, where the total number of persons carried is a hundred or more must be capable of remaining afloat with positive stability, after the flooding of any one compartment assumed damaged, having regard to the type of vessel, the intended service and area of operation.

3.4 Lifting Operations

3.4.1 Have lifting operations been considered in the stability book?

Note: Particular care must be taken to ensure that the vessel retains adequate stability at all times during the course of any lifting operation.

Refer: MGN 281 (F) Fishing Vessels Freeboard and Stability Information Booklet – Recommended Format

3.5 Draft Marks

3.5.1 Does the vessel have permanent and clearly marked metric draft marks?

Note: Every vessel shall have scales of draughts permanently and clearly marked in metric units on the sides of the vessel at the bow and where they can be easily read at the stern. The datum and longitudinal positioning of the draught marks shall be indicated by means of sketches in the vessel's trim and stability manual.

4.0 Mechanical and Electrical Installations

4.1 Machinery

4.1.1 Are all items of main, auxiliary and emergency plant in good order and reported to be fully operational?

Note: This includes the main engine(s); auxiliary engines and generators; waste heat units; compressors, including main, instrument and emergency air compressors; purifiers and fuel oil handling equipment; sewage plant; bilge pumping arrangements and oily water separators; pipework, including steam, fuel, lubricating oil, seawater, sewage, drain and air pipes; refrigeration and air conditioning machinery; ventilation fans and trunking; stern tube and thruster sealing arrangements; and burner, tubes, uptakes, exhaust manifolds and spark arrestors. Check defect logs and reporting.

4.1.2 Is the vessel provided with operator's instructions and documented procedures?

Note: Machinery procedures should include at least the following: engine room organisation and operation; unmanned machinery space (UMS) operation, when applicable; reporting equipment deficiencies; engine room emergency preparedness and actions in the event of an emergency; ensuring that all essential engine room equipment is available and fully operational; planned maintenance; written procedures restart critical equipment; and the control of spare parts.

4.1.3 Are main and auxiliary engines and controls fit for purpose?

Note: Inspector to check that engines are securely mounted, general condition, guards, exhaust system cooling and lagging, no exposed high temperature surfaces, fuel lines, communications, indicators, pipework integrity and control stops. Integrity of safety devices such as for over-speeding and overpressure should be verified. A seawater piping diagram, including all the sea inlets, shall be displayed on a prominent location in the wheel house or the engine room.

4.1.4 Are machinery emergency stops and shut offs clearly marked and do records indicate that they have been regularly tested?

Note: Emergency stops include ventilation fans, fuel pumps and the quick closing valves for fuel and lubricating oil tanks.

4.1.5 Are exhaust, fuel, lubricating and hydraulic systems protected from fire hazards?

Note: Exhaust pipes shall be adequately cooled or lagged to protect persons on board the vessel. Oil and fuel pipes shall be kept as clear as practicable from exhaust pipes and turbochargers. Where the failure of a flexible pipe or connection could result in oil being sprayed onto a source of ignition, then spray/splash guards shall be fitted. Precautions shall be taken to prevent any oil that may escape under pressure from any pump, filter or heater from coming into contact with heated surfaces.

4.1.6 Are the machinery spaces habitable and clean?

Note: Adequate means of efficiently ventilating the engine room under all operating conditions, with doors and hatches closed, shall be provided. Loose gear in the machinery spaces, stores and steering compartment shall be properly secured. Machinery spaces and steering compartments shall be clean and free from obvious leaks; lagging and insulation should be in good condition and free from oil. Machinery on deck, workshops, compressor rooms, chemical stores, spare gear stores, and electrician's store/workshop should be checked. Safety notices and signs appropriate to the specific compartments should be posted. Bilge systems should be operational and bilges free of oil, rubbish and sediment.

4.2 Electrical Arrangements

4.2.1 Are the main switchboard, alternators and other electrical equipment satisfactorily protected from water spray?

Note: Risk due to water spray in the event of failure of sea water pipes, including fire mains and hydrants, should be assessed. If the main switchboard is not located in the engine control room or other protected location, check the measures that have been taken to protect it from water spray.

4.2.2 Are switchboards free of significant earth faults?

Note: Class rules require a minimum insulation resistance of 1 megaohm (1 million ohms).

4.2.3 Is deck insulation provided to the front and rear of electrical switchboards and is it in a satisfactory condition?

Note: Where necessary non-conducting mats or gratings shall be provided at the front and rear of the switchboard.

4.2.4 Is lighting and emergency lighting adequate?

Note: Emergency lighting shall be provided to illuminate launching stations and over side of the vessel; emergency fire pumps, alleyways, stairways and exits; spaces containing machinery or the emergency source of power; control stations; and fish handling and fish processing spaces.

4.2.5 Are hazardous spaces protected from electrical hazards?

Note: Electrical equipment shall not normally be installed in a hazardous space. When installed in such a space, it must comply with a recognised explosion proof standard for prevention of ignition of the flammable atmosphere and wherever possible, switches shall be fitted outside that space.

4.2.6 Are reference standards available?

Refer: BS 8450 Code of Practice for the Installation of Electrical and Electronic Equipment in Ships; BS 6883, Specification for elastomer insulated cables for fixed wiring in vessels; IEC 600 92-350 shipboard power cables and BS IEC 60092-401, Electrical installation in ships – Part 401: Installation and test of completed installation.

4.2.7 Is all electrical equipment including junction boxes and cable runs in good order?

Note: Electrical equipment shall be so constructed and installed, that there will be no danger to any person handling it in a proper manner. Is the general condition of electrical equipment, including light fittings, conduits and wiring, satisfactory?

4.2.8 Is the condition of electrical equipment in the accommodation satisfactory?

Note: No accommodation space or jury rigged electrical appliances or overloaded sockets.

4.2.9 Are accumulator (storage) batteries safe?

Note: Accumulator (storage) batteries shall be housed in boxes, trays or compartments that are constructed to provide protection of the batteries from damage and ventilated to outside atmosphere to reduce the accumulation of explosive gas to a minimum.

4.2.10 Are emergency electrical power supplies fully operational?

Note: An emergency electrical power source shall be located outside the engine room and shall, in all cases, be so arranged as to ensure that in the event of fire or other failure of the auxiliary installation, the emergency source shall provide at least eight hours (=/> 45m) of power to required sources.

4.3 Periodically Unattended Machinery Spaces (UMS)

4.3.1 If the vessel is fitted with UMS, is their documentary evidence of fitness to operate?

Note: Vessels shall be provided with documentary evidence, complying with the rules of a Classification Society, of their fitness to operate with periodically unattended machinery spaces. Inspector should verify UMS alarms are functioning as designed.

4.4 Bilge Pumping

4.4.1 Are bilge systems operational and bilges free of oil, rubbish and sediment?

Note: A vessel must be provided with efficient means for removal of water entering any compartment below the weather deck. All vessels must have at least two independent powered bilge pumps connected to the bilge main. One of these pumps may be driven by the propulsion machinery. At least one pump to be independent. Oily areas indicate a lack of maintenance and cleanliness. However, a small amount of oil in save-alls should not be considered unsatisfactory.

4.4.2 Are bilge high and low level alarm systems functioning, regularly tested and are records maintained?

Note: Propulsion machinery spaces and fish holds are to be fitted with at least two bilge level sensors (one high and one low level) capable of indicating water ingress in those spaces at the control station by means of visual and audible alarm. These alarms shall be accessible for regular testing. Inspectors should consider requesting that these critical alarms be tested in their presence. It should be borne in mind that most bilge alarms are fitted with time delays.

4.5 Steering Gear, Rudders, Anchors and Chain Cables

4.5.1 Is the main and auxiliary steering gear functioning as designed?

Note: Inspector to confirm no deficiencies with all indicators and communications functioning. Simple operating instructions with a block diagram showing the change-over procedures for remote control systems and steering gear power units shall be permanently displayed on the navigation bridge and in the steering gear compartment. All ship's officers concerned with the operation and/or the maintenance of steering gear shall be familiar with the operation of the steering systems and with the procedures for changing from one system to another.

4.5.1 Are windlasses, anchors, locking bars and cables in a good order condition and operating effectively?

Note: Anchoring and mooring equipment for new vessels shall be in accordance with Class rules. The anchor(s) with the associated cable must be stowed to enable rapid deployment and be provided with means of retrieval. Inspector to conduct a visual check of all anchoring equipment.

4.6 Towing Points

4.6.1 Are towing points fit for purpose?

Note: Operations such as towing impose great loads on ropes, warps, gear and equipment. Inspector to check all equipment and towing manual.

Refer: MGN 308 – Mooring, Towing or Hauling Equipment on All Vessels – Safe Installation and Safe Operation.

5.0 Fire Protection, Detection and Extinction

5.1 Fire Protection

5.1.1 Is the vessel fitted with a fire detection system?

Note: All vessels shall be fitted with efficient automatic fire detection and alarm systems covering machinery spaces, galley, accommodation and service spaces, control stations and spaces containing heaters, open flames devices, areas of concentrated electrical equipment and other areas of fire. The indicating system for the detection system shall comprise of both an audible and visual alarm within the wheelhouse. The system shall be supplied from both the main and emergency sources of electric power. The inspector should check the certificate of the fire detection and alarm system.

5.1.2 Is the vessel provided with a sufficient number of approved portable fire-extinguishers?

Note: A sufficient number of approved portable fire-extinguishers shall be provided in control stations, accommodation and service spaces to ensure that at least one extinguisher of a suitable type is readily available for use in any part of such spaces. The total number of extinguishers in these spaces, however, shall not be less than three (five in vessels of more than 60 metres in length (L)). In all machinery spaces of Category A at least two portable extinguishers shall be provided, of a type suitable for extinguishing fires involving fuel oil. Where such spaces contain machinery which has a total power output of not less than 250 kilowatts, at least three such extinguishers shall be provided. One of the extinguishers must be stowed near the entrance to the space.

5.1.3 Is the vessel provided with adequate fire-extinguishing appliances in machinery spaces?

Note: Spaces containing oil-fired boilers, fuel oil units or internal combustion machinery having a total power that is not less than 375 kilowatts must have suitable fixed-fire extinguishing system such as a pressure water-spraying; fire-smothering gas; vapours from low toxicity vaporizing liquids fire-extinguishing; or high expansion foam fire-extinguishing installation. Vessels having machinery spaces not protected by a fixed fire extinguishing system shall be provided with at least a 45 litre foam extinguisher or its equivalent, suitable for fighting oil fires. Fire extinguishing appliances fixed or portable shall be checked annually. Inspector should check suitable appliance suitable for class of fire, means of operation clearly marked, CO2 capacity, space gastight, pipework clear, advance warning audible and visual signal in space and service report.

5.2 Fire Pumps

5.2.1 Is the vessel provided with at least two working fire pumps?

Note: Inspector to check that fire pumps are in good order and available for immediate use.

5.2.2 Are fire hydrants, fire hoses and nozzles functioning correctly?

Note: Inspector to check that with each pump operated separately, a jet of water is produced at any part of the ship whilst the required pressure is maintained in the fire main. All required hydrants shall be fitted with fire hoses having dual-purpose nozzles. The number of fire hoses provided shall be equal to the number of fire hydrants arranged and one spare hose. Single lengths of fire hose shall not exceed 20 metres. Except where fire hoses are permanently attached to the fire main, the couplings of fire hoses and nozzles shall be completely interchangeable.

5.3 Means of Escape and Emergency Exits

5.3.1 Are means of escape and emergency exits adequate?

Note: Stairways and ladders leading to and from all accommodation spaces and in spaces in which the crew is normally employed, other than machinery spaces, must be so arranged as to provide ready means of escape to the open deck and thence to the survival craft. At all levels of accommodation at least two widely separated means of escape shall be provided which may include the normal means of access from each restricted space or group of spaces. Where escape routes are by way of stairways or ladderways, those stairways or ladderways must be constructed of steel. Two means of escape shall be provided from every machinery space of Category A. All escape routes must be kept clear of obstructions and the clear access and dimensions of such routes must allow for rapid and safe evacuation. Emergency routes and exits shall be adequately indicated by appropriate signage. Emergency lighting shall be arranged to cover all escape routes.

Refer: The Merchant Shipping and Fishing Vessels (Safety Signs and Signals) Regulations 2001.

5.4 Miscellaneous Fire Precautions

5.4.1 Is there adequate remote means for stopping machinery?

Note: Machinery space ventilation fans, accommodation space ventilation fans, oil fuel transfer pumps, and other similar fuel pumps shall be fitted with remote controls. These controls must be capable of stopping the machinery or pumps in the event of fire.

5.4.2 Are space heaters safe?

Note: Electric radiators shall be fixed in position and so constructed as to reduce fire risks to a minimum. Heating by means of open fires is not permitted. Heating stoves and other similar appliances shall be firmly secured and adequate protection and insulation against fire shall be provided beneath and around such appliances and in way of their uptakes. Open gas flame appliances are not permitted. Spaces with cooking stoves and water heaters must have adequate ventilation, steel pipework and automatic safety gas shut-off devices.

5.4.3 Is the galley area adequately protected from fire risk?

Note: Electric fans, electric stoves and other cooking appliances including deep fat fryers must be fitted with an isolation switch outside the galley space. A fire blanket shall be carried in the galley, sited near to the cooking appliances. Deep fat fryers shall be fitted with an automatic or manual fire-extinguishing system (ISO 15371); a primary and backup thermostat with an alarm; automatic electrical shut-off on activation of the FE system; an alarm for indicating operation of the FE system and controls for manual operation of the FE system which are clearly labelled for ready use by the crew.

5.4.4 Are cooking ranges and heating appliances safe?

Note: Check safety shut-off valves and cleanliness of exhaust trunkings.

5.4.5 Is an international shore connection provided?

Note: The connection shall be of steel or other suitable material. The connection shall be kept aboard the vessel together with a gasket of any material suitable, with four 16 mm bolts, 50 mm in length and eight washers. If fixed on a vessel the connection should be accessible from both sides of the vessel/unit and its location should be clearly marked. The shore connection should be ready for use whenever a vessel is in port.

5.4.6 Are the required fire-fighter's outfits provided?

Note: At least shall be carried for =/> 45m (L). Check BA set, spare charges (2), lifeline, torch, fire proof suit, axe, helmet and boots.

5.4.7 Is a fire control plan (FCP) exhibited?

Note: All new vessels and existing vessels =/> 45m (L) must permanently exhibit a FCP in accordance with IMO requirements. Inspector to check the plan and ensure that equipment is clearly marked on it. A set of FCPs is to be permanently stored in a prominent marked weathertight enclosure outside the deckhouse for the assistance of shore side fire brigades. The structural fire protection arrangements shown on the FCP should clearly indicate details of all stairways, machinery spaces, lift, vertical light and air shafts, the divisions (bulkheads and decks) separating accommodation spaces from other spaces such as fish holds and main store spaces. Standards of insulation for decks and bulkheads, fire resisting doors, shutters and ventilation dampers should be shown and the plan is to be drawn to a sufficiently large scale to permit a full and clear presentation of the required information. Updated and comprehensive information is critical for the personnel responsible for fire-fighting so that they are fully aware of the structural protection arrangements on their particular vessel.

Refer: IMO Resolution A.654 (16) "Graphical symbols for fire control plans" and IMO Resolution A.756 (18) "Guidelines on the information to be provided on fire control plans".

5.5 Additional Requirements for Vessels of 60 Meters in Length (L) or More

5.5.1 Is the vessel provided with adequate fire-extinguishing appliances in machinery spaces?

Note: Every domestic boiler room must be provided with at least one set of foam fire extinguishers. At least two approved portable extinguishers discharging foam or equivalent must be provided in each firing space in each boiler room and each space in which a part of the fuel oil installation is situated. At least one approved foam-type extinguisher of at least 135 litres capacity or equivalent must be provided with hoses on reels suitable for reaching any part of the boiler room. Spaces containing internal combustion machinery used either for main propulsion or for other purposes, when such machinery has a total power output of not less than 750 kilowatts, must be provided with a suitable FE system, at least one set of portable air-foam applicators and in each such space, approved foam-type fire extinguishers each of at least 45 litres capacity, or equivalent. In addition, there must be provided a sufficient number of portable foam extinguishers or equivalent which shall be so located that an extinguisher is not more than 10 metres walking distance from any point in the space; provided that there shall be at least two such extinguishers in each such space.

5.5.2 Is the vessel provided with at least two working fire pumps?

Note: If a fire in any one compartment could put all the fire pumps out of action, there shall be an alternative means of providing water for fire-fighting.

5.5.3 Are fire hydrants, fire hoses and nozzles functioning correctly?

Note: The number and position of the hydrants shall be such that at least two jets of water not emanating from the same hydrant, one of which shall be from a single length of fire hose, may reach any part of the vessel normally accessible to the crew while the vessel is being navigated.

5.5.4 Are means of escape and emergency exits adequate?

Note: A corridor or part of a corridor from which there is only one route of escape, shall not exceed 7 metres in length.

6.0 Protection of the Crew

6.1 General

6.1.1 Have crew received training and instructions on health and safety matters, and in particular, on accident prevention?

Note: There should be documentary evidence that training has been given on health and safety matters and accident prevention. Additionally all fishers should hold the following mandatory training courses: Personal Survival Techniques (or STCW A-VI/1-1), Fire prevention and fire-fighting; (or STCW A-VI/1-2) and Elementary First Aid (or STCW A-VI/1-3).

6.1.2 Are all fishers at risk of falling overboard provided with PFDs or safety harnesses?

Note: There should be a written Risk Assessment for Man Overboard (ref to MGN 571) – any mitigating action to eliminate risk of MOB or PFDs worn. The use of PFDs/lifelines should be encouraged if Risk Assessment says risk of MOB has been eliminated. PFDs should comply with EN ISO 12402, auto inflation and 150 Newtons buoyancy.

Refer: MGN 571 (F) Fishing Vessels: Prevention of Man Overboard

6.2 Risk Assessment

6.2.1 Has a suitable and sufficient risk assessment been carried out and documented for all work activities on the fishing vessel and is the risk assessment reviewed?

Note: The risk assessment must be documented so that it is available to the skipper and crew of the vessel, and to authorised persons during inspections. A written risk assessment (hard copy or electronic) will help to ensure that when it is reviewed nothing is missed. Even if no changes are required, any documentation should be annotated to show that a review has been carried out. The crew should be informed of the findings of the risk assessment and any measures taken for their protection and should be involved in reviewing the risk assessment. Where risks to the health and safety of the crew cannot be prevented or sufficiently controlled by collective or technical means of protection, they must be provided with personal protective equipment.

Refer: The Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 and MGN 587 Health and safety: responsibilities of fishing vessel owners, managers, skippers and fishermen. The Merchant Shipping and Fishing Vessels (Personal Protective Equipment) Regulations 1999 and MGN 311 (F) - Working and Protective Gear for Fishermen

6.3 Precautions against falls including Bulwarks, Guard Rails and Handrails

6.3.1 Are fixed fall protection measures adequate?

Note: Check conditions of bulwarks, guard rails and handrails and make sure that they are of adequate height (at least 1000mm). Where fixed fall protection does not meet the required standard, this should be identified in the risk assessment and suitable control measures should be introduced.

6.4 Safety Harnesses

6.4.1 Are personal fall protection measures adequate?

Note: The vessel shall have at least two safety harnesses and additional safety harnesses as necessary for all persons who may be required to work on deck. A lifeline system shall be designed to be effective for all needs and the necessary wires, ropes, shackles, eyebolts and cleats shall be

provided. Efficient and permanent means for securing the lifelines of safety harnesses shall be provided on exposed decks. If full fall arrest equipment is to be used it must have:

- *a proper anchor and suitably mounted*
- *a full body harness using double latch self-locking snap hooks at each connection*
- *synthetic fibre lanyards*
- *a shock absorber*

A visual inspection of the safety harness/fall arrest equipment should be completed prior to use and any damaged or activated components taken out of service.

6.5 Surface of Working Decks

6.4.1 Are working deck surfaces protected against slip, trip and fall hazards?

Note: The surface of working decks and spaces accessible to the crew shall be non-slip or anti-slip or be provided with devices to prevent falls and kept free of obstacles as far as possible. Acceptable surfaces are: chequered plate; unpainted wood; a non-skid pattern moulded into fibre reinforced plastic (FRP); non-slip deck paint; or an efficient nonslip covering.

6.6 Winches, tackles and hoisting gear

6.6.1 Are all winches, tackles and hoisting gear properly installed and maintained having regard to the intended service of the vessel?

Note: All equipment used in hoisting/hauling shall be used only by a competent person and must be tested and examined at regular intervals and a written record shall be made of all such tests and examinations. All parts of hauling gear, hoisting gear and related equipment must be maintained in good repair and working order. Safety devices should be tested and proved. The crew must be trained in the use of fishing gear and hauling and hoisting equipment. Documented evidence should of this training should be maintained.

Refer: The Merchant Shipping and Fishing Vessels (Provisions and Use of Work Equipment) Regulations 2006 No. 2183 and the Merchant Shipping and Fishing Vessels (Lifting Operations and Lifting Equipment) Regulations 2006 No. 2184

6.7 Ventilation of enclosed workplaces

6.7.1 Is there sufficient fresh air in enclosed workplaces?

Note: Steps shall be taken to ensure there is sufficient fresh air in enclosed workplaces, having regard to the work methods used and the physical demands that are placed on the crew. If a mechanical ventilation system is used, it shall be maintained in good condition. Effective means of ventilation shall be provided to all enclosed spaces that may be entered by persons on board.

Refer: MGN 309 Fishing Vessels – The Dangers of Enclosed Spaces

6.8 Temperature of working areas

6.8.1 Are the heating arrangements in working areas adequate?

Note: The heating arrangements in working areas shall be adequate to maintain the area at an adequate temperature for the human body during the hours of working, having regard to the work methods used, the physical demands placed on the crew and the actual or potential weather conditions in the area in which the vessel operates.

6.9 Natural and artificial lighting of workplaces

6.9.1 Is the level of natural and artificial lighting of workplaces satisfactory?

Note: The level of workplace lighting should be adequate to allow for:

- *safe access to the various areas;*
- *the safe use of work equipment;*
- *monitoring of the workplace area;*

Artificial lighting should not place the crew's safety and health in danger or jeopardise the navigation of other vessels. Check whether a lighting survey has been undertaken and randomly test emergency lights.

6.10 Workplace soundproofing, insulation and cleanliness

6.10.1 Are workplaces adequately soundproofed, insulated and clean?

Note: Fittings and equipment should be cleaned regularly. Workplaces shall be, as far as practicable, adequately soundproofed and insulated, bearing in mind the type of tasks involved and the physical activity of the crew. The surfaces of decks, bulkheads and deckheads in working areas shall be such that they can be cleaned and maintained.

6.11 Doors

6.11.1 Can doors be operated safely?

Note: Means shall be provided so that doors can, at all times, be operated from the inside without special equipment. Doors shall be operable from either side when workplaces are in use. Doors, and in particular, sliding doors, where such have to be used, must function as safely as possible for the crew, especially in adverse weather and sea conditions.

6.12 Securing of Heavy Equipment

6.12.1 Is heavy equipment securely fastened to prevent movement in heavy weather?

Note: Heavy items of equipment such as spare fishing gear, batteries, cooking appliances etc., must be securely fastened in place to prevent movement due to severe motions of the vessel. Stowage lockers containing heavy items shall have lids or doors with secure fastening.

6.13 Medical Stores

6.13.1 Is the vessel carrying adequate first aid equipment and medical stores?

Note: Refer to MSN 1768 for requirements for Category A - Seagoing or sea-fishing vessels with no limitation on length of trips. Publications carried should be a Controlled Drugs Register and the Ship Captain's Medical Guide

Refer: Merchant Shipping and Fishing Vessels (Medical Stores) Regulations (SI 1995/1802) and MSN 1768 (M+F) - Application of the Merchant Shipping and Fishing Vessels (Medical Stores) Regulations 1995 (SI 1995/1802) and the Merchant Shipping and Fishing Vessels (Medical Stores) (Amendment) Regulations 1996 (SI 1996/2821)

7.0 Life-saving Appliances

7.1 Evaluation, Testing and Approval of Life-saving Appliances (LSA) and Arrangements

7.1.1 Are LSA approved?

Note: LSA should be sourced from an approved vendor. Check type-approval certificates.

Refer: Merchant Shipping (Marine Equipment) Regulations 1999, No. 1957.

7.2 Vessel Requirements

7.2.1 Does the vessel have the correct number and types of survival craft and rescue boats?

Note: Check against the table:

Requirement	75 m and over	Less than 75m, but not less than 45m	Less than 45m
Survival Craft (see 7.2.1)	Lifeboat of 100% capacity on each side	Survival craft of 100% capacity on each side of the vessel	Survival craft of 200% capacity. 100% if can be launched on both sides.
Rescue Boat (see 7.2.1)	YES	YES	YES[2]

Every vessel must be provided with at least two survival craft. Vessels =/>45m (L) and < 75 m shall comply with the following:

- *survival craft of sufficient aggregate capacity to accommodate on each side of the vessel at least the total number of persons on board; and*
- *a rescue boat shall be provided unless the vessel is provided with a suitable survival craft which is capable of being recovered after the rescue operation*

Not more than nine liferafts can be marshalled by each lifeboat or rescue boat.

7.2.2 Are survival craft and rescue boats stowed correctly and readily available?

Note: Each survival craft shall be stowed in a state of continuous readiness so that the crew can carry out preparations for embarkation and launching in less than 5 minutes. Posters or signs shall be provided on or in the vicinity of survival craft and their launching controls shall:

- *illustrate the purpose of the controls and the procedures for operating the appliance and give relevant instructions or warnings; and*
- *be easily seen under emergency lighting conditions.*

Refer: IMO resolution A.760, as amended by MSC.82 for symbols.

7.2.3 Are arrangements for embarkation into survival craft suitable?

Note: At least two embarkation ladders provided with safe securing and access arrangements shall be provided. Adequate lighting for the full launching operation supplied by an emergency source shall be provided.

7.2.4 Are approved lifejackets carried for every person on board with spares?

Note: Lifejackets, (including, whistles, retro-reflective material and lights) one per person, with 10% or a minimum two spares whichever is the greater. Lifejackets must be stowed either in a deckhouse or

other dry and readily accessible position; and have stowage positions clearly and permanently marked. Donning instructions for all types of lifejacket carried onboard shall be clearly displayed.

7.2.5 Are there sufficient immersion suits and thermal protective aids?

Note: Immersion suits must be provided for RB crew and everyone onboard not accommodated in lifeboats, davit-launched liferafts and liferafts served by equivalent approved appliances which do not require entry into the water to board the liferaft. Thermal protective aids shall be carried for 10% of each survival craft.

Refer: International Life-Saving Appliance Code Resolution MSC.48(66)

7.2.6 Are there sufficient lifebuoys on board?

Note: Vessels =/>45m (L) and < 75m shall have at least six lifebuoys at least half of which must be provided with self-igniting lights. At least two of the lifebuoys provided with self-igniting lights in accordance with must be provided with self-activating smoke signals and shall, where practicable, be capable of quick release from the navigating bridge. At least one lifebuoy on each side of the vessel shall be fitted with a buoyant lifeline equal in length to not less than twice the height at which it is stowed above the waterline in the lightest seagoing condition, or 30 metres, whichever is greater. All lifebuoys shall be marked with name of vessel and port of registry and be readily accessible.

7.2.7 Are there sufficient line-throwing appliances (LTA)?

Note: At least four LTA shall be carried. They shall be contained in a water-resistant casing.

Refer: International Life-Saving Appliance Code Resolution MSC.48(66)

7.2.8 Are there sufficient pyrotechnics?

Note: Not less than 12 rocket parachute flares shall be carried and be stowed on or near the navigation bridge. The flares shall be packed in a watertight container and shall be clearly labelled. Flares must be of an approved type and shall be so placed as to be readily accessible and their position must be plainly indicated.

Refer: International Life-Saving Appliance Code Resolution MSC.48(66)

7.2.9 Are there sufficient radio life-saving appliances?

Note: At least 3 two-way VHF radiotelephone apparatus shall be provided. The two-way radiotelephone should be capable of operation on the frequency 156.800 MHz (VHF channel 16) and on at least one additional channel.

Refer: International Life-Saving Appliance Code Resolution MSC.48(66)

7.2.10 Radar transponders

Note: At least one radar transponder shall be carried on each side of every fishing vessel. The radar transponders shall be stowed in such locations that they can be rapidly placed in any survival craft. Alternatively one radar transponder shall be stowed in each survival craft.

7.2.11 Is every satellite EPIRB fitted, armed and labelled correctly and inspected in accordance with the manufacturer's requirements?

Note: The EPIRB shall be:

- *registered*
- *capable of transmitting a distress alert through the polar orbiting satellite service operating in the 406 MHz band;*
- *installed in an easily accessible position;*
- *ready to be manually released and capable of being carried by one person into a survival craft;*
- *capable of floating free if the ship sinks and of being automatically activated when afloat; and*
- *capable of being activated manually.*

Refer: MSN 1816 (M&F) – Mandatory Registration of Emergency Position Indicating Radio Beacons (EPIRBs),

7.2.12 Are retro-reflective materials on life-saving appliances approved?

Note: All survival craft, rescue boats, lifejackets and lifebuoys shall be fitted with retro-reflective material in accordance with the recommendations in MGN 105 (M+F).

Refer: IMO Resolution A.658(16) Use and Fitting of Retro-Reflective Materials on Life-saving Appliances

7.2.13 Are all LSA operationally ready, maintained and inspected?

Note: Before the vessel leaves port and at all times during the voyage, all LSA must be checked to ensure that they are in working order and ready for immediate use. Instructions for on-board maintenance of LSA shall be provided and maintenance shall be carried out accordingly. Falls used in launching must be turned end for end at intervals of not more than 30 months and be renewed when necessary due to deterioration of the falls or at intervals of not more than 5 years, whichever is the earlier. Every week all survival craft, rescue boats and launching appliances must be visually inspected to ensure that they are ready for use; all engines in lifeboats and rescue boats shall be run ahead and astern for a total period of not less than 3 minutes provided the ambient temperature is above the minimum temperature required for starting the engine; and the general emergency alarm system must be tested. Monthly inspections of the LSA, including lifeboat equipment, must be carried out using a checklist to ensure that they are complete and in good order. A report of the inspection shall be entered in the logbook. Servicing of inflatable liferafts, inflatable lifejackets and inflated rescue boats must take place at intervals not exceeding 12 months. Disposable HRUs must be replaced before their date of expiry has passed, or if not disposable, HRUs must be serviced at intervals not exceeding 12 months. The Inspector is to check all records and note any deficiencies.

Refer: MGN 548 (M&F) - Life-Saving Appliances – Inflatable SOLAS Certificated Liferafts, Lifejackets, Marine Evacuation Systems, and repair of Inflated Rescue Boats - Servicing Requirements and Approved Service Stations

8.0 Shipboard and Fishing Operations

8.1 Development of Plans for Shipboard and Fishing Operations

8.1.1 Are plans and instructions, including checklist as appropriate, established for key shipboard and fishing operations for the safety of the ship and crew and the prevention of pollution?

Note: The Inspector should check the contents of the procedures manual to ensure that they are:

- *Relevant to the vessel; and*
- *Written in the working language of the crew.*

And that they at least contain:

- *Safety Objectives;*
- *A safety and environmental protection policy;*
- *Owner responsibilities and authority;*
- *Designated person;*
- *Skipper's responsibility and authority*
- *Crew qualifications, training and manning;*
- *Plans to ensure safe operation and environmental protection;*
- *Procedures for potential emergency onboard emergencies;*
- *Procedures for reporting accidents, hazardous occurrences and non-conformities;*
- *Maintenance procedures for vessel and equipment;*
- *Procedure for control of all documents and data; and*
- *Procedures for internal reviews and self-assessments*

Refer: MGN 596 (F) FISHING SAFETY MANAGEMENT CODE: Helping to improve the management of safety on Fishing Vessels.

8.2.1 Are procedures established to ensure that the ship is maintained in conformity with the provisions of the relevant rules and regulations?

Note: In meeting these requirements the Owner must ensure that appropriate corrective action is taken and records of these activities are maintained.

8.2 General Emergency Alarm System, Muster List and Emergency Instructions

8.2.1 Is the general emergency alarm system functioning correctly?

Note: The general emergency alarm system must be capable of sounding the general alarm signal consisting of seven or more short blasts followed by one long blast on the vessel's whistle or siren and additionally on an electrically operated bell or klaxon or other equivalent warning system which shall be powered from the vessel's main supply and the emergency source of electrical power.

8.2.2 Are muster lists displayed onboard?

Note: Muster lists and emergency instructions shall be exhibited in conspicuous places throughout the vessel including the wheelhouse, engine room and crew accommodation spaces. The muster list shall show the duties assigned to the different members of the crew including:

- *closing of the watertight doors, fire doors, valves, scuppers, side scuttles, portholes and other similar openings in the vessel;*
- *equipping of the survival craft and other life-saving appliances;*
- *preparation and launching of survival craft;*
- *general preparations of other life-saving appliances;*
- *use of communication equipment; and*
- *manning of fire parties assigned to deal with fires.*

The muster list shall specify which officers are assigned to ensure that life-saving and fire appliances are maintained in good condition and ready for immediate use.

The muster list shall specify substitutes for key persons who may become disabled, taking into account that different emergencies may call for different actions.

The muster list shall be prepared before the vessel proceeds to sea and kept updated.

8.2.3 Are fire and abandon ship drills carried out regularly?

Note: Abandon ship and fire drills should be carried as required by the flag State. Check that all personnel on board are required to routinely participate in drills. Abandon ship drills must include a full muster, check crew members are suitably dressed, check that lifejackets are correctly donned, preparation of survival craft, operation of davits and use of LSA radio equipment. Fire drills shall include muster as per fire response, starting the fire pump and proving pressure, check of firefighter's outfits, check of other personal rescue equipment, check operation of WTDs, check operation of fire doors, check operation of fire dampers, check means of escape and checking abandonment arrangements. Rescue boats shall be launched each month with their assigned crew aboard and manoeuvred in the water. The training and drills schedule shall include anchoring, person overboard recovery equipment and pollution prevention drills, each to be completed at least every month.

Refer: MGN 570 (F) Emergency Drills and MGN 571 – Prevention of Man Overboard.

8.2.4 Are fire and abandon ship drills carried out regularly?

9.0 Communications and Navigation

9.1 General

9.1.1 Is there a clear policy on the Skipper's authority for safe navigation and protection of the marine environment?

Note: The Company should ensure that the safety management system operating on board the vessel/unit contains a clear statement emphasising the Skipper's authority. The Company should establish in the safety management system that the Skipper has the overriding authority and the responsibility to make decisions with respect to safety and pollution prevention and to request the Company's assistance as may be necessary.

9.2 Radio Equipment

9.2.1 Are GMDSS requirements appropriate to the area in which the vessel operates?

Note: Check the Radio Survey of the IFVC. The inspection of EPIRBs should include:

- *inspection of the housing to ensure it is undamaged;*
- *inspection of the hydrostatic release unit to ensure it is in good order and in date. Releases should be renewed after two years;*
- *inspection of the lanyard, which should be neatly stowed and not attached to the vessel/unit;*
- *ensuring that the markings remain clearly decipherable;*
- *checking the battery to ensure it is in good order and in date. The battery life for most EPIRBs is 5 years;*
- *carrying out a self-test. Most EPIRBs have a self-test facility which is usually a spring-loaded switch.*

Crew should be familiar in the operation of the hand held VHF, EPIRB and Search and Rescue Transponder (SART) and be trained in the setting up and operation of the portable radio equipment appropriate for their vessel.

9.3 Navigation Lights, Shapes and Sound Signals

9.3.1 Is the vessel equipped with navigation lights, shapes and sound signals that are appropriate to all foreseeable modes of operation, in daylight, darkness and in restricted visibility, in accordance with international requirements?

Note: Check the functioning of all navigation lights, sound signals, failure alarms and shapes. A daylight signaling lamp shall be provided, the operation of which is not solely dependent upon the main source of electrical power. The power supply shall in any case include a portable battery.

9.4 Visibility from the Wheelhouse

9.4.1 Is wheelhouse visibility according to minimum requirements?

Note: When assessing minimum standards of visibility, the direct view from the steering position should be used. If visibility is reduced then a risk assessment should be carried out and risk control measures put in place to minimise these. If there are visibility limitations caused by physical vessel design, are the risk control measures employed to address them such as radios and talk back devices in good working order?

9.5 Navigational Equipment and Publications

9.5.1 Is all navigation equipment in good order?

Note: Required navigational equipment should be operational. Such equipment may be a standard magnetic compass, gyro compass, RADAR, echo sounder, speed and distance indicator, rudder angle indicators, propeller revolution indicator, voyage data recorder, ECDIS (if fitted) or engine order logger/printer. Random checks should be made to ensure that equipment is operational.

9.5.1 Are Nautical Publications available and updated?

Note: The inspector should verify that the following are carried and are suitable for the intended voyage:

- *Set of Admiralty charts to cover all areas of operation, with corrections;*
- *International Code of Signals;*
- *Merchant Shipping Notices and Marine Guidance Notes;*
- *Mariners Handbook;*
- *Notices to Mariners;*
- *Up to date Nautical Almanac;*
- *Navigational tables;*
- *Lists of Radio signals;*
- *Lists of Land and Earth Stations;*
- *Lists of Lights;*
- *Sailing directions;*
- *Tide tables;*
- *Tidal Stream Atlases;*
- *Operating/maintenance instructions for navigational aids carried;*
- *Official Log book;*
- *GMDSS radio log;*
- *Table of distress signals; and*
- *MSN 1873*

Any of the above items can be accepted if they are contained in a Nautical Almanac carried onboard. Deck log books should be correctly maintained and an adequate record should be kept of all navigational activities both at sea and in port.

9.6 Navigational Safety

9.6.1 Is the Skipper familiar with ship's routeing systems, ship's reporting systems, VTS, VDR (if fitted), and AIS

Note: The inspector should check the Skipper's knowledge, all flags and pennants, operation of VDR (if fitted) and AIS. The AIS should be programmed with up-to-date voyage information.

9.7 Danger Messages

9.7.1 Is the Skipper familiar with the requirements for transmitting danger messages?

Note: The skipper of every ship which meets with:

- *dangerous ice;*
- *a dangerous derelict or any other direct danger to navigation;*
- *a tropical storm;*

- *sub-freezing air temperatures associated with gale force winds causing severe ice accretion on superstructures; or*
- *winds of force 10 or above on the Beaufort scale for which no storm warning has been received;*

Is duty bound to communicate the information to other ships and competent authorities by any means at their disposal.

9.8 Pilot Ladders

9.8.1 Does the Pilot Ladder meet the required IMO standard and is it safe for use?

Note: Pilot ladders should be rigged in such a manner that the steps are horizontal, and such that the lower end is at a height above the water to allow ease of access to and from the attendant craft. The ladder should rest firmly against the side of the ship. Safe, convenient and unobstructed access should be provided to anyone embarking or disembarking between the ship and the head of the pilot ladder. A lifebuoy with self-igniting light should be kept available at the point of access to the ship, as well as man ropes and a heaving line. At night, the pilot ladder and ship's deck should be lit by a forward-shining, over side light. The top of the pilot ladder should be secured to the certified fixing point and not to handrails. Ladder steps or spacers should not be rigged in a position in which they are taking the weight of the ladder. Care should be taken to ensure that steps and spacers do not become entrapped or twisted.

10.0 Crew Accommodation

10.1 General

10.1.1 Are approved plans for accommodation construction available?

Note: Check that Class has approved the accommodation construction (general arrangement plans).

10.2 Location and Design, Corridors and Exits

10.2.1 Are corridors, staircases, doors and exits free of obstructions, safe to use and clearly marked?

Note: Marked with luminous strip indicators/lighting/signage. All corridors and staircases in and to accommodation spaces must be fitted with secure handrails or grips, insofar as possible on both sides. At least two exits must be provided from each part of the accommodation to open deck located as far apart as possible.

10.2.2 Are accesses, pipes and structure adequate?

Note: Every entrance into the crew accommodation from the open deck shall be so situated and constructed as to be protected against the weather and sea to the greatest extent practicable. Steam pipes, hot water pipes and calorifiers in the crew accommodation shall be efficiently lagged wherever necessary for the protection of the crew against injury or discomfort. Bulkheads and deckheads should be gastight and watertight as appropriate. Decks should be non-slip.

10.2.3 Is bulkhead insulation adequate?

Note: The insulation used must not comprise materials containing asbestos. It should be intact, protect against the effects of heat and steam and be of non-combustible on external bulkheads.

10.2.4 Have appropriate pest management methods been introduced?

Note: All practicable measures shall be taken to protect fishing vessels' crew accommodation against flies and other insects.

10.2.5 Are paint coatings adequate?

Note: The interior walls and ceiling of all parts of the accommodation spaces, corridors and galleys shall be painted or covered with some other suitable material. Paint shall be light in colour.

10.2.6 Is the heating system adequate?

Note: All sleeping rooms, mess rooms, hospitals and sanitary accommodation shall be provided with a permanently installed heating system capable of ensuring that when the temperature of the ambient air is - 1°C, the temperature in those rooms can be maintained at 21°C.

10.2.7 Is lighting adequate?

Note: All parts of the crew accommodation, except drying rooms, lockers and store rooms, shall where practicable be adequately lit by natural light. An electric lighting system shall be installed which is capable of supplying adequate light in all parts of the crew accommodation. Check whether a lighting survey has been undertaken and randomly test emergency lights.

10.3 Ventilation and Air-conditioning Systems

10.3.1 Is a suitable ventilation system provided?

Note: All accommodation spaces must be generally ventilated so that there is both a sufficient supply

and discharge of air under all conditions when doors, portholes, skylights or the like are closed. The ventilation system shall be so arranged as to keep noise levels to a minimum and not to cause undue vibration. In vessels of a length (L) of or above 45 metres, the ventilation must be mechanical.

10.3.2 Is a suitable air-conditioning system provided?

Note: Vessels engaged in trade between 36°N and 36°S must be equipped with air conditioning in sleeping quarters, infirmaries, mess rooms, recreation rooms, offices, radio rooms and engine manoeuvring spaces. The same applies to navigation rooms, with the exception of the wheelhouse.

10.4 Bunks

10.4.1 Is the accommodation clean and tidy?

Note: The Skipper and crew shall take appropriate measures to ensure that the accommodation and all its fittings and equipment are cleaned regularly in order to maintain an appropriate standard of hygiene. Check accommodation is free of animal/insect infestation. Check procedures are in place to manage infestations.

10.4.2 Is the maximum number of persons accommodated in sleeping rooms limited to 4 persons and adequate fittings supplied?

Note: Inspector to check sleeping arrangements. Every sleeping room shall be fitted with a bed for each person accommodated in the room. Every bed shall be fitted with a suitable mattress. A clothes locker, drawer, seat, coat hook, desk/table, mirror and cabinet, book, curtain, bedding and other linen should also be provided.

10.5 Mess Rooms, Galleys and Storerooms

10.5.1 Are mess rooms, galleys and storerooms clean, tidy and in a hygienically satisfactory condition?

Note: Notes: Unburned fuel or fatty deposits in galley ranges, within flue pipes and in the filters of galley extraction fans can cause fire and must be maintained in a clean condition. Oil and deep fat fryers should be fitted with thermostats to cut off the electrical power and prevent overheating.

10.5.2 Are fridge, freezer and dry store areas being maintained at suitable temperature?

Note: Fridge (less than 5°C), Freezer (less than -18°C), Dry Store (around 10°C). If defrosting is not an automatic process, equipment should be defrosted regularly to maintain its efficiency.

10.5.3 Is cold drinking water available?

Note: Cold drinking water shall be laid on to the galley taps which shall be readily accessible to the crew.

10.6 Potable Water Systems

10.6.1 Are tests undertaken of the potable water system and is regular maintenance carried out and recorded for both domestic and supplied potable water?

Note: Check that documented procedures are in place and records are maintained. May include UV treatment and/or super chlorination.

10.7 Toilets, Bathrooms and Laundry Rooms

10.7.1 Are sanitary facilities adequate for the crew?

Note: One flush toilet shall be provided for every eight persons or less. Each separate toilet room shall be provided with a wash basin. One bath or shower should be provided for every eight persons or less. One wash basin should be provided for every six persons or less.

10.7.2 Are adequate facilities provided for washing and drying clothes?

Note: Washing troughs or other suitable equipment shall be provided to enable the crew to wash their clothes and shall be adequate in size and sufficient in number for that purpose. Facilities for drying the crew's clothes shall be provided in a room appropriated for use as a drying room only, or, if that is impracticable, in the laundry or crew's washing room. Adequately ventilated compartment or lockers for use solely for hanging oilskins and other working clothes shall be provided outside but convenient to the sleeping rooms.

10.8 Maintenance and inspection of crew accommodation

10.8.1 Are regular inspections of the accommodation carried out by the Skipper?

Note: The skipper of every fishing vessel or an officer appointed by him for the purpose shall inspect every part of the crew accommodation at intervals not exceeding 7 days and shall be accompanied on the inspection by at least on member of the crew appointed for that purpose by the crew. The inspections should ensure that: accommodation is clean, decently habitable and safe, and is maintained in a good state of repair; food and water supplies are sufficient; and galley and food storage spaces and equipment are hygienic and in a proper state of repair. The results of such inspections, and the actions taken to address any deficiencies found, shall be recorded and available for review.

10.9 Hospital

10.9.1 Is the hospital clean and tidy and ready for immediate use?

Note: Check that the space is not being used for storage or alternative accommodation. First aid kits should be readily available. Oxygen resuscitation equipment should be available for immediate use where fitted.

10.9.2 Is an alarm system fitted in the hospital and is it regularly tested?

Note: An electric bell-push shall be provided so as to be within reach of the bed and communicating with the sleeping room of the person in charge of the patient.

10.9.3 Is there a system for verifying and checking medical stores and are they adequate?

Note: Check records are being maintained.

Refer: Application of the Merchant Shipping and Fishing Vessels (Medical Stores) Regulations 1995 No. 1802 and the Merchant Shipping and Fishing Vessels (Medical Stores) (Amendment) Regulations 1996 No. 2821. MSN 1768 Ships Medical Stores.

10.9.4 Are hospital cabins/treatments rooms adequate?

Note: In vessels of a length (L) of 45 metres or above, a separate hospital cabin shall be provided. The hospital shall contain one bed when the number of crew members is 18 or less, and otherwise two. The hospital shall not at any time be used for any purpose other than the treatment of sick persons. In vessels where each crew member has their own sleeping cabin with en-suite toilet and bath, a treatment room (casualty room) may be set up instead of the required hospital, regardless of the size of the crew.

11.0 Clean Seas

11.1 Clean Seas

11.1.1 Does the vessel comply with MARPOL Annex I – Prevention of Pollution by Oil?

Note: Check that the Engine Room (Part I) Oil Record Book (ORB) is correctly completed? ORB entries should be signed (not initialed) and each completed page should be signed by the Master. Operations should be recorded in chronological order as they have been executed on board. Dates should be entered in dd-MONTH-yyyy format, e.g. 16-MAR-2020. There should not be empty full lines between successive entries. If a wrong entry has been recorded in the Oil Record Book (ORB), it should immediately be struck through with a single line in such a way that the wrong entry is still legible. The wrong entry should be signed and dated, with the new corrected entry following. Tank nomenclature should be recorded as per the format noted within the International Oil Pollution Prevention Certificate (IOPPC). Is the OWS working correctly? Check the SOPEP.

Refer: Merchant Shipping (Prevention of Oil Pollution) Regulations (SI 2019/42)

11.1.2 Does the vessel comply with MARPOL Annex IV – Prevention of Pollution by Sewage?

Note: Check that the sewage treatment plant discharges comply with MARPOL requirements. The inspector should check what performance/function test are required by the PM system or OEM manuals and document any variance from the procedures. Where appropriate, controls should be in place to prevent the unauthorised discharge of sewage. Such measures shall ensure that all discharges comply with the requirements of MARPOL Annex IV as applicable. Evidence may include, but not be limited to, procedures within SMS or vessel operating manual, Chief Engineer Standing Orders, crew training and appropriate signage/physical barriers.

Refer: Merchant Shipping (Prevention of Pollution by Sewage and Garbage) (SI 2008/3257)

11.1.3 Does the vessel comply with MARPOL Annex V – Prevention of Pollution by Garbage?

Note: Check the vessel's garbage management plan and that garbage been handled and disposed of in accordance with MARPOL. Every ship of 100 gross tonnage and above, and every ship which is certified to carry 15 persons or more, shall carry a garbage management plan which the crew shall follow. Every ship shall display placards which notify the crew of the disposal requirements of garbage. The placards shall be written in the working language of the ship's personnel and, for ships engaged in voyages to ports under the jurisdiction of other Parties to the Convention, shall also be in English. When garbage is mixed with other discharges having different disposal or discharge requirements the more stringent requirements shall apply. Waste receptacles should be constructed of non-combustible materials with no openings in the sides or bottom. The disposal into the sea of all plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags and incinerator ashes from plastic products which may contain toxic or heavy metal residues, is prohibited. The storage locations for garbage should be carefully selected to ensure that the garbage presents no potential hazard to adjacent spaces. Particular consideration should be given to the storage of garbage that is designated as 'special waste', such as batteries, sensors and fluorescent tubes, to ensure that only compatible materials are stowed together.

Check that the Garbage Record Book has been correctly completed. Each discharge operation, or completed incineration, shall be recorded in the Garbage Record Book and signed for on the date of the incineration or discharge by the officer in charge. Each completed page of the Garbage Record Book shall be signed by the Master of the ship. The entries in the Garbage Record Book shall be at least in English. The entry for each incineration or discharge shall include date and time, position of the ship, description of the garbage and the estimated amount incinerated or discharged. The

Garbage Record Book shall be kept on board the ship and in such a place as to be available for inspection in a reasonable time. This document shall be preserved for a period of two years after the last entry is made on the record. If applicable, equipment on board is available to provide that food waste is comminute or ground to particle size < 25mm prior to discharge in accordance with MARPOL Annex V. Inspector to verify records confirm hazardous wastes are to be stored in designated waste storage areas with secondary containment in place for liquid waste. Receipts for garbage landed ashore should be retained and filed on board.

Refer: Merchant Shipping (Prevention of Pollution by Sewage and Garbage) (SI 2008/3257)

11.1.4 Does the vessel comply with MARPOL Annex VI – Prevention of Air Pollution?

Note: Check the vessel's International Air Pollution Prevention (IAPP), Engine International Air Pollution Prevention (EIAPP) Certificate and NO_x Engine Technical File. Incinerators should comply with IMO specifications. Ship's personnel should be familiar with essential procedures regarding the operation of air pollution prevention equipment. Are controls in place to manage ozone depleting substances in compliance with MARPOL? Is there an Ozone Depleting Substances Record Book? (MARPOL Annex VI Regulation 12) Is it kept up to date? Record types of ODS gas held on board. Other evidence may include, but not be limited to: systems containing ODS managed via the PMS, crew training, recording and investigation of leaks of ODS.

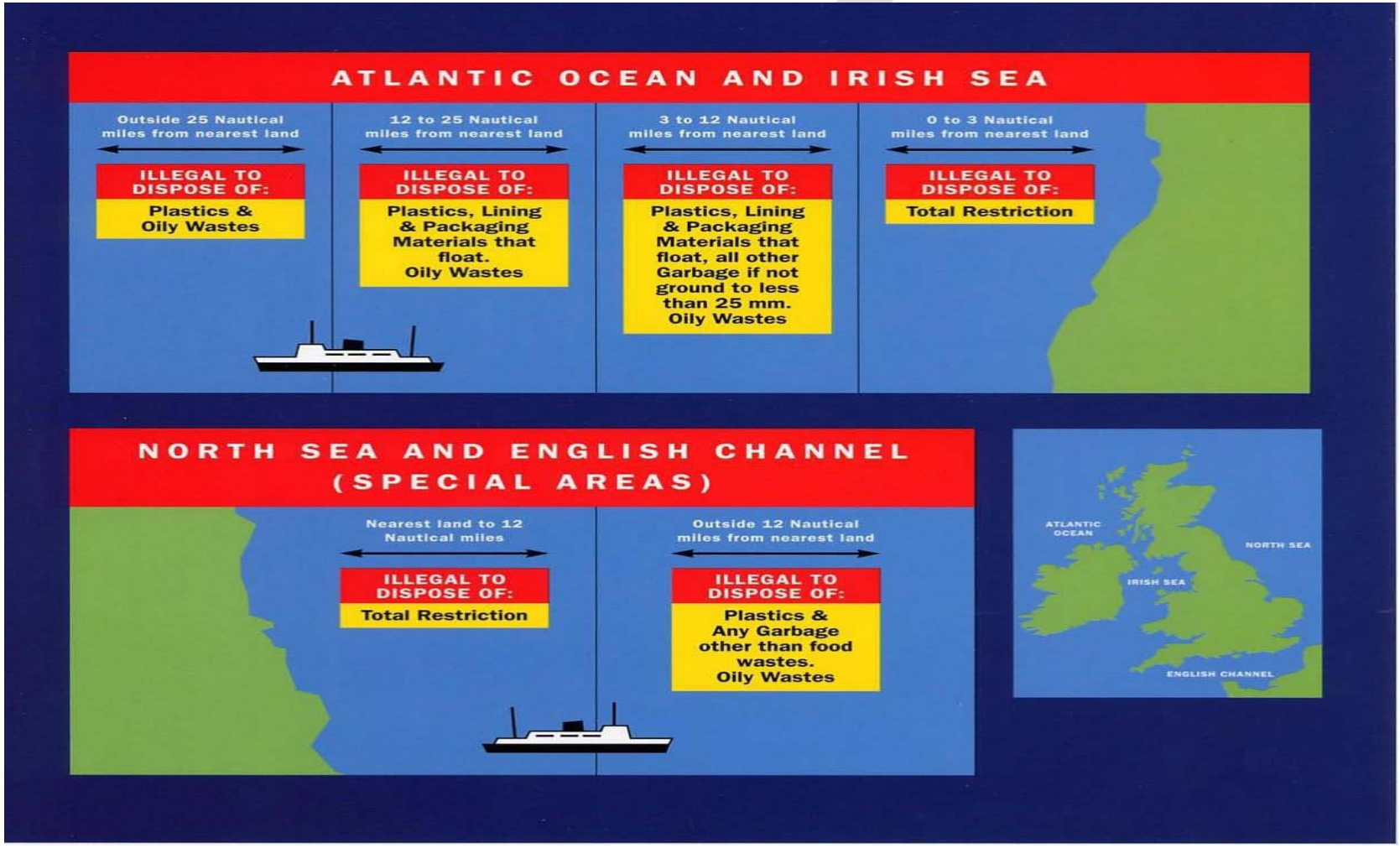
Refer: Merchant Shipping (Prevention of Air Pollution from Ships) Regulations (SI 2008/2924)

11.2 MARPOL Placard

11.2.1 Does the vessel display a placard showing the legal requirements of dumping waste in accordance with the requirements of MARPOL?

Note: This should be similar to the format in Annex A.

Annex A: MARPOL Placard



Annex B: International Fishing Vessel Certificate

MSF

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

INTERNATIONAL FISHING VESSEL CERTIFICATE (Certificate of Compliance)

Issued under the Provisions of the Fishing Vessels (Codes of Practice) Regulations 2017 No.943 and confirming compliance of the vessel named hereafter with the provisions of Council Directive 97/70/EC and Council Directive 2002/35, and with the Fishing Vessels (Codes of Practice) Regulations 2017, under the Authority of the Government of the United Kingdom of Great Britain and Northern Ireland by the Maritime and Coastguard Agency, an Executive Agency of the Department for Transport.

Particulars of Vessel

Name of Vessel		Name of Owner	
Official RSS Number		Fishing Number	
Port of Registry		Registered Length	
Overall Length			

Date on which keel was laid or ship was at a similar state of Construction _____

Date of building or major conversion contract _____

Date of Delivery or completion of major conversion _____

THIS IS TO CERTIFY:

1. *that the vessel has been surveyed in accordance with Regulation I/6(1) of the Annex to the Torremolinos Protocol 1993 and Regulation 5 of the Fishing Vessels (Codes of Practice) Regulations 2017;*

2. *that the survey showed that*

   2.1 the vessel fully complies with the requirements of Council Directive 97/70/EC and the Code of Practice for the Construction and Safe Operation of Fishing Vessels of 24m Registered Length and Over; and

   2.2 the maximum permissible draught associated with each operating condition for the vessel is contained in the approved stability book dated _____

3. *that an Exemption Certificate has/has not been issued*

4. *this Certificate indicates the conditions of the items examined on the day of the survey met the necessary requirements. It does not confirm that these requirements were met after this date.*

This Certificate is valid _____ until subject to surveys in accordance with Regulations I/6(1)(b)(ii) and (iii) of the Annex to the Torremolinos Protocol 1993 and Regulation 5 of the Fishing Vessels (Code of Practice Regulations 2017;

Signature _____ Name _____
Signature of Authorised Official issuing the Certificate

Place _____ Date _____

Name of Vessel

Periodical Equipment Survey
This is to certify that, at a survey as required by Regulation I/6(1)(b)(ii) of the Annex to the Torremolinos Protocol 1993, the vessel was found to comply with the relevant requirements

Place		Signed	Signature of Authorised Official	MCA Stamp
Date		Name		

Intermediate Survey
This is to certify that, at a survey as required by Regulation I/6(1)(c) of the Annex to the Torremolinos Protocol 1993, the vessel was found to comply with the relevant requirements

Place		Signed	Signature of Authorised Official	MCA Stamp
Date		Name		

First Periodical Radio Survey
This is to certify that, at a survey as required by Regulation I/6(1)(b)(iii) of the Annex to the Torremolinos Protocol 1993, the vessel was found to comply with the relevant requirements

Place		Signed	Signature of Authorised Official	MCA Stamp
Date		Name		

Second Periodical Radio Survey
This is to certify that, at a survey as required by Regulation I/6(1)(b)(iii) of the Annex to the Torremolinos Protocol 1993, the vessel was found to comply with the relevant requirements

Place		Signed	Signature of Authorised Official	MCA Stamp
Date		Name		

Third Periodical Radio Survey
This is to certify that, at a survey as required by Regulation I/6(1)(b)(iii) of the Annex to the Torremolinos Protocol 1993, the vessel was found to comply with the relevant requirements

Place		Signed	Signature of Authorised Official	MCA Stamp
Date		Name		

Extension of Certificate
Endorsement to extend the validity of the Certificate for a period of grace where Regulation I/11(1) of the Annex to the Torremolinos Protocol 1993 applies

This certificate shall in accordance with Regulation I/11(1) of the Annex to the Torremolinos Protocol 1993 be accepted as valid until	Date

Place		Signed	Signature of Authorised Official	MCA Stamp
Date		Name		

Extension of Certificate
Endorsement to extend the validity of the Certificate until reaching the port of survey or for a period of grace where Regulation I/11(2) or Regulation I/11(4) of the Annex to the Torremolinos Protocol 1993 applies

This certificate shall in accordance with Regulation I/11(2)/Regulation I/11(4) *of the Annex to the Torremolinos Protocol 1993, be accepted as valid until	Date

Place		Signed	Signature of Authorised Official	MCA Stamp
Date		Name		

Annex C: Detainable Deficiencies

#	Item
1	Failure of proper operation of propulsion and other essential machinery, as well as electrical installations.
2	Insufficient cleanliness of engine-room, excess amount of oily-water mixture in bilges, insulation of piping including exhaust pipes in engine-room contaminated by oil, and improper operation of bilge pumping arrangements.
3	Failure of the proper operation of emergency generator, lighting, batteries and switches.
4	Failure of proper operation of the main and auxiliary steering gear.
5	Absence, insufficient capacity or serious deterioration of personal life-saving appliances, survival craft and launching and recovery arrangements.
6	Absence, non-compliance or substantial deterioration to the extent that it cannot comply with its intended use of fire detection system, fire alarms, fire-fighting equipment, fixed fire-extinguishing installation, ventilation valves, fire dampers and quick-closing devices.
7	Absence, non-compliance or serious deterioration of lights, shapes or sound signals.
8	Absence or failure of the proper operation of the radio equipment for distress and safety communication.
9	Absence or failure of the proper operation of navigation equipment, taking the relevant provisions of SOLAS regulation V/16.2 into account.
10	Absence of corrected navigational charts, and/or all other relevant nautical publications necessary for the intended voyage, taking into account that electronic charts may be used as a substitute for the charts.
11	Serious deficiency in any operational requirements.
12	Number, composition or certification of crew not corresponding with safe manning document.
13	Significant areas of damage or corrosion, or pitting of plating and associated stiffening in decks and hull affecting seaworthiness or strength to take local loads, unless properly authorized temporary repairs for a voyage to a port for permanent repairs have been carried out.
14	A recognized case of insufficient stability.
15	The absence of sufficient and reliable stability information, in an approved form,
16	Absence, substantial deterioration or defective closing devices, hatch closing arrangements and watertight/weathertight doors.
17	Overloading.
18	Absence of, or impossibility to read, draught marks and/or Load Line marks.
19	(i) Absence, serious deterioration or failure of proper operation of the oily-water filtering equipment, the oil discharge monitoring and control system or the 15 ppm alarm arrangements. (ii) Oil Record Book not available. (iii) Unauthorized discharge bypass fitted.
20	(i) Absence of valid International Sewage Pollution Prevention Certificate. (ii) Sewage treatment plant not approved and certified. (iii) Ship's personnel not familiar with disposal/discharge requirements of sewage.
21	(i) Absence of the garbage management plan. (ii) No garbage record book available. (iii) Ship's personnel not familiar with disposal/discharge requirements of garbage management plan.
22	(i) Absence of valid IAPP Certificate and where relevant EIAPP Certificates and Technical Files. (ii) Fuel sulphur content exceeds 0.5% m/m. (iii) Incinerator does not comply with IMO requirements. (iv) Ship's personnel are not familiar with essential procedures regarding the operation of air pollution prevention equipment.