

PART 1

GENERAL REQUIREMENTS

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GENERAL REQUIREMENTS

Section 1.1 - Standards

- 1.1.1 These Construction Standards, hereinafter called “Seafish Standards” or “Standards”, apply to the construction of any new commercial fishing vessel of less than 15m length overall (LOA), for which certification of compliance with Seafish Standards is required.
- 1.1.2 Where building yards have developed and produced standard designs of vessels, alternative scantlings, and/or working practices, these may be specially considered in relation to these Standards, upon submission of full details.
- 1.1.3 “Surveyor” refers to either a Surveyor employed by the Sea Fish Industry Authority (Seafish), or to any other Surveyor, appointed from time to time by Seafish to undertake specific work on its behalf.
- 1.1.4 “Seafish” means the Sea Fish Industry Authority.
- 1.1.5 Vessels are to conform to these Standards, and be completed in accordance with the specification and contract agreed between the Builder and Owner. Any variations to the arrangement, scantlings, materials, or equipment used in the construction of the vessel that may alter the content of the original undertaking, are to be notified to Seafish for consideration prior to the proposed variation being carried out.
- 1.1.6 It is the responsibility of the Builder, main Contractor or, (in case of Owner completion) the Owner for the quality of workmanship throughout the vessel, which should be in accordance with best practice and to good marine standards.
- 1.1.7 The Seafish appointed Surveyor is to confirm and approve compliance with these Standards. Any comments that may be made concerning quality of work is advisory only. Quality control procedures are the responsibility of the Builder/Owner.
- 1.1.8 All vessels are to fully comply with any statutory requirements, current at the time of their construction. Builders should ensure that their proposals relative to current statutory requirements are submitted to the Maritime and Coastguard Agency (MCA) or other designated Certifying Authority for their approval.
- 1.1.9 The Builder of any new vessel is to ensure that the completed structure, machinery, equipment, and outfit, will provide the strength and service for the safe operation of the vessel in all operating conditions likely to be met in the vessel’s area of operation.

- 1.1.10 Prior to commencement of construction, the Builder is to inform the Surveyor of the intended area of operation of the proposed vessel, and any other relevant details that may be required.
- 1.1.11 Fishing vessels of unusual form and dimensions or those that may be designed as high speed planing hulls may not be fully covered by these Standards. In such cases the construction or fit out details may receive individual consideration for approval to these Standards or an accepted equivalent, upon the submission of full details as required by the Surveyor.
- 1.1.12 It should be noted that although the main part of these Standards applicable to constructional strength does not include multi-hull vessels, this type of vessel when used for fishing may be considered for certification providing a statement confirming adequate hull and adjoining deck strength at attachment positions is submitted by the Designer/Naval Architect.
- 1.1.13 Compliance with these Standards does not relieve the Designer or Builder of a vessel of their responsibilities to the Owner for the specification requirements or performance of the completed vessel.
- 1.1.14 The Builder is to allow the Surveyor acting on behalf of Seafish full access and facilities during normal working hours to carry out their duties in surveying for compliance with these Standards.
- 1.1.15 These Construction Standards may be used for guidance during the repair of fishing vessels.
- 1.1.16 Seafish may refuse the inspection and survey of any vessel that is considered to be not suitably covered by the scope of these Standards.
- 1.1.17 Where an Owner undertakes to carry out the completion and fit out of a new vessel, the hull of which has been issued with a certificate of approval in accordance with these Standards, the Owner will be considered as assuming full responsibility for this completion work. This responsibility also includes the work and design of any Subcontractors that may be appointed to assist in completing the vessel. In such cases it is the Owner's responsibility to ensure that all parties involved are familiar with the requirements of these Standards and any other mandatory requirements that are necessary to complete the vessel.

Section 1.2 - Compliance procedures and certification

- 1.2.1 It is the responsibility of the Builder/Owner of a new vessel to be constructed to these Standards to inform the MCA or other designated Certifying Authority of the intention to build and register the vessel.

1.2.2 Prior to commencement of construction of any vessel to Seafish Standards, the Builder/Owner is to inform Seafish of the intention to build a new vessel, and is to provide the following information on the application for survey:-

- (i) dimensions and power
- (ii) number of crew
- (iii) intended use (method of fishing)
- (iv) construction material
- (v) proposed date of commencement and estimated completion date
- (vi) area of operation

1.2.3 Upon completion of a vessel built and surveyed in accordance with Parts 1-8 of these Standards, Seafish will issue to the Owner a certificate attesting that the vessel has been surveyed during construction and meets with the requirements contained within these Standards.

1.2.4 Construction standard compliance certification will not be issued where the Surveyor has not inspected the vessel to his satisfaction during the construction period, or if fees are still outstanding.

1.2.5 Where a certified hull is outfitted and surveyed in accordance with Parts 9-13 of these Standards, Seafish will issue a further certificate attesting that the vessel has been surveyed during outfitting and meets with the requirements contained within these parts of the Standards.

Note: This certificate may be combined with that certificate specified in Paragraph 1.2.3 where the whole of the vessel's construction and outfit has been under continuous inspection by Seafish.

1.2.6 **Categories of certification (MCA requirements)**

Vessel length	Certification requirement
0 to 7m LOA	Hull Construction Certificate MCA Safety Check List Requirements
7m LOA to 12m RL	Hull Construction Certificate * Outfit Compliance Certificate * MCA Safety Check List Requirements
12m RL to 15m LOA	Hull Construction Certificate * Outfit Compliance Certificate * MCA Safety Check List Requirement Stability Compliance in accordance with MCA requirements

* Certificates may be combined.

Section 1.3 - Registration

- 1.3.1 The Owner should take all steps necessary to effect registration of the vessel by contacting the Registry of Shipping and Seamen.

Section 1.4 - Building premises

- 1.4.1 Building premises are to be suitable for the particular construction material proposed, and are to be in accordance with the requirements of these Standards, where applicable.
- 1.4.2 Separate locations may be approved for the construction of the hull and the fitting out of the vessel. When a hull is to be transported for fitting out and completion elsewhere, the construction is to be progressed to a stage commensurate with the method of transport to be used. When a partially completed vessel is to be towed or propelled afloat, the Builders should ensure that the vessel's stability and weathertightness is adequate prior to removal from the Builders' yard. Any further requirements by the MCA or others for towing by sea are to be met.
- 1.4.3 For a hull of GRP construction, hull certification will only be issued where the Moulders of the hull also fit the internal framing and stiffeners to bare hull assemblies to ensure correct bonding and maintenance of adequate rigidity and shape for onward transportation. Certification of monohulls without decks fitted will only be considered on the basis as described above. Catamarans must be completed with the bridge deck structure completed by the Moulders.

Section 1.5 - Testing of structures

- 1.5.1 Where applicable, weathertight and watertight structures including subdivisions should be fully tested to the satisfaction of the Surveyor.
- 1.5.2 Freshwater, ballast, oil fuel, and other tanks, void spaces and collision bulkheads should be either water or air pressure tested at the discretion of the Surveyor.
- 1.5.3 Where water tested, the head in integral tanks is to be not less than 2.4m above the tank top or to the overflow point whichever is the greater.
- 1.5.4 Where tested by air pressure, the test pressure is to be no greater than 0.2kg/cm^2 which should be maintained by a water filled "U" tube of such length that it will overflow at a head of 2.12m thus preventing overpressure in the tank. On no account should the pressure be maintained solely by means of pressure gauges.
- 1.5.5 Fish stowage tanks and vivier tanks are to be tested by filling with water to overflow level.

- 1.5.6 Radiographic or ultrasonic examination may be required for structural welds at the discretion of the Surveyor.

Section 1.6 - Materials

- 1.6.1 All materials used in the construction of a new vessel are to be in accordance with the approved building specification.
- 1.6.2 The specification of steel, aluminium alloy, wood and GRP materials is to be in accordance with the requirements of the appropriate sections of these Standards.
- 1.6.3 Designers and Builders of new vessels will need to pay special regard to the working conditions to which a vessel will be subjected when selecting the materials and equipment to be used in its construction.
- 1.6.4 The Builder or Owner of a vessel, as appropriate, should take all measures to ensure that any material or appliance fitted in accordance with the requirements of these Standards is suitable for the purpose intended, having regard to its location in the vessel, the area of operation, and the weather conditions which may be encountered.
- 1.6.5 The Commission of the European Union's general mutual recognition clause should be noted. The clause states:-

Any requirement for goods or materials to comply with a specified standard shall be satisfied by compliance with:-

- (i) a relevant standard or code of practice of a national standards body or equivalent body of a Member State of the European Community; or*
- (ii) any relevant international standard or code of practice of a national standards body or equivalent body of a Member State of the European Community; or*
- (iii) a relevant specification acknowledged for use as a standard by a public authority of any Member State of the European Community; or*
- (iv) traditional procedures of manufacture of a Member State of the European Community where these are the subject of a written technical description sufficiently detailed to permit the assessment of the goods or materials for the use specified; or*
- (v) a specification sufficiently detailed to permit assessment for goods or materials of an innovative nature (or subject to innovative processes of a manufacture such that they cannot comply with a recognised standard or specification) and which fulfil the purpose provided by the specified standard;*

provided that the proposed standard, code of practice, specification or technical description provides, in use, equivalent levels of safety, suitability and fitness for purpose.

- 1.6.6 Where the phrase “or equivalent” is used in these Standards, details of the standard applied are to be advised to the Surveyor.

Section 1.7 – Definitions

In these Standards the following expressions have the following meanings:-

- 1.7.1 “*Accommodation spaces*” means any space enclosed on all six sides by solid divisions for the use of persons on board.
- 1.7.2 “*Amidships*” means the mid point of the length between perpendiculars (LBP).
- 1.7.3 “*B Class fire division*” means those divisions formed by bulkheads, decks, ceilings or linings which:-
- (i) Are so constructed as to be capable of preventing the passage of flame to the end of the first 15 minutes of a MCA/IMO standard fire test.
 - (ii) Have an insulation value such that during the standard fire test the average temperature of the unexposed side will not rise more than 140°C above its initial temperature, nor will its temperature at any one point, including any joint, rise more than 225°C above its initial temperature within the time listed below:-

B-15 Standard.....	15 minutes
B-0 Standard.....	0 minutes
 - (iii) Are constructed of approved non-combustible materials including their supporting members.
- 1.7.4 “*Breadth (B)*” is the principal breadth of the vessel, measured amidships to the moulded line of the frame in a vessel with a metal hull and to the outer surface of the hull or normal planking in a vessel with a hull of any other material.
- 1.7.5 “*Code*” means the Maritime and Coastguard Agency (MCA) Code of Practice for the Safety of Small Fishing Vessels.
- 1.7.6 “*Control station*” means those spaces in which the vessel’s main navigating equipment is located.
- 1.7.7 “*Dead ship condition*” is the condition under which the main and auxiliary machinery are not in operation due to the absence of starting power.
- 1.7.8 “*Deckhouse*” or “*superstructure*” means a permanent enclosed structure on the freeboard or superstructure deck.

- 1.7.9 “*Deep beams*” means those beams increased in scantlings and fitted in way of openings and those areas of deck on which masts, winch and superstructures are fitted.
- 1.7.10 “*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.
- 1.7.11 “*Depth of vessel (D)*” means the scantling depth as defined in Figures 4.19.1, 6.12.1, and 7.37.1, for respective materials.
- 1.7.12 “*Freeboard*” means the distance measured vertically downwards from the upper edge of the freeboard deck at side to the waterline (see also Paragraph 1.7.29).
- 1.7.13 “*Length*” (L) unless otherwise specified shall refer to the length “L” as defined in Figures 4.19.1, 6.12.1, and 7.37.1.
- 1.7.14 “*MCA*” is an abbreviation for Maritime and Coastguard Agency, an Agency of the Department of the Environment, Transport and the Regions.
- 1.7.15 “*Main deck*” means the lowest continuous weathertight deck.
- 1.7.16 “*Main frames*” are those frames extended from the top of floors or double bottom to the lowest continuous deck abaft of the collision bulkhead and forward of the after peak bulkhead.
- 1.7.17 “*Multi-hull vessel*” means any vessel which in any normally achievable operating trim or heel angle, has a rigid hull structure which penetrates the surface of the sea over more than one separate or discrete area.
- 1.7.18 “*Open type vessel,*” means a vessel where water coming onto the vessel normally drains to the bilge.
- 1.7.19 “*Length overall (LOA)*” means the overall length from the foreside of the foremost fixed permanent structure to the aft side of the aftermost fixed permanent structure of the vessel.
- 1.7.20 “*Length registered (RL)*” means the length as defined in SI 1988 No. 1909 The Merchant Shipping (Fishing Vessels - Tonnage) Regulations 1988, which is the length from the fore side of the foremost fixed permanent structure to the aftermost part of the rudder post, or, in a ship not having a rudder post to the fore side of the rudder stock at the point where the rudder stock passes out of the hull. In ships not having a rudder post or rudder stock, the measurement shall be taken to the aftermost part of the stern or transom.

- 1.7.21 “*Scantling numeral*” is the product obtained by multiplying the length ‘L’, by the breadth ‘B’, by the depth ‘D’ as shown in Figure 4.19.1 for steel vessels, Figure 6.12.1 for GRP vessels, and Figure 7.37.1 for wood vessels.
- 1.7.22 “Sea” in the context of ‘at sea’ means all waters outside a safe haven, and “safe haven” means a harbour or shelter of any kind which affords entry, subject to prudence in the weather conditions prevailing, and protection from the forces of weather.
- 1.7.23 “*Seafish*” is an abbreviation for the Sea Fish Industry Authority.
- 1.7.24 “*Shelter deck*” means a superstructure deck above the level of the main weathertight deck.
- 1.7.25 “*Spacing*” means the distance apart of members such as frames, stringers and stiffeners, as defined in the Tables.
- 1.7.26 “*Watertight*” in relation to structures and/or fittings means capable of preventing the passage of water through it in either direction, under a head of water for which the surrounding structure is designed.
- 1.7.27 “*Weather deck*” means deck that is exposed to the elements.
- 1.7.28 “*Weathertight*” in relation to structures and/or fittings means it is designed to prevent the passage of water into the vessel in any sea condition.
- 1.7.29 “*Working deck*” or “*freeboard deck*”, is the lowest complete deck above the deepest operating waterline from which fishing is undertaken. In vessels fitted with two or more complete decks, the Surveyor may accept a lower deck as a working deck providing that deck is situated above the deepest operating waterline.
- 1.7.30 “*Sole*” is the flooring in an open vessel above bilge.