

SMALL FISHING VESSEL INSPECTION

IT PAYS TO BE PREPARED

Quick Guide to Preparing for Inspection



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Quick Guide to Inspection or Survey Preparation

Preparing and presenting your vessel properly for inspection or survey will save you both **time** and **money**.

Forward planning and preparation could make the difference between success and failure. This leaflet sets out useful advice to help ensure that your next inspection or survey is a successful one.

Applying for Inspection or Survey

Apply early to your local Marine Office. Your inspection or survey can begin up to six months before your Decal (soon to be replaced with a Small Fishing Vessel Certificate) expires, which will be five years from the date of your last inspection. Your local Marine Office can advise you of this date if you are unsure.

Organise your inspection or survey to limit the number of visits the Inspector or Surveyor has to make. If your vessel is well prepared then most inspections or surveys can be completed in one visit.



Check List

Before you start, check which type and length of vessel you are operating so that you comply with the relevant requirements of the Small Fishing Vessel Code which can be found in Merchant Shipping Notice (MSN)1813:

→ **Open Vessels**

Less than 7m Registered Length.

7m to less than 12m Registered Length.

→ **Decked Vessels**

Under 10m Registered Length.

10m to less than 12m Registered Length.

→ **All Vessels**

12m Registered Length to less than 15m Overall Length.

On Board Survey/Inspection

What is the Inspector/Surveyor looking for?

Areas the Inspector/Surveyor will examine in detail the following areas whilst on board your vessel will include...

- ❖ Documents.
- ❖ Code of Practice Items.
- ❖ Other relevant Items:
 - Machinery Spaces
 - Deck
 - Fishing Gear
 - Wheelhouse/Cabin.
- ❖ Equipment Tests.
- ❖ Vessel Operations and Drills.

These are dealt with in more detail below and carrying out your own checks in advance can identify problems you can rectify beforehand.

Please note this booklet is not a definitive guide and compliance with regulations in force at the time is required.

1. Documents

A photograph showing two men on a boat. One man is wearing a blue long-sleeved shirt and is pointing towards something off-camera. The other man is wearing a white hard hat, a yellow high-visibility vest over a blue shirt, and is looking towards the first man. The background shows parts of the boat's structure and equipment.

Bring with you the following documents or evidence which will be checked during the inspection:

- ❖ DECAL – the validity of this will be checked if not already known.
- ❖ Self Certification form, which should have been signed annually by the owner.
- ❖ Certificate of Registry: note – change of ownership and/or modifications to the vessel such as change of length, engine etc. will require that the Certificate of Registry be renewed/amended.
- ❖ Crew Training Certificates, which will be checked for validity:
 - Basic Health and Safety.
 - Basic Sea Survival.
 - Basic Fire Fighting.
 - Basic First Aid.
 - Safety Awareness.

Documents continued

- ❖ Safety Awareness and Risk Assessment (if applicable)
Copies on board/available in Risk Assessment folder.
Note – change of ownership or change of mode of fishing will require amended/new Risk Assessments.
- ❖ Radio Licence (Contact **0207 981 3131** or **0300 1231000**).
- ❖ Radio Certificates of Competency – one of the crew should hold either:
 - Short Range Radio Certificate (Area A1).
 - Restricted GMDSS (Area A2).
- ❖ Validity of any servicing certificates for Fire Appliances, Liferafts, etc.
- ❖ Any other training certificates which may be voluntary at present but which may become mandatory in the future such as Navigation Watchkeeping, Engine Room Watchkeeping, Stability Awareness etc.



2. Code of Practice Items

These items are required by the Small Fishing Vessel Code. Check the Code to establish the type and length of your vessel and to identify what items you are required to have. Additional guidance is contained within the Code and reference should also be made to this.

Mandatory Items	MCA checks may include.
Lifejackets with lights	<ul style="list-style-type: none">• There is one per person.• The battery expiry on light.• Reflective tape is in good condition.• Straps and stitching are sound.• There are no signs of dampness or rotting fabric.• Inflatable lifejackets have been serviced annually.• Inflatable lifejackets comply with BS EN 396 or 399, auto inflation and are of 150 Newtons buoyancy.• Stored in a readily accessible place and crew aware of location and donning instructions clearly displayed.

Mandatory Items	MCA checks may include.
Inflatable liferaft/s (as applicable)	<ul style="list-style-type: none"> • The hydrostatic release unit and/or float-free arrangements Note – reduced strength HRU (Green Hammar type) may be used for smaller liferafts. • Services carried out as required or as per the manufacturer’s instructions.
Lifebuoys, rescue quoit	<ul style="list-style-type: none"> • Correctly marked with name, Port of Registry and retro reflective tape. • Location, ease of use.
Parachute flares, hand-held flares and smoke signal/s	<ul style="list-style-type: none"> • Date and condition.
Portable and non-portable fire extinguishers	<ul style="list-style-type: none"> • Correct type (5A/34B or 13A/113B, complying with BS EN 3, 1996 or the Marine Equipment Directive), condition, adequately maintained (annual service), and location.
Fire pump/s, fire main, hydrants, hoses and nozzles	<ul style="list-style-type: none"> • Each pump, operated separately – jet of water produced at any part of the ship whilst required pressure is maintained in fire main (as applicable).
Fire bucket with lanyard (as applicable)	<ul style="list-style-type: none"> • Present on vessel.
Fire blanket, in galley if applicable	<ul style="list-style-type: none"> • Present on vessel, to standard BS EN 7944 or recognised equivalent BS EN 1869.

Mandatory Items	MCA checks may include.
Fixed fire fighting system for machinery spaces, as appropriate	<ul style="list-style-type: none"> • Means of operation clearly marked. • Sufficient capacity for the space it protects. • Distribution pipework proved clear. • Advance warning system for occupied spaces. • Adequately maintained and serviced according to manufacturers instructions.
Fire detection and alarm system	<ul style="list-style-type: none"> • Alarms audible in wheelhouse and working on deck. • Check condition. • If required in machinery and accommodation spaces, you will be required to examine and test.
Gas detection and alarm system	<ul style="list-style-type: none"> • You will be required to examine and test. Note that if you have LPG appliances fitted in the vessel you will need to fit a detection system. • Securely fixed in lower part of compartment. • Maintained in accordance with manufacturers instructions.
Bilge pumping	<ul style="list-style-type: none"> • Bilge pump/s work by testing them. • Clear of obstructions. • Note that the use of automatic bilge pumps is not allowed in machinery spaces under Marine Pollution (MARPOL) Regulations.
Bilge alarms	<ul style="list-style-type: none"> • Sensors in good working order. • If watertight bulkhead is fitted then you require one alarm sensor in the fish room and one in the machinery space. You will be required to test these are audible and/or visual from inside and outside the wheelhouse.

Mandatory Items	MCA checks may include.
Navigation lights	<ul style="list-style-type: none"> • Shapes and sound signalling equipment as appropriate to the type and size of the vessel. Includes navigation lights, fishing lights, whistle, day fishing signal, anchor ball.
Charts and nautical publications.	<ul style="list-style-type: none"> • Necessary for intended voyage available and up-dated.
Radar reflector	<ul style="list-style-type: none"> • Condition, (recommended for wooden or GRP vessels).
Two-way radio telephone apparatus	<ul style="list-style-type: none"> • Portable or fixed. • Ship's Radar Licence (call sign and MMSI number). • Live call to test equipment and or MMSI number. • DSC and position feed from GPS is strongly recommended.
EPIRB	<ul style="list-style-type: none"> • The hydrostatic release unit and float-free arrangements. • Registered with MCA to present vessel/owner. • Battery is in date.
Magnetic compass	<ul style="list-style-type: none"> • Present on vessel. • Checked for deviation.
Anchor and cable	<ul style="list-style-type: none"> • Meets Seafish standards for new vessels and for existing vessels a suitable means of anchoring with chain or warp. • Condition to be checked. • Should be ready for rapid deployment.

Mandatory Items	MCA checks may include.
<p>Lifting and working equipment fishing gear, winches, wires, blocks, nets, lines etc.</p>	<ul style="list-style-type: none"> • Properly installed in accordance with manufacturers instructions. • Inspected and examined in accordance with The Merchant Shipping and Fishing Vessels (Provision and Use of Work Equipment) Regulations 2006 and MGN 331 and The Merchant Shipping and Fishing Vessels (Lifting Operations and Lifting Equipment) Regulations 2006 and MGN 332. • Records should be available for inspection.
<p>Medical kit</p>	<ul style="list-style-type: none"> • First aid kits category 'C' standard for vessels up to 60 nautical miles from shore and category 'B' for vessels operating between 60 and 175 nautical miles from the nearest port. • MSN 1768 (M+F) provides guidance on the contents which should be included.
<p>Stability data</p>	<ul style="list-style-type: none"> • Will be required for 12m-15m vessels. Full details can be found in MSN 1813 (F). • It is highly recommended that this information be supplied with any new vessel over 7m.

Modifications

If you are considering modifying your vessel by the addition of new fishing equipment, net drums, winches, shelter decks etc., you are strongly advised to discuss the possible effects on the stability of the vessel with a consultant before you commence any work.



3. Other Relevant Items

In order to best prepare for your inspection or survey, other items that you should familiarise yourself with and that the Surveyor may wish to check are set out below. It should be noted that this list is not definitive and checks may vary depending on the vessel.

Where applicable, check the following is in good working order, properly maintained and serviced and meets the requirements of any relevant legislation or Codes of Practice, Merchant Shipping Notices and Marine Guidance Notices. Also ensure records are available for inspection where these are required.

Machinery Spaces

- **Main and auxiliary engines:** condition, guards, exhaust, no exposed high temperature surfaces, fuel lines safe – no leaks.
- **Bilges:** condition, no oil being pumped overboard, cleaned to allow access to seawater pipes/bulkheads etc.
- **Pipework:** condition, securing clips, skin fittings, sea cocks and their ease of operation.

Machinery Spaces continued

- **Seawater inlet valves:** easily and readily accessible and operable from above floor plate level.
- **Savealls:** should be fitted where required and especially below fuel filters.
- **Electrical cables:** condition, securely clipped, electrically safe.
- **Batteries:** condition, terminals, no cables able to short circuit together.
- **Bulkheads:** frames, condition.
- **Fire doors flaps etc.:** condition.
- **Steering gear:** condition, operational test, emergency means of steering upon failure of remote system e.g. tiller arm fitted to the top of the rudder stock.
- **Record of any planned maintenance/servicing of machinery.**
- **Fire risks and hazards:** awareness of risks, i.e. exhausts in good condition and no flammable materials near hot surfaces.
- **Remotely operated valves and dampers:** routine functionality checks done.

Machinery Spaces continued

- **Arrangements for oil fuel, lubricating oil and other flammable oils:** operation of remote means of closing valves on tanks that contain oil fuel, lubricating oil and other flammable oils.
- **Flexible hydraulic hoses:** should not be too long and properly clipped.
- **Leaks:** no leaks of fuel or any oil to be present.
- **Self closing valves:** fitted to water drains and gauge glasses on fuel tanks.
- **Water spray systems:** if fitted, check condition and nozzles clear.
- **Fire extinguishing and special arrangements in the machinery spaces:** operation of the remote means of control provided for: opening and closing of the skylights, release of smoke, closure of the funnel and ventilation openings, closure of doors, stopping of ventilation fans, stopping of oil fuel and other pumps that discharge flammable liquids.
- **Fixed fire fighting gas warning signs:** displayed as appropriate.
- **Fire fighting gas alarms:** fitted and operational.

Machinery Spaces continued

- **Fixed fire fighting gas system:** regularly serviced in accordance with manufacturers instructions, check nozzles clear and operating instructions posted.
- **Appropriate signs:** displayed prohibiting discharge of oil overside and indicating high noise level.
- **Rotating machinery and hot areas such as exhaust manifolds:** properly guarded.
- **Cleanliness:** engine room and other machinery in a clean condition so oil and fuel leaks are readily visible and may be removed as they are also a fire hazard.

Reference to the new Flooding DVD is highly recommended (see section 10 – Additional Reference Material).



Deck

- **Owners and crew should be encouraged to wear constant wear working lifejackets at all times.**
- **Drills:** conducted regularly and crew aware of responsibilities (see Safety Drills publication in section 10 below).
- **Hull:** condition.
- **Stability:** condition of vessel.
- **Decks:** condition.
- **Watertight doors:** condition and operation, seal properly when closed, rubber seals in good condition. Clips and dogs operate freely.
- **Water tight door clips:** free and seals in good condition.
- **Hold back clips:** removed and notice fitted on both sides of the door stating: *“Door to be kept closed at sea.”*
- **Watertight hatches/coamings:** condition and operation.
- **Shelter access hatches and clips.**
- **Bulwarks and rails:** condition, height and in working order.

Deck continued

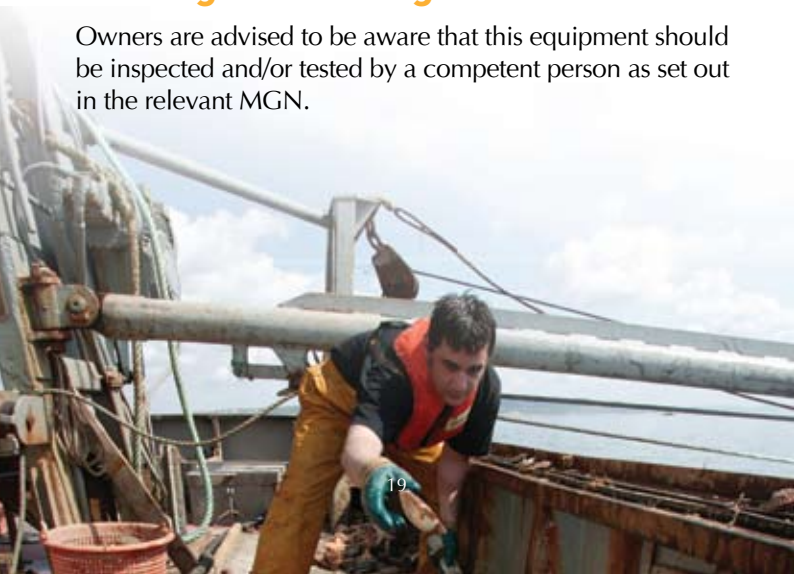
- **Freeing port areas:** clear of obstructions/blockages.
- **Freeing ports:** pivot freely, shutter types fitted with retaining chains. Freeing port area recommended to be minimum 3% of bulwark area.
- **Embarkation arrangements and launching appliances:** for each survival craft including relevant tests.
- **Ease of access to safety equipment.**
- **Escape hatches and clips:** free and seals in good condition.
- **Signs marking escape ways.**
- **Ventilator flaps and closures:** operate freely.
- **Indication:** should show open and closed positions of ventilation flaps.
- **Air pipes from fuel tanks:** fitted with a flash back gauze and satisfactory closing device.
- **Air pipes and sounding pipes:** marked to indicate tanks they serve and sounding pipe, formal closures or caps attached to the sounding pipe with short chain.

- **Open decks:** recommended to have lifelines or points for attachment of safety harnesses (also should be covered by Risk Assessment).
- **Any ‘trip’ hazards:** removed or clearly marked.
- **Any store rooms:** clear so the internal hull and decks can be inspected.
- **Mooring and anchoring:** suitable arrangements in place.

Reference to the Survive and Cold Water Shock DVDs are highly recommended. (See section 10 – Additional Reference Material).

Fishing and Lifting Gear

Owners are advised to be aware that this equipment should be inspected and/or tested by a competent person as set out in the relevant MGN.



Wheelhouse/Cabin

- **Windows:** condition.
- **Port holes/windows:** securing clips and deadlights free, blanks available for external windows if they are broken.
- **Wooden or steel blanks:** recommended to be available for at least two windows in the wheelhouse and accommodation.
- **Doors and hatches:** condition, be easily opened, from both sides for emergencies and self closing device not disabled.
- **Doors:** fitted with self closing devices should be free from hindrance. This type of door would be situated at the galley, engine room entrances and any stairways fitted with structural protection. Unapproved hook backs must not be used; only electromagnetic hold backs linked to the fire detection system are acceptable.
- **Record of LSA equipment:** examined.
- **Instructions for on board maintenance of LSA are on board:** inspect any immersion suits, thermal protective aids etc.

Wheelhouse/Cabin continued

- **Table or curve of residual deviations for magnetic compass:** (deviation card) may be provided.
- **Operational and, where appropriate, maintenance manuals:** for all navigational equipment provided.
- **Fire alarms:** sound in accommodation and sleeping cabins, smoke detectors fitted, ensure they operate on ship and shore power.
- **Gas and/or Carbon Monoxide detectors:** fitted and operational.
- **Cabin escape:** clear access, signs in place and emergency light/s fitted and working. Are there two means of escape to the deck? If one escape is blocked by fire is the alternative available?
- **Fire hazards:** tea towels, etc, should not hang over galley stove.
- **Heaters:** away from combustible material, serviced and comply with MGN 312.
- **Electric stove/fryers/ventilation or extractor fan:** switches to isolate this equipment fitted outside the galley/messroom.

Wheelhouse/Cabin continued

- **LPG detection/shut down alarm:** system operates satisfactorily.
- **Fixed fire extinguishing system:** for galley vent system, if fitted, and any grills, need to be cleaned of grease.
- **Electrical appliances:** safe and have correct wiring fuses or circuit breakers.
- **Shore power:** if fitted, reliable, safely installed with appropriate circuit breakers and sufficient for the necessary services working together, for safety as well as domestic purposes.
- **Failure of shore power:** ensure crew know what to do.
- **Change over to ship power:** ensure 'live aboard' crew can change over to ship power from shore power.
- **Emergency instructions:** available for each person on board. Copies of suitably up-dated muster list posted in conspicuous places **and in a language understood by all** persons on board and posters or signs in the vicinity of survival craft and their launching stations as applicable.

Wheelhouse/Cabin continued

- ❖ **As appropriate:** if fitted, checks may be carried out on the following: the magnetic compass, gyro compass, radar installation, automatic radar plotting aid, echo sounding device, speed and distance indicator, rudder angle indicator, propeller rate of revolution indicator, variable pitch propeller pitch and operational mode indicator, Automatic Identification System (AIS), voyage data recorder, ECDIS.
- ❖ **Hygiene:** in living and working areas must be of an acceptable standard.



4. Vessel Operations

This section deals with some of the issues surrounding your vessel operation. It is not a definitive guide to your operation. Further information is contained in the Seafish Small Vessel Safety Guidance booklet and you must undertake a Risk Assessment using the Seafish Risk Assessment folder (See section 10 – Additional Reference Material).

Fish Room

- **Access ladder:** available and fitted with hooks at top to secure it when in use.
- **Light fittings:** in good working order.
- **Refrigeration coils:** in good order and securely fastened to deck head.
- **Bilge strums:** clean and clear of any obstructions.
- **Bilge alarm sensors:** in good order.
- **Ice scuttles:** in place and fitted with retaining chains.

Trawling

- **Vessel layout:** allows safe working of gear, can winch and warp runs be improved and can crew move around free from obstructions?
- **Winch/warp runs:** guards to prevent injury from winches and warps.
- **Location of winch/net drum controls:** operator can see crew are stood clear before operating winch and systems of signals in place for safety.
- **Stability:** if power blocks and net drums are installed, has stability been affected?
- **Emergency stops:** can equipment be stopped from somewhere other than the main controls, is an additional emergency stop needed?
- **Towing chains and point:** in good condition.
- **Hooking in lifting becket:** can this be made any safer?
- **Bag handling:** can excessive bag swinging be avoided?
- **Excessive loads:** will you be aware if this happens and have provision to deal with it?
- **Jettisoning gear:** can be done quickly in an emergency.
- **Machinery:** has adequate guards and emergency stops.

Additional Considerations for Beam Trawling/Dredging

- **Handling gear:** effective means of restraining beams/dredges to prevent gear moving across the deck. Can gear be worked without risk of crush injuries?
- **Stability:** everyone aware of the dangers of uneven loading and the need to avoid “lightship” conditions when working the gear.
- **Gear fouled on sea bed:** everyone aware of capsizing danger, are lifejackets worn, hatches and doors closed and Coastguard aware of incident.
- **Catch stowage:** if catch is stowed on deck, is stability affected and is catch secure to avoid shifting and are freeing ports clear?



Potting

- **Vessel layout:** allows safe working, are there snag points, can vessel be modified to shoot pots directly off the deck?
- **Pot stacking:** can pots be stacked in sequence for shooting?
- **Pot numbers:** fleet limited to a number that can be safely worked.
- **Stability:** will the height of stacked pots affect stability? Consider also vessel loading, rope and pot weights, the catch, the pull of the hauler etc.
- **Hauler:** sheaves in good condition, rope ejector knife in place and angle of warp sufficient so rope does not pull out.
- **Controls:** in working order, easily reached by operator and an emergency stop within easy access of others.
- **Davit block/roller:** in good condition, pots can be hauled in with minimum effort and maximum safety, is rope retained even when vessel is rolling?
- **Shooting:** risk of crew entanglement, can a barrier be installed between rope and crew, is shooting speed safe?

Potting continued

- **Shooting emergency:** do crew know what to do?
- **Stacking:** is deck/working area free of obstructions and non slip, are freeing ports blocked, will catch shift in bad weather.

Netting/Lining/Jigging

- **Vessel layout:** allows safe working, are there snag points, can a shooting chute make it safer?
- **Net/line storage:** storage bins secure to avoid moving, have good drainage and fitted with covers to prevent water getting in.
- **Dahn and anchor storage:** can they be taken by crew without risk of tripping/falling, is wheelhouse visibility reduced?
- **Stability:** does height or weight of stacked gear affect stability consider also vessel loading, the catch, the pull of the hauler etc?
- **Line hauler:** sheaves in good condition, line ejector knife in place and angle of warp sufficient so line does not pull out.

Netting/Lining/Jigging continued

- **Net hauler:** check they are in good condition, grip gear effectively, properly guarded, easily be controlled to follow the lay of the gear.
- **Fairlead/hanging block:** retains the line when vessel rolling heavily.
- **Jigging equipment:** jigging reels/mackerel gurdies securely mounted at a safe working height.
- **Controls:** good working order, easily reached, can gear snag on control. Is emergency stop within easy access of others?
- **Shooting:** risk of crew entanglement, can a barrier be installed between rope and crew, is shooting speed safe?
- **Shooting emergency:** do crew know what to do?
- **Hauling:** is there a risk of gear pulling back out?
- **Working area:** free of obstructions.
- **Machinery:** has adequate guards and emergency stops.

5. Equipment Tests

Test may include, but not be limited to:

- **Main and emergency fire pumps:** (afloat).
- **Main and emergency bilge pumps:** including full function test from all spaces (afloat).
- **Bilge alarms.**
- **Remote closures:** for oil fuel and hydraulic oil tanks.
- **Remote shut off switches:** for ventilation fans and oil transfer pumps.
- **Emergency lighting:** including liferaft embarkation areas.
- **Man overboard retrieval systems – if fitted:** (afloat).
- **Fire detection system.**
- **Steering gear.**
- **Emergency power, if fitted:** (afloat).
- **Gas alarms.**
- **Auxiliary engines.**

Equipment Tests continued

- **VHF radio check:** with either Coastguard or Harbourmaster etc.
- **Navigation lights and sound signals.**
- **Anchor and cable:** running out.



6. Drills

- The crew members must be able to satisfy the Surveyor/Inspector as to their familiarity with vessel emergency procedure for abandon ship and firefighting equipment.
- A muster list and emergency stations list is recommended to be displayed as applicable.

Reference to the Survive and Cold Water Shock DVDs and MCA's Safety Drills Publication are highly recommended. (See section 10 – Additional Reference Material).



7. Vessels New to the UK Register

New build vessels must be constructed in accordance with the Seafish Construction and Outfit Standards and inspected against the Small Fishing Vessel Code of Practice to be registered as a Fishing Vessel.

To register an existing vessel you need to request inspection by a Seafish Surveyor to ensure the vessel complies as far as possible with construction standards and is seaworthy. This prevents sub standard vessels being registered.

This inspection usually takes place out of the water to allow inspection of the outside and inside of the vessel. A report will be prepared telling you of any areas of concern which need to be rectified before registration can take place. This report is also sent to the Regional Principal Fishing Vessel Surveyor for approval and comment.

In most cases a Carving and Marking Note will then be issued by the Registry of Shipping and Seaman in Cardiff. When you receive this you may mark the vessel in accordance with the instructions and contact MCA

Vessels new to the UK Register continued

to witness the marks, measure the vessel and inspect the safety equipment. You will also have to ensure the areas of concern highlighted by Seafish have been rectified and witnessed as complete. Only then can the vessel be registered.

There is a charge for the Seafish services and full details can be found on the Seafish website at **www.seafishmarineservices.com**

Currently Seafish are the only certifying authority with standards of construction and outfit for fishing vessels. If other certifying authorities develop similar MCA approved standards for the construction and outfit of new build fishing vessels, then MCA will also consider allowing them to inspect existing vessels prior to them being registered.



Out-of-water Inspection/Survey

What should you consider?

Surveyor checks may include the items below, so following these guidelines will cut down the time the Surveyor spends on board and any need for re-visits:

- Provide/arrange safe access to vessel including external hull areas.
- Remove and clean sea valves, both inlets and overboard.
- Check and record propeller shaft clearances, by lifting the shaft and using a clock gauge or feeler gauges. You can then decide if withdrawal or renewal of the shaft is required.
- Check condition of propeller hub and blades and operation if controlled pitch propeller.
- Check and record the rudder pintle bearing clearances.
- Pressure wash the hull (but do not repaint until after the survey).
- For steel vessels; you may wish to carry out ultrasonic tests on the hull plating and any suspect areas when the Surveyor is present.

Out-of-water Inspection/Survey continued

- For GRP vessels Surveyors will check for signs of de-lamination, damage, osmosis or loss of strength caused by insufficient thickness of GRP, poor bonding, lack of stiffeners etc.
- For wooden vessels Surveyors will check for signs of attack by marine borers (gribble/ toredo), damage and may check fastenings by withdrawing a sample to check the condition.

For 12m – 15m Vessels

- Check draft marks if applied to the vessel. (Note that if the vessel is between 12m and 15m that stability data will be required and that draft marks are required to be checked and applied in order to verify the working draft of the vessel).

8. Main Legislation

(This list is not exhaustive and legislation may be superseded.) Current applicable legislation is available from www.mcga.gov.uk

(SI = Statutory Instrument)

- ❖ MSN 1813 The Fishing Vessels Code of Practice for the Safety of Small Fishing Vessels.
- ❖ The Fishing Vessels (Code of Practice for the Safety of Small Fishing Vessels) Regulations 2001 (S.I. 2001/9) as amended by the Fishing Vessels (Safety of 15-24 Metre Vessels) Regulations 2002 (S.I. 2002/ 2201); and the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 (S.I.1997/2962), as amended.
- ❖ The Merchant Shipping and Fishing Vessels (Personal Protective Equipment) Regulations 1999 (SI 1999/2205) and MGN 311.
- ❖ The Merchant Shipping (Prevention of Oil Pollution) Regulations 1996, (SI 1996/2154).
- ❖ The Merchant Shipping (Prevention of Pollution by Garbage) Regulations 1998, (SI 1998/1377).

Main Legislation continued

- ❖ Fishing Vessels (Safety Training) Regulations 1989 (SI 1989/126) as amended by SI 2004/2169.
- ❖ The Merchant Shipping and Fishing Vessels (Provision and Use of Work Equipment) Regulations 2006 (SI 2006/2183) and MGN 331.
- ❖ The Merchant Shipping and Fishing Vessels (Lifting Operations and Lifting Equipment) Regulations 2006 (SI 2006/2184) and MGN 332.
- ❖ The Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997, (SI 1977/2962) as amended by SI 1998/2411 and SI 2001/54.
- ❖ The Merchant Shipping (Radio) (Fishing Vessels) Regulations 1999, (SI 1999/3210).
- ❖ MGN 389 – Operating Instructions and Signage for Fixed Gas Fire-Extinguishing Systems.
- ❖ MGN 379 – Navigation: Use of Electronic Navigation Aids.
- ❖ MGN 362 – Servicing of Inflatable Liferafts, Inflatable Boats, Rescue Boats, Fast Rescue Boats, Inflatable Lifejackets and Hydrostatic Release Units.
- ❖ MGN 349 – Carriage and Use of Radar Reflectors on Small Vessels.

Main Legislation continued

- ✦ MGN 343 – Hydrostatic Release Units (HRU): Stowage and Float Free Arrangements for Inflatable Liferrafts.
- ✦ MGN 337 – Provision of Safe Means of Access to Fishing and Other Small Vessels.
- ✦ MGN 314 – Wheelhouse visibility onboard Fishing Vessels.
- ✦ MGN 313 – Keeping a Safe Navigational Watch on Fishing Vessels.
- ✦ MGN 312 – Use of Liquid Petroleum Gas (LPG) and Diesel Fuelled Appliances on Fishing Vessels.
- ✦ MGN 311 – Working and Protective Gear for Fishermen.
- ✦ MGN 310 – Fishing Vessels: Risk of Fire and Explosion from Gas Welding and Burning.
- ✦ MGN 309 – Fishing Vessels: The Dangers of Enclosed Spaces.
- ✦ MGN 291 – Fire Detection and Alarm Systems on Fishing Vessels.
- ✦ MGN 276 – Fire Protection – Maintenance of Portable Fire Extinguishers.
- ✦ MGN 267 – The Location and Stowage of Liferrafts and Emergency Positioning Radio Beacons (EPIRB's) on UK Registered Fishing Vessels.



9. Voluntary Training

Fishermen who complete the following will receive a Skippers Certificate for under 16.5m Vessels upto 20 miles:

- 1 day GMDSS Short Range Certificate course.
- 1 day Basic Health and Safety course.
- 1 day Basic Sea Survival course.
- 1 day Basic Fire Fighting and Prevention course.
- 1 day Basic First Aid course.
- 1 day Safety Awareness course.
- 2 day Seafish Bridge Watchkeeping course (12 months service in the fishing industry is required before this course can be taken. This must be evidenced by a testimonial).
- 1 day Diesel Engine course.
- 1 day Stability Awareness course.

As an alternative to the 2 day Seafish Bridge Watchkeeping course, a Boatmaster's Licence or 5 day RYA Coastal Skipper Course Certificate is also accepted.

Fishermen who complete the following will receive a Skippers Certificate for Under 16.5m Vessels beyond 20 miles:

- 1 day GMDSS Short Range Certificate course.
- 1 day Basic Health and Safety course.
- 1 day Basic Sea Survival course.
- 1 day Basic Fire Fighting and Prevention course.
- 1 day Basic First Aid course.
- 1 day Safety Awareness course.
- 5 day Seafish Bridge Watchkeeping course (18 months service in the fishing industry is required before this course can be taken. This must be evidenced by a testimonial).
- 2 day Seafish Engine Room Watchkeeping course.
- 1 day Stability Awareness Course.

As an alternative to the 5 day Seafish Bridge Watchkeeping course, a RYA Yachtmaster Offshore Certificate is also accepted.

It is our intention to consult with the fishing industry as to whether the Skippers ticket should become mandatory.

10. Additional Reference Material

The following publications are also available.

From Seafish Marine Service:

- Fishing Vessel Safety Folder (for Risk Assessment).
- Small Vessel Safety Guidance folder.

These are available by telephoning 0131 524 8678 or on their website at <http://www.seafishmarineservices.com/Safety.htm>

From Seafish:

- Training Association details

These are available by telephoning 01472 252302 or on their website at <http://www.seafish.org/sea/training.asp>

Additional Reference Material continued

From RNLI:

- Survive DVD.
- Flooding DVD.
- Cold Water Shock DVD.
- HRU leaflet.
- Leaflets on lifejackets suitable for potting and trawling.

These are available by telephoning
0800 3280 600.



Additional Reference Material continued

From MCA:

- Fishermen and Safety Guide (MCA/034).
- Safety Drills (MCA/213).
- Loler and Pwuer, your safety at sea (MCA/066).
- Personal Survival at Sea (MCA/075).
- Fire on Ships (MCA/076).
- Marking of Fishing Gear (MCA/067).
- Life Saving Signals (MCA/099).
- Radio Medical Advice stickers (MCA/168).
- Inboard Engine Checklist (Card 1) (MCA/SOS/006).
- Outboard Engine Checklist (Card 2) (MCA/SOS/007).
- Level Headed DVD (MCA/038).

These are available by telephoning EC Group on **0845 603 2431** or emailing **mca@ecgroup.co.uk** and quoting the stated reference numbers.

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* Stornoway acts as the Regional Support for the Scotland and Northern Ireland Small Fishing Vessel Inspectors.

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