



Seafish Construction Standards: Tanks

This notice should be read in conjunction with the Seafish Construction Standards (Release 2, April 2006). Where information in this notice contradicts the Standards, this notice is to take priority.

Date of effect: 1st July 2009

Summary

This Seafish Information Note provides an amendment to the Seafish Construction Standards relating to the installation of tanks aboard new fishing vessels less than 15m length overall.

Tanks

With reference to Section 10.2 of the Seafish Construction Standards for new fishing vessels less than 15m length overall, the following amendments shall apply:

- 1) Shut-off valves are to be fitted to all fuel tank outlets used for the supply of oil fuel to machinery. The shut-off valves should be fitted direct to the tank and, if located below the main deck, they should be capable of being remotely closed from above the main deck. All shut-off valves are to be accessible.

- 2) In general, tank air pipes are to be 1.25 times the cross-sectional area of the tank filling pipes. Air pipes are to be led outside of the engine room or tank space, terminating to outside atmosphere above main deck level at a height according to Part 3, Section 2 of the Standards. The open end of a fuel tank vent pipe is to be fitted with a gooseneck with a removable flame screen and closure, or other similar approved device. For vessels under 10m length overall, the internal diameter of the air pipe may be reduced in size but should be no less than 19mm. In such cases, a notice is to be fitted next to the fuel filling pipe opening stating "Closed fuel filling systems are not to be used," and where flame screens are fitted, provision should be made to ensure the area of the opening through the flame screen is not less than the cross-sectional area of the required pipe size.

- 3) Under no circumstances are petrol tanks to be situated below deck. In vessels with an outboard engine, permanently mounted petrol tanks are permitted above deck but should be located as far as possible from deckhouse structures and escape routes, and arrangements made so that any fuel spillage will drain directly overboard. Where a permanently mounted tank is not provided, the portable tank is to be fitted on the open deck and arranged such that it can be easily and securely fitted in place, and can be jettisoned in an emergency.

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