

THE CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS

Bailiwick of Guernsey

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Effective from 1 MARCH 2008

1 Foreword

- 1.1 This Code of Practice is made under the Small Fishing Vessels (Safety Regulations) (Bailiwick of Guernsey) Regulations, 2007 (“the Regulations”).
- 1.2 The aim of this Code is to improve safety in the less than 15 metres length overall (“LOA”) sector of the fishing industry and to raise the safety awareness of all those involved with the construction, operation and maintenance of such vessels.
- 1.3 The Public Services Department (“the Department”) is mindful of the need to ensure that safety provisions for Guernsey fishing vessels are, wherever possible, equivalent to those elsewhere, and, in particular, those applicable in the UK fishing sector. This Code is based on the Code of Practice for the Safety of Small Fishing Vessels developed by the MCA, modified to take account of local circumstances. The content of the Code has been the subject of discussion with representatives of the local fishing industry. If the Code needs to be updated at any time to take account of new statutory requirements that apply to vessels operating under the Code, organisations affected by the Code will be consulted.

2 Definitions

In this Code of Practice:

“Approved surveyor” means MacDuff Ship Design or any other person or organisation nominated by the Board;

“MCA” means the UK Maritime and Coastguard Agency, an executive agency of the UK Government’s Department of the Environment, Transport and the Regions;

“MSN” or “Merchant Shipping Notice” means a notice described as such and issued by the MCA, and reference to a specific Merchant Shipping Notice includes reference to any Merchant Shipping Notice amending or replacing that notice;

“Registered length” (RL) means the measurement which:

- (a) is recorded as the registered length in the vessel's certificate of registry;
- (b) would be the registered length if the vessel were a United Kingdom fishing vessel, in the case of an unregistered vessel.

“Sea Areas” refer to the following Global Maritime Distress and Safety System (GMDSS) specifications:

Sea Area A1 - Within range of a VHF coast station with continuous (Digital Selective Calling) DSC alerting.

Sea Area A2 - Outside Sea Area A1, but within range of an MF coast station with continuous DSC alerting.

Sea Area A3 - Outside Sea Areas A1 and A2, but within coverage of an INMARSAT geostationary satellite with continuous alerting.

Sea Area A4 - Outside Sea Areas A1, A2, and A3, i.e. polar regions.

Where the terms used in this Code are defined in the Regulations they have the same meaning as in the Regulations, unless the context requires otherwise.

3 Application

- 3.1 This Code applies to all Guernsey fishing vessels of less than 15 metres LOA. The Code will enter into force on **1 March 2008**.

4 Code Requirements

Safety equipment

- 4.1 The vessel owner must ensure that the vessel complies with the checklist of safety equipment requirements appropriate to the length and construction of the vessel contained in Annexes 1.1-1.6 to the Code. A glossary explaining the minimum requirements for the safety equipment listed in Annexes 1.1-1.6 of the Code can be found at Annex 3.

Inspection of fishing vessels

- 4.2 The vessel owner must present the vessel for inspection on first registration and at intervals not exceeding five years from the date of last inspection.
- 4.3 On satisfactory completion of the inspection an Inspection Form will be issued by the Board or any person authorised by it for the purpose. If deficiencies are found which necessitate follow-up visits, fees may be charged to the owner in accordance with the fee regulations applicable at the time of the follow-up visit.
- 4.4 A vessel may be inspected by the Board or any person authorised by it for the purpose, at any time, to check compliance with Code requirements.

Annual self-certification

- 4.5 The vessel owner must ensure that every year, within 1 month of the anniversary of the vessel's registration he (or a competent person employed by him):

4.5.1 inspects the vessel to confirm that the:

- a) safety equipment carried on board the vessel has been suitably maintained and serviced in accordance with the manufacturers' instructions
- b) safety and other specified equipment continues to comply with the checklist appropriate to the length and construction of the vessel
- c) health and safety risk assessment has been completed; and

4.5.2 checks the crew records to confirm that the safety training requirements of the Code have been met.

On completion of these annual checks, the owner must sign a self-certification declaration as contained in Annex 2 confirming that the vessel and records comply with the Code, and retain a copy of the declaration on board for inspection purposes.

All fishing vessels of 12 metres RL to less than 15 metres LOA

- 4.6 In addition to the requirements in sections 4.1 to 4.5, owners must arrange a lightship check at intervals not exceeding five years from the last lightship check to verify that their stability information remains valid.

New fishing vessels

- 4.7 In addition to the requirements contained in sections 4.1 to 4.5, new fishing vessels with a length of less than 15 metres LOA, (defined as those for which a keel was laid or construction or lay-up was started after 1 March 2008) must comply with the latest release of the construction and outfit standards issued by Seafish or an equivalent standard recognized by the Board or any person authorised by it for the purpose. Table 1 below lists the certification required.

Table 1 Build Certification Required

Vessel Length	Hull Construction Certificate	Outfit Compliance Certificate	Safety Checklist (Annex 1.1-1.6)	Stability Information
Under 7m LOA	Yes	Not Required	Yes	Not Required
7m LOA to less than 12m RL	Yes	Yes	Yes	Not Required
12m RL to less than 15m LOA	Yes	Yes	Yes	Yes

- 4.8 On first registration of a new vessel, the owner shall supply the required hull construction, and outfit certificates from Seafish to the Registrar of British Ships.

Risk Assessments

- 4.9 Employers must make a suitable and sufficient assessment of the risks to the health and safety of workers arising in the normal course of their activities or duties. For guidance owners may follow the principles of risk assessment contained in Marine Guidance Note (currently MGN 20 M+F).
- 4.10 A risk assessment is intended to be a careful examination of what, in the nature of operations, could cause harm, so that decisions can be made as to whether enough precautions have been taken or whether more must be done.
- 4.11 The assessment must first identify the hazards that are present and then establish whether a hazard is significant and whether it is already covered by satisfactory precautions to control the risk, including consideration of the likelihood of the failure of those precautions that are in place.
- 4.12 It is not a requirement that risk assessments be written; nevertheless, **it is strongly recommended that such assessments be written**. An example of a suitable standard of written risk assessment is included in the Fishing Vessel Safety Folder developed by and available from Seafish (Website: www.seafish.org.uk or telephone: 01482 327837), which also provides pro-forma guidance on fishing vessel risk assessment, both generally and in relation to particular modes of fishing. The folder is also available free of charge from Sea Fisheries at the Commerce and Employment Department.

4.13 The health and safety risk assessment must also be checked to ensure that it remains appropriate to the vessel's fishing method and operation. If there has been a change of fishing method or of operational practice, the assessment must be revised accordingly.

4.14 Risk assessments of the vessel are particular to each owner. When a vessel is sold, the new owner must complete, or arrange the completion of, a new risk assessment and self-certification (Annex 2).

Safety Training

4.15 The owner must ensure that all crew working on a Guernsey fishing vessel have undertaken the training courses detailed in Annex 4.

Penalties

4.16 A vessel may be liable to detention by officers from the Board or any person authorised by it for the purpose if, in the course of inspection, it is found not to have been equipped, or the safety equipment not properly maintained, or not correctly self-certified in accordance with the Code, or in an unsafe condition to proceed to sea. In order to be released, the vessel must be inspected by the Board or any person authorised by it for the purpose and this will be charged at the fee rate prescribed in the relevant regulations. An owner whose vessel fails to comply with the Code or who makes a false declaration may be liable to prosecution. A skipper who fails to operate the vessel in accordance with the Code may also be liable to prosecution.

5 Appeal Procedures

5.1 If an owner is dissatisfied with an inspection, then this should, in the first instance, be discussed with the person who carried out the inspection.

5.2 If agreement cannot be reached with the person who carried out the inspection, the owner may refer the matter to the Harbour Master.

5.3 Should the above procedure fail to resolve the dispute, the owner may refer the matter to the Board. The Board must respond within 20 working days.

5.4 If an owner is still not content with the way in which the dispute has been handled, the owner may serve notice on the Board, within twenty-one days of the completion of the procedure given in Sections 5.1 to 5.3, that the dispute be referred to a single arbitrator appointed by agreement between the Board and the owner.

5.5 A person cannot be qualified for appointment as an arbitrator unless that person is:

- i) a person holding a certificate of competency as a deck officer, marine engineer or equivalent; or
- ii) a naval architect; or
- iii) a person with special experience of the fishing industry; or
- iv) a member of the Chartered Institute of Arbitrators; or

v) a person holding a Certificate of Competency (Fishing Vessels) Class 1; or

vi) a Jurat.

5.6 The final allocation of costs will depend on the arbitrator's decision. If the decision is in the favour of the owner, the arbitrator may award the owner such compensation as the arbitrator thinks fit in addition to allocating costs.

Additional Guidance

The guidance contained in this section is a reminder of other statutory requirements. Further sources of guidance are given in Annex 6.

6.1 Radio Licences

All vessels must have a radio licence, which can be obtained from:

www.ofcom.org.uk/licensing/olc

Ofcom
Riverside House
2a Southwark Bridge Road
LONDON
SE1 9HA

Tel: +44 (0)20 7981 3000

Fax: +44 (0)20 7981 3333

Failure to obtain a radio licence (which also records the radio's unique Maritime Mobile Service Identity (MMSI) (DSC Identifying Code)) may result in the DSC function operating incorrectly in an emergency, as unregistered identifying codes are re-allocated.

All vessels are required to have at least one person on board who holds a Short Range Radio Certificate if operating in sea area A1. These can be obtained by undertaking a one-day course at an RYA accredited training centre. For vessels operating in sea area A2, at least one crew member must have a Restricted GMDSS Operators' Certificate; these can be undertaken at the Guernsey College of Further Education or a UK nautical college.

CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECKLIST OF REQUIREMENTS

The checklist represents the *minimum* safety equipment standards

OPEN Vessels less than 7m Registered Length

MANDATORY ITEM	Remarks/compliance	Expiry/Service Date
Lifejackets – 1 per person		
1 Lifebuoy (with 18m buoyant line attached)		
2 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand-held)		
1 Fire Bucket + Lanyard		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B) - if vessel has in-board engine		
1 Fire Blanket (light duty) if vessel has galley or cooking area		
VHF Radio – fixed (DSC) or hand-held (see note ii)		
Bailer		
Navigation Lights & Sound Signals		
Radar Reflector		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Notes:

- (i) Equipment need not be MCA approved provided it is fit for its intended purpose.
- (ii) For distress and urgency communications, it is strongly recommended that VHF/DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF/DSC.
- (iii) Use of the RNLI MOB Guardian system is **strongly recommended**.

**CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS:
CHECKLIST OF REQUIREMENTS**

The checklist represents the *minimum* safety equipment standards

OPEN Vessels 7m and above to less than 12m Registered Length

MANDATORY ITEM	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
Liferaft with release arrangement (see note iii)		
EPIRB or MOB Guardian/Medium Frequency Radio (see note iii)		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (with 18m buoyant line) 1 Buoyant Rescue Quoit		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand-held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and Lanyard		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio – fixed (DSC) or hand-held (see note ii)		
Bilge Pump		
Navigation Lights & Sound Signals		
Radar Reflector		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Notes:

- (i) Equipment need not be MCA approved provided it is fit for its intended purpose.
- (ii) For distress and urgency communications, it is strongly recommended that VHF/DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF/DSC.
- (iii) For vessels over 10m a liferaft and EPIRB or MOB Guardian **are required**. For other vessels a liferaft and EPIRB or MOB Guardian are **strongly recommended**. In addition, a Medium Frequency (DSC) Radio is strongly recommended for operation 30 nm or further from shore.

CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECKLIST OF REQUIREMENTS

The checklist represents the *minimum* safety equipment standards

OPEN Vessels 12m registered length and above to less than 15m Overall Length

MANDATORY ITEM	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
Liferaft with release arrangement		
EPIRB or MOB Guardian/Medium Frequency Radio (see note iii)		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (with 18m buoyant line) + 1 Buoyant Rescue Quoit		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand-held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and Lanyard		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio – fixed (DSC) or hand-held (see note ii)		
Bilge Pump		
Approved Stability Book in accordance with Annex 5		
Navigation Lights & Sound Signals		
Radar Reflector		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Notes:

- (i) Equipment need not be MCA approved provided it is fit for its intended purpose.
- (ii) For distress and urgency communications, it is strongly recommended that VHF/DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF/DSC.
- (iii) An EPIRB or MOB Guardian **is required** for vessels of this size. In addition a Medium Frequency (DSC) Radio is strongly recommended for operation 30 nm or further from shore.

ANNEX 1.4

**CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS:
CHECKLIST OF REQUIREMENTS**

The checklist represents the *minimum* safety equipment standards

DECKED Vessels of less than 10m Registered Length

MANDATORY ITEM	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
Liferaft with release arrangement (see note v)		
EPIRB or MOB Guardian/Medium Frequency Radio		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (fitted with 18m buoyancy line) + 1 Buoyant Rescue Quoit		
3 Parachute Flares		
2 Hand-held Flares		
1 Smoke Signal (buoyant or hand-held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
Gas Detector		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
Smoke Alarms		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and Lanyard		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio – fixed (DSC) or hand-held (see note iii)		
Bilge Pump		
Bilge Level Alarm		
Navigation Lights & Sound Signals		
Radar Reflector		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Notes:

- (i) Equipment need not be MCA approved provided it is fit for its intended purpose.
- (ii) “Decked vessels” means a vessel with a continuous watertight weather deck that extends from stem to stern and has positive freeboard throughout, in any condition of loading the vessel.
- (iii) For distress and urgency communications, it is strongly recommended that VHF/DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF/DSC.
- (iv) A Medium Frequency (DSC) Radio is strongly recommended for operation 30 nm or further from shore.
- (v) For decked vessels over 7m a liferaft is **required**. For decked vessels under 7m a liferaft is **strongly recommended**.

ANNEX 1.5

CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS: CHECKLIST OF REQUIREMENTS

The checklist represents the *minimum* safety equipment standards

DECKED Vessels 10m and above Registered Length to less than 12m Registered Length

MANDATORY ITEM	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
Liferaft with release arrangement		
EPIRB or MOB Guardian/Medium Frequency Radio		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (fitted with 18m buoyant line) + 1 Buoyant Rescue Quoit		
3 Parachute flares		
2 Hand-held flares		
1 Smoke Signal (buoyant or hand-held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
Gas Detector		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
Smoke Alarms		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and Lanyard + 1 Multi-purpose Fire Extinguisher (fire rating 5A/34B) + 1 fixed Fire Extinguishing system for the machinery space		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio - fixed (DSC) or hand-held (see note iii)		
Bilge Pump		
Bilge Level Alarm		
Navigation Lights & Sound Signals		
Radar Reflector		
Anchor and cable/warp		
Compass		
Waterproof Torch		
Medical Kit		

Notes:

- (i) Equipment need not be MCA approved provided it is fit for its intended purpose.
- (ii) "Decked vessel" means a vessel with a continuous watertight weather deck that extends from stem to stern and has positive freeboard throughout, in any condition of loading the vessel.
- (iii) For distress and urgency communications, it is strongly recommended that VHF/DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF/DSC.
- (iv) A Medium Frequency (DSC) Radio is strongly recommended for operation 30 nm or further from shore.

ANNEX 1.6

CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS:

CHECKLIST OF REQUIREMENTS

The checklist represents the *minimum* safety equipment standards

DECKED Vessels 12m and above Registered Length to less than 15m Overall Length

MANDATORY ITEM	Remarks/compliance	Expiry/Service Date
Lifejackets - 1 per person		
Liferafts with release arrangement		
EPIRB or MOB Guardian/Medium Frequency Radio		
2 Lifebuoys (1 with 18m buoyant line attached) <u>or</u> 1 Lifebuoy (fitted with 18m buoyant line) +1 Buoyant Rescue Quoit		
3 Parachute flares		
2 Hand-held flares		
1 Smoke Signal (buoyant or hand-held)		
1 Multi-purpose Fire Extinguisher (fire rating 5A/34B)		
Gas Detector		
1 Fire Blanket (light duty) in galley or cooking area (if applicable)		
Smoke Alarms		
1 Fire Pump + Hose <u>or</u> 1 Fire Bucket and Lanyard + 1 Multi-purpose Fire Extinguisher (fire rating 5A/34B) + 1 fixed Fire Extinguishing system for the machinery space		
1 Multi-purpose Fire Extinguisher for oil fires (fire rating 13A/113B)		
VHF Radio - fixed (DSC) or hand-held (see note iii)		
Bilge Pump		
Bilge Level Alarm		
Approved Stability Book in accordance with Annex 5		
Navigation Lights & Sound Signals		
Anchor and cable/warp		
Radar Reflector		
Compass		
Waterproof Torch		
Medical Kit		

Notes:

- (i) Equipment need not be MCA approved provided it is fit for its intended purpose.
- (ii) "Decked vessel" means a vessel with a continuous watertight weather deck that extends from stem to stern and has positive freeboard throughout, in any condition of loading the vessel.
- (iii) For distress and urgency communications, it is strongly recommended that VHF/DSC is fitted. Coastguard Maritime Rescue Co-ordination Centres maintain a listening watch only on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF/DSC.
- (iv) A Medium Frequency (DSC) Radio is strongly recommended for operation 30 nm or further from shore.

THE FISHING VESSELS (CODE OF PRACTICE FOR THE SAFETY OF SMALL FISHING VESSELS) (BAILIWICK OF GUERNSEY) REGULATIONS 2007

ANNUAL SELF-CERTIFICATION/ NEW OWNER SELF-CERTIFICATION

The owner must (i) verify and sign below each year, or when the vessel changes hands, that the vessel continues to comply with the requirements of the Code; (ii) retain a copy on board for inspection.

Name of Owner.....

Address of Owner.....

.....

.....

Name of Vessel.....

Port letters and number.....

Official No..... Length Overall.....

Registered Length..... Date of Registration.....

Hull Identification No.....

Mode(s) of Fishing.....

I HEREBY CERTIFY, in respect of the above named vessel, that:

- i. The safety equipment has been checked in accordance with the attached checklist;
- ii. Such safety equipment carried is in accordance with the requirements of the Code;
- iii. Such safety equipment has been properly maintained and serviced in accordance with manufacturers' recommendations;
- iv. Crew members' training certificates are up to date and meet the requirements of the Code;
- v. A risk assessment* of work activities and duties has been completed;

*The health and safety risk assessment is written – **YES / NO** (delete as appropriate)

- vi. The stability book is on board, has been certified by an approved surveyor as valid and no changes which degrade the stability of the vessel have been made since (delete if not applicable).

Signature of Owner..... Date.....

Signature of Owner..... Date.....

Signature of Owner Date.....

Spaces for signature continue overleaf

Signature of Owner..... Date.....

Signature of Owner..... Date.....

Signature of Owner..... Date.....

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Signature of Owner..... Date.....

Signature of Owner..... Date.....

GUIDANCE ON REQUIREMENTS CONTAINED IN THE CODE FOR SURVEYORS, INSPECTORS AND FISHERMEN

Anchors & Cables

For new vessels these must be in accordance with SEAFISH Construction Standards Release 2. An existing vessel must carry a suitable means of anchoring and chain cable or warp of a length suitable for the intended area of operation.

Bilge Level Alarm

This must provide audible and visual warning to the crew whether they are working inside or outside the wheel house. When a watertight bulkhead is fitted between the fish hold and engine room, sensors must be fitted in both spaces.

Emergency Position Indicating Radio Beacon (EPIRB)

EPIRBs must be capable of transmitting on the 406 MHz band which allows distress alerting and approximate position fixing via the Cospas-Sarsat satellite constellations and the relaying of that information from the satellites to the search and rescue authorities i.e. Maritime Rescue Co-ordination Centres and Maritime Rescue Sub-Centres. The EPIRB should also have a 121.5 MHz homing frequency which will assist location by the Rescue Units. The EPIRB should be installed in an easily accessible position where it can be manually released and placed in a liferaft, and also if practicable fitted with a float free capability should the vessel be suddenly overwhelmed. The EPIRB should be registered with the EPIRB Registry at the following address to allow identification of the vessel in an emergency situation. This registration is free of charge:

EPIRB Registry
HM Coastguard
Pendennis Point
Castle Drive
FALMOUTH
Cornwall
TR11 4WZ

Tel: 01326 211569
Fax: 01326 319264

Fire Blankets

Fire blankets for the galley or cooking appliance must be of light duty to comply with BS EN 7944 (this standard has superseded 6575) or a recognised equivalent such as BS EN 1869.

Fire Buckets

These must be heavy duty with a lanyard.

Fire Extinguishers (Portable)

Fire on board a vessel can, if it is not controlled, lead to the loss of the vessel and/or serious injuries. The checklists in this Code of Practice give a minimum requirement for the extinguishers to be carried on fishing vessels. When extinguishers are replaced, new extinguishers must comply with BS EN 3, 1996, or the Marine Equipment Directive (96/98/EC as amended by 2002/75/EC).

There are two sizes quoted in the checklists:

Designation	Equivalent Dry Powder	Equivalent Foam
5A/34B	1 Kg ABC Dry powder	1.75 Litre. AFFF
13A/113B	4 Kg ABC Dry powder	2 Gallon or 6 Litres. AFFF

The designation gives a measure of the ability of the extinguisher.

'A' indicates a wood-based fire; the number indicates the size of fire which has been used to test the extinguisher. 'B' indicates a liquid-based fire; the number indicates the size of fire which has been used to test the extinguisher.

Where it is not practicable to carry or store a large fire extinguisher, an alternative is to carry a combination of others to make up the required capacity. Add the numbers before the 'A' and the 'B' together, and if these exceed the total required the extinguishers will provide an equivalent capacity, e.g. two 8A/70B extinguishers would give a capacity of 16A/140B, which is greater than the required 13A/113B.

In any case the minimum acceptable size of extinguisher is 5A/34B.

A fire may require more than one smaller extinguisher to put it out.

Fire extinguishers must be serviced and maintained at the manufacturer's recommended service intervals by a service agent approved by the manufacturer. In the case of sealed units, these must be replaced when they reach their expiry date.

Halon is not authorised for use in any form.

Fire Extinguishers (Fixed)

For fixed systems in machinery spaces where the space is never occupied an automatic discharge system is acceptable, provided that an indication of discharge is given.

For machinery spaces that can be occupied, the system must be designed and installed in accordance with its manufacturers' instructions. These spaces must incorporate an audible and visual advance warning alarm system within the space. It must be possible to make the space gastight to contain the extinguishing agent, and to starve the oxygen supply. Systems fitted must be based on the class of fire risk.

Fire Pumps

These can be hand pumps or any other pump that supplies water from the sea onto the deck with a hose suitable for fire-fighting purposes.

Flares and Smoke Signals

These must be of an acceptable type and within their expiry date.

Gas Detector

Suitable means for detecting the leakage of gas (i.e. liquefied petroleum gas, butane, propane or other flammable gases) must be provided in a compartment containing a gas-consuming appliance or in any adjoining space or compartment into which the gas, of greater density than air, may seep.

Gas detectors' heads must be securely fixed in the lower part of the compartment in the vicinity of the gas-consuming appliance and other space(s) into which gas may seep. In areas where the detector head is susceptible to damage in the lowest part of the compartment (e.g. engine space bilge) the detector head must be fitted below the lowest point of ignition.

The detection system must incorporate a visible and audible alarm, which can be seen or heard in the space concerned and the control position with the vessel in operation.

The detection system must be capable of being tested, and must be tested on a regular basis whilst the vessel is in service and must include a test of the detector head operation as well as the alarm circuit, in accordance with the manufacturer's instructions.

The detection equipment must be maintained in accordance with the manufacturer's requirements.

A suitable notice, detailing the action to be taken when an alarm is given by the gas detection system, must be displayed prominently in the vessel.

Lifebuoys

These must be marked with the vessel name and port of registry or fishing vessel number and fitted with reflective tape. They may be circular or horseshoe in shape.

Lifejackets

These may be of the solid-filled type, or may comply with BS EN 396 or BS EN 399, with automatic gas inflation and at least 150 Newtons buoyancy. One lifejacket per person must be carried, fitted with light, whistle and reflective tape. Lifejackets must be serviced and maintained at the manufacturer's recommended service intervals by a service agent approved by the manufacturer.

Liferafts

These may be float free, or fitted with a hydrostatic release unit (HRU) and suitable weak link either green or yellow in accordance with manufacturers' instructions. They should be stowed in a position unobstructed by rigging or fishing gear, preferably in a position which will allow them to float free in the event of the vessel sinking stern first, or stowed in a position where they are accessible for manual deployment in an emergency. They must have a capacity sufficient for the total number of persons on board the vessel. Liferafts must be serviced and maintained at the manufacturer's recommended service intervals by a service agent approved by the manufacturer.

Medical Kit

A first aid kit must be of Category 'C' standard for vessels staying 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 must be included.

MOB Guardian and Equivalent Systems

MOB Guardian and equivalent systems are satellite-based sea safety systems that can automatically alert Search and Rescue authorities when a vessel is in difficulty or there is a man overboard. An onboard unit automatically transmits regular updates of a vessel's position, course and speed via satellite. If updates are missed, the RNLI monitoring station automatically tries to regain contact. If the vessel fails to restart sending updates an alert is

raised. The systems include a personal safety device (PSD) that automatically alerts emergency services to a man overboard. This alert gives the position of the incident and regular updates relative to the vessel. The PSD can also be activated manually by a panic button

Navigation lights and sound signals:

The following is extracted from Merchant Shipping Notice 1781 (M+F), The Merchant Shipping (Distress Signals and Prevention of Collisions) Regulations 1996, for guidance purposes.

1. Any vessel that operates between sunset and sunrise or in times of restricted visibility must exhibit the navigation and fishing lights, shapes and use sound signals as prescribed in the Collision Regulations.
2. A masthead light or all-round white light of 2-miles range (3 miles if over 12 metres length overall (LOA)) positioned at least 1 metre higher than sidelights.
3. Sidelights of 1-mile range (2 miles if over 12 metres LOA) at a height above the uppermost continuous deck not greater than three-quarters the height of the masthead light. They must not be sited so as to be interfered with by deck lights.
4. A stern light of 2-mile range if the masthead light (number 2) is carried.
5. An all-round white light of 2-mile range when trawling or fishing used together with that in number 7 below (it may also be used on its own as an anchor light). An all-round white anchor light is required if anchored in or near a narrow channel, fairway or anchorage, or where other vessels normally navigate.
6. The all-round white light (number 5) to be more than 2.5 metres above the gunwales and above the sidelights (number 3) at more than twice the distance between the vertical lights (numbers 5 and 7).
7. An all-round light (green if trawling, red if fishing other than trawling) at least 1 metre above the all-round white light (number 5) and of 2-mile range.
8. Alternatively, instead of the above lights, a vessel under 7 metres, with speed less than 7 knots may exhibit one all-round white light of 2-mile range and, if practical, sidelights or a combination lantern.
9. All vessels must have a means of making sound signals (vessels over 12 metres LOA must have a whistle).
10. Shapes commensurate with the size of the vessel, (Fishing – two cones apexes together one above the other, Anchor – Ball).

Radio

When operating offshore up to 30 nm from the coast, a VHF radio must be adequate to contact a coastal radio station in good conditions. For vessels operating more than 30nm from the coast it is strongly recommended that additional means of communication with greater range such as a Medium Frequency radio are carried.

Guernsey Radio, Jersey Coastguard and Coastguard Maritime Rescue Co-ordination Centres, maintain a listening watch on VHF Channel 16 via loudspeaker. The primary means of distress and urgency alerting should be via VHF DSC. On medium frequency (MF), the only means of distress and urgency alerting available is via MF DSC.

The Coastguard Maritime Rescue Co-ordination Centres provide the UK's Radio Medical Advice Service for vessels at sea. To seek medical advice or medical evacuation, call the Coastguard on VHF Radio whereupon you will be placed in direct contact with the appropriate medical expertise. This service is free. For medical advice or medical evacuation in the Channel Islands area, contact the Guernsey Radio Station or Jersey Coastguard.

Search and Rescue Transponder (SART)

In addition to the above, carrying a SART should be considered; this will allow standard ship-borne marine radar to locate a liferaft or persons. Any equipment carried should be serviced and maintained at the manufacturer's recommended service intervals by a service agent approved by the manufacturer.

Smoke Alarm

A smoke alarm must be fitted in machinery and accommodation spaces. Either battery powered domestic types or vessel powered types are suitable.

Stability Information

Stability information must be checked and the continuing validity certified at intervals not exceeding five years by an approved surveyor. When mode of fishing is changed or equipment (e.g. fishing gear, winches, or shelters) changed, repositioned or added, advice must be sought from an approved surveyor on the effect this could have on the stability of the vessel.

The owner must sign the annual certification at Annex 2 to confirm that this has been done, that the approved surveyor is satisfied that the stability information remains valid, that a certificate to this effect is carried on board with the stability book, and that no changes have been made to the vessel since the date of the certificate.

SAFETY TRAINING

All crew working on a Bailiwick of Guernsey fishing vessel are required to ensure that they have undertaken the following training courses:

Course	Experienced Fisherman	New Entrant
1 Day Sea Survival Techniques	YES	YES
1 Day Fire Prevention and Fire Fighting	YES	YES
1 Day Elementary First Aid	YES	YES
1 Day Safety Awareness and Risk Assessment	YES	-
1 Day Health and Safety (safe working practices)	-	YES
Half-day Stability Awareness	YES	YES

A new entrant is defined as a person who for the first time is gainfully employed or engaged as a crew member on a fishing vessel registered in Guernsey. This means that only those persons who are crew members on a Guernsey fishing vessel, and thus required to perform appropriate duties on board, are covered by this requirement. It is important to note that there is no lower limit to the size of vessel to which the requirement applies and that it is applicable to fishermen serving in any capacity on any Guernsey fishing vessel. All new entrants must attend the one-day Sea Survival Techniques course prior to going to sea for the first time. The remaining courses must be completed within 12 months of the date given on the certificate for the Sea Survival Techniques course. The Board may extend this time limit in individual cases, and a letter from the Board should be presented as evidence of this.

An experienced fisherman means a fisherman who has not less than two years' service as crew on a fishing vessel. Experienced fishermen will be expected to undertake the required training within a timetable to be agreed between the Board and the local fishing industry but not exceeding three years from 1 March 2008. The Board may extend this time limit or accept another course as equivalent in individual cases, and a letter from the Board should be presented as evidence of this.

All the required courses are held locally and in the UK. Details of local courses can be found by contacting Sea Fisheries, and those in the UK by visiting the SEAFISH website www.seafish.org.uk.

Certificates are given for individual courses, and a "Safety Course Completion Certificate" - a credit card size photo identification card showing that the required training has been completed - is available through SEAFISH. The owner of a vessel should check evidence of crew members' training, or the waiving of a requirement or extension of a time limit, as part of the annual self-certification.

INFORMATION AS TO STABILITY OF FISHING VESSELS

The book to be kept on board the vessel, pursuant to the requirements of this Code, must contain the following information:

1. A statement of the vessel's name, port of registry, official number, registration letters, principal dimensions, date and place of build, gross and net tonnage displacement and minimum freeboard in the deepest foreseeable operating condition.
2. A profile plan of the vessel drawn to scale showing the names of all compartments, tanks, storerooms, crew accommodation spaces and the position of the mid-point of the length between perpendiculars (LBP).
3. A tabular statement of the capacities and position of the centres of gravity, longitudinally and vertically for every compartment available for the carriage of cargo, fuel, stores, feed water, domestic water, water ballast, crew and effects. The free surface function defined in paragraph 9 below must be included for each tank designed to carry liquid. Details of the centroid of the total internal volume of the fish-hold(s) must be included in such information. The calculation may take into account the effect of assuming a void space between the top of the catch and the underside of the deckhead provided that under normal operating conditions, control of loading in the hold is such that the actual void space above the catch will always be equal to or greater than that assumed in such a calculation.
4. Where deck cargo is carried by a vessel the estimated maximum weight and disposition of such deck cargo must be included in the information in the appropriate operating conditions, and show compliance with the stability criteria set out in the Code.
5. A diagram or tabular statement must be provided showing for a suitable range of mean draughts and at the trim stated, the following hydrostatic particulars of the vessel:
 - (i) the heights of the transverse metacentres;
 - (ii) moments to change trim one centimetre;
 - (iii) tonnes per centimetre immersion;
 - (iv) longitudinal position of the centre of flotation;
 - (v) vertical and longitudinal positions of the centre of buoyancy;
 - (vi) displacement in tonnes.

Where a vessel has a raked keel, the same datum (a horizontal line through the intersection of the hull moulded line with the vessel centreline, amidships) must be used for the hydrostatics as employed in determining the information required in paragraph 3 above. In such cases full information must be included in respect of the rake and dimensions of the keel and may be given in the form of a diagram. The positioning of the draught marks relative to this datum must be included on such a diagram.

6. A diagram or table must be provided showing cross curves of stability indicating the assumed position of the axis from which the righting levers are measured and the trim which has been assumed. Where a vessel has a raked keel a horizontal datum through the intersection of the hull moulded line with the vessel centreline, amidships, must be used. **On existing vessels, any datum other than a horizontal line through the intersection of the hull moulded line with the vessel centreline, amidships, must be clearly defined.**

7. The information provided under paragraphs 5 and 6 above must be at such a nominal trim that represents accurately the vessel in all normal operating trims. Where calculations show that there are significant numerical variations in these operating trims the information provided under paragraphs 5 and 6 above must be repeated over such a range of trims to allow an accurate interpolation of such information at any normal operating trim.
8. Superstructure deckhouses, companionways located on the freeboard deck, including hatchway structures may be taken into account in deriving such cross-curves of stability provided that their location, integrity and means of closure will effectively contribute to the buoyancy.
9. An example must be included in such information to show the corrections applied to the transverse metacentric height and righting levers (GZ) for the effects of the free surfaces of liquids in tanks and must be calculated and taken into account as follows:
- (i) the metacentric height in metres must be reduced by an amount equal to the total of the free surface functions for each tank divided by the vessel's displacement in tonnes. For each tank the free surface function is given by:
- $$1.025 \times \frac{\rho \times i}{\Delta}$$
- where ρ = specific gravity of the liquid;
 i = transverse moment of inertia of the surface
 $i = \frac{L B^3}{12}$ where L=length and B=breadth of the free surface in metres)
- i.e. correction = $\frac{\text{Sum of } \rho i}{\Delta}$
- (ii) the righting lever (GZ) curves must be corrected by either:
- (a) adding the free surface correction calculated under (i) above to the value in metres of the calculated height of centre of gravity of the vessel above datum; or
- (b) making direct calculations of the heeling moment due to the liquid surface being inclined at the selected angle of heel where such calculations take proper account of the position of liquid surface in relation to the geometric configuration of the tank. The correction to the righting lever (GZ) at any selected angle of heel must then be the summation of the individual heeling moments of the tanks considered, divided by the vessel's displacement.
10. A stability statement and diagram must be provided for the usual condition of the vessel:
- (a) in the lightship condition:
the vessel must be assumed to be empty except for liquids in machinery and in piping systems including header tanks. The weight and position of the centre of gravity of any permanent ballast or fishing gear must be indicated;
- (b) in each of the following circumstances so far as they may be applicable to the vessel in its foreseeable operating conditions:
- (i) on departure from port:
the vessel must be assumed to be loaded with the necessary equipment, materials and supplies including ice, fuel, stores and water;
- (ii) on arrival at fishing grounds:

- as sub-paragraph (i) above but account taken of the consumption of fuel and stores;
- (iii) on arrival at fishing grounds:
as sub-paragraph (ii) above but the appropriate icing-up allowance as set out in paragraph 14 below must be taken into account;
- (iv) on departure from fishing grounds:
the vessel must be assumed to be loaded with its maximum catch but account taken of the consumption of fuel and stores;
- v) on departure from fishing grounds:
as sub-paragraph (iv) above but the appropriate icing-up allowance as set out in paragraph 14 below must be taken into account;
- (vi) on departure from fishing grounds:
the vessel must be assumed to be loaded with 20% of its maximum catch but account taken of the consumption of fuel and stores;
- (vii) on departure from fishing grounds:
as sub-paragraph (vi) above but the appropriate icing-up allowance as set out in paragraph 14 below must be taken into account;
- (viii) on arrival at port with maximum catch:
account must be taken of the consumption of fuel and stores;
- (ix) on arrival at port with 20% maximum catch:
account must be taken of the consumption of fuel and stores;
- (x) if any part of the catch normally remains on deck, further statements and diagrams appertaining to that condition in all the appropriate circumstances set out in sub-paragraphs (iv) to (ix) inclusive must be provided;

The total free surface correction for the effect of liquid in tanks must be applied to each loading condition set out in the foregoing provisions of this paragraph. The free surface correction must take into account the amounts of fuel, lubricating oil, feed and fresh water in the vessel in each such loading condition.

- (c) Working instructions, specifying in detail the manner in which the vessel is to be loaded and ballasted, must be included within the Trim and Stability Manual. The instructions must generally be based upon the conditions that are specified in paragraph (b) above. For vessels in which no provision has been made for the carriage of deck cargo, the working instructions must also contain the following statement:

"Provision has not been made within the vessel's stability for deck stowage of catch. Catch landed on deck must be stowed below as soon as is possible and prior to landing further catch"

- 11. Where provision is made in a particular area of the vessel for the washing and cleaning of the catch which could lead to an accumulation of loose water a further statement and diagram must be provided appropriate to that condition which takes into account the adverse effects of such loose water, it being assumed that:
 - i) the amount of loose water on deck is determined by the size and disposition of the retaining devices; and
 - ii) in all other respects the vessel is loaded in accordance with (iv) or (vi) of paragraph 10 above, whichever is the less favourable with regard to the vessel's stability.

- 12. Each stability statement must consist of:

- (i) a profile drawn to a suitable scale showing the disposition of the deadweight components;
- (ii) a tabular statement of all the components of the displacement including weights, positions of centres of gravity, transverse metacentric height corrected for free surface effects, trim and draughts;
- (iii) a diagram showing a curve of righting levers (GZ), corrected for free surface effects and derived from the cross-curves of stability, showing, if appropriate, the angle at which the lower edges of any opening which cannot be closed watertight will be immersed. The diagram must also show the corresponding numerical values of the stability parameters defined in section 3.1.2 of this Code.

13. The information provided under sub-paragraph (iii) of paragraph 12 above must be supplemented by a graph or tabular statement showing the maximum permissible deadweight moment over a range of draughts which must cover foreseeable operating conditions. At any given draught this maximum permissible deadweight moment value is the total vertical moment about a convenient base line, of all the component weights of the total deadweight which, at that draught, will ensure compliance with the minimum stability criteria requirements of the Code. If an allowance for the weight due to icing-up is required, this must be taken into account by a suitable reduction in the permissible moment. Where the stability information is supplied in accordance with the requirements of this paragraph the tabular statement required in accordance with sub-paragraph 12(ii) above must include the deadweight moment appropriate to each condition and an example must be added to the stability information to demonstrate the assessment of the stability.

14. The icing-up allowance which represents the added weight due to ice accretion on the exposed surfaces of the hull, superstructure, deck, deckhouses and companionways must be calculated as follows:

- (i) full icing allowance:

all exposed horizontal surfaces (decks, house tops, etc.) must be assumed to carry an ice weight of 30 kilogrammes per square metre. The projected lateral area of the vessel above the waterline (a silhouette) must be assumed to carry an ice weight of 15 kilogrammes per square metre. The height of the centre of gravity must be calculated according to the heights of the respective areas and in the case of the projected lateral area the effect of sundry booms, rails, wires, etc., which will not have been included in the area calculated must be taken into account by increasing by 5% the weight due to the lateral area and the moment of this weight by 10%.

This allowance must apply in winter (1st November to 30th April inclusive in the northern hemisphere) to vessels which operate in the following areas:

- (a) the area north of latitude 66°30'N. between longitude 10°W. and the Norwegian Coast;
- (b) the area north of latitude 63°N. between longitude 28°W. and 10°W.;
- (c) the area north of latitude 45°N. between the North American continent and longitude 28°W.;
- (d) all sea areas north of the European, Asian and North American continents east and west of the areas defined in (a), (b) and (c) above;
- (e) Bering and Okhotsk seas and Tatar Strait;
- (f) South of latitude 60°S.

- (ii) Half of the full icing allowance:

this must be taken as one half of that calculated under sub-paragraph (i) of this paragraph and must apply in winter to vessels which operate in all areas north of latitude 61°N. between longitude 28°W. and the Norwegian Coast and south of the areas defined as the lower limit for the full icing allowance between longitude 28°W. and the Norwegian Coast.

- 15. Information must be provided in respect of the assumptions made in calculating the condition of the vessel in each of the circumstances set out in paragraph 10 above for the following:
 - (i) duration of the voyage in terms of days spent in reaching the fishing grounds, on the grounds and returning to port;
 - (ii) the weight and disposition of the ice in the hold at departure from port including the heights of stowage;
 - (iii) consumption rates during the voyage for fuel, water, stores and other consumables;
 - (iv) ratio by weight of the ice packed with the catch in the fish hold;
 - (v) melting rates for each part of the voyage of the ice packed with the catch and the ice remaining unused in the hold.
- 16. A copy of a report of an inclining test of the vessel and the derivation therefrom of the lightship particulars must be provided.
- 17. A statement must be given by or on behalf of the owner of the vessel that the statements and diagrams supplied with respect to the operating conditions set out in paragraph 10 above are based on the worst foreseeable service conditions in respect of the weights and disposition of fish carried in the hold or on deck, ice in the hold, fuel, water and other consumables.

It is the responsibility of the owner and skipper to ensure that they comply with current applicable Bailiwick Law. Information and guidance are available from the sources listed below.

Copies of Guernsey Regulations can be obtained from:

The Greffe
Royal Court House
St Peter Port
Guernsey
GY1 2PB

Tel: 01481 725277
Fax: 01481 715097

Or viewed at:

The Harbour Office
PO Box 631
St Julian's Emplacement
St Peter Port
Guernsey
GY1 3DL

Tel: 01481 720229
Fax: 01481 714177
Email: guernsey.harbour@gov.gg

Copies of UK Regulations, Merchant Shipping Notices and Marine Guidance Notes (M Notices) are available on the MCA website at www.mcga.gov.uk or www.tso.co.uk or from:

TSO
St Crispins
Duke Street
Norwich
NR3 1PD

Tel: 01603 622211

M Notices and other information can also be obtained from:

Mail Marketing (Scotland) Ltd
Unit 6, Bloomsgrove Industrial Estate
Norton Street
Nottingham
NG7 3JG

Tel 011 5901 3336

Guidance on safety standards is available online at www.seafish.org.uk, www.seafishmarineservices.com, or from:

SEAFISH
Humber Seafood Institute
Origin Way
Euro Park
Grimsby
NE Lincolnshire
DN37 9TZ

Tel: 01472 252300
Fax: 01472 268792