

PART 1

GENERAL REQUIREMENTS

SECTION	SUBJECT
1.1	Standards
1.2	Compliance procedures and certification
1.3	Building premises
1.4	Testing of structures
1.5	Materials
1.6	Definitions of expressions

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 between 15m length overall to less than 24m registered length, constructed under the inspection of Seafish.
- 1.1.2 “Surveyor” refers to an officially appointed Surveyor by the Sea Fish Industry Authority (Seafish).
- 1.1.3 For certification of build to these Standards, vessels are to be completed in accordance with the Seafish approved specification and drawings. Any variations to the scantlings, materials, equipment and layout as set out in the approved specification, drawings, and these Standards, are to be submitted to Seafish for approval, prior to the proposed variation being put in hand.
- 1.1.4 Workmanship is to be in accordance with the best marine practice and to the approval of the Surveyor.
- 1.1.5 All vessels are to comply fully with current statutory requirements, and with the MCA “Code of Safe Working Practice for the Construction and Use of 15 Metre Length Overall to Less Than 24 Metre Registered Length Fishing Vessels”.
- 1.1.6 Fishing vessels of unusual form and dimensions, or of a design not covered by these Standards, may receive individual consideration for approval upon submission of full details.
- 1.1.7 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.
- 1.1.8 The Builder is to provide the Seafish Surveyor with full access and facilities during normal working hours to carry out their duties in surveying for compliance with these Standards.
- 1.1.9 These Construction Standards may be used as guidance for the repair of fishing vessels.

Section 1.2 – Compliance procedures and certification

- 1.2.1 Where a vessel is to be constructed and certified to these Standards, the Builder/Owner is to inform Seafish and MCA of the intention to build a new vessel, and is to provide the following information after application for survey:-
 - a) Dimensions and power;
 - b) Construction material;

- c) Place of build (hull);
 - d) Place of outfit (where differing from build location);
 - e) Proposed date of commencement of construction;
 - f) Proposed date of completion of vessel.
- (See also Part 2, Paragraph 2.1.1)

1.2.2 Certificates attesting the vessel has been constructed to meet with the requirements contained in these Standards, including all documentation to facilitate registration of the vessel, will be issued upon completion.

Section 1.3 – Building premises

- 1.3.1 Building premises are to be suitable for the material and construction method proposed.
- 1.3.2 When a hull is to be transported for fitting out and completion elsewhere, the construction should 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 are to ensure that its stability and weathertightness is adequate prior to its removal from the Builders yard. The requirements for “load-line exemption” and safety equipment are to be met in addition to any further items required by the MCA for towing by sea.

Section 1.4 – Testing of structures

- 1.4.1 Weathertight and watertight structures including sub-divisions are to be tested in accordance with these Standards and to any other statutory requirements.
- 1.4.2 Fresh water, ballast, oil fuel, and other tanks are to be either water or air pressure tested.
- 1.4.3 Where water is used for testing of internal tanks, the head is to be not less than 2.4m above the tank top or to the overflow point, whichever is the greater.
- 1.4.4 Where tanks are tested by air, the pressure is to be not greater than 0.2kg/cm² which is to 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 is the pressure to be maintained solely by means of pressure gauges.
- 1.4.5 Fish stowage and vivier tanks are to be tested by filling with water to overflow level.
- 1.4.6 Radiographic or ultrasonic examination may be required for welded structures or components. Where other means of non-destructive testing are being considered, details are to be submitted to the Surveyor for prior approval.

- 1.4.7 Watertight hatches, doors and windows should be hose tested on completion.

Section 1.5 – Materials

- 1.5.1 All materials used in the construction of a new vessel are to be in accordance with the approved building specification.
- 1.5.2 When selecting materials and equipment to be used in the vessel construction, Designers and Builders of new vessels will need to pay special regard to the working conditions to which the vessel will be subjected, and 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 by the vessel.
- 1.5.3 Vessel Builders are advised that the Commission of the European Union's general mutual recognition clause should be accepted. The clause states:-

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

- a) A relevant standard or code of practice of a national standards body or equivalent body of a Member State of the European Community; or
- b) 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
- c) A relevant specification acknowledged for use as a standard by a public authority of any Member State of the European Community; or
- d) 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
- e) 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.

Section 1.6 – Definitions of expressions

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

1.6.1 “**‘A’ Class division**” means those divisions formed by bulkheads and decks that are:-

- a) Constructed of steel or other equivalent approved material;
- b) Suitably stiffened;
- c) So constructed as to be capable of preventing the passage of smoke and flame to the end of the sixty-minute standard fire test; and
- d) So insulated where necessary with non-combustible materials such that, if the division is exposed to the standard fire test the average temperature of the unexposed side of the division will not rise more than 139°C above the initial temperature. Nor will the temperature at any one point, including any joint, rise more than 180°C above the initial temperature within the time listed below:-

A-60 Standard	60 minutes
A-30 Standard	30 minutes
A- 0 Standard	0 minutes

1.6.2 “**Accommodation space**” means corridors and lobbies, stairways, lavatories, cabin offices, crew spaces, pantries not containing cooking appliances, and spaces similar to any of the foregoing and trunks to such spaces.

1.6.3 “**Amidships**” is the mid-length of length between perpendiculars (LBP).

1.6.4 “**‘B’ Class division**” means those divisions formed by bulkheads, decks, ceilings or linings which:-

- a) Are so constructed as to be capable of preventing the passage of flame to the end of the first thirty minutes of the standard fire test;
- b) 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-30 Standard	30 minutes
B-15 Standard	15 minutes
B- 0 Standard	0 minutes

- c) Are constructed of suitable non-combustible materials and their supporting members or structures are also constructed of non-combustible materials.

- 1.6.5 **“Breadth (B)”** is the maximum 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 in a vessel with a shell constructed of any other material.
- 1.6.6 **“Code”** means “The Code Of Safe Working Practice for the Construction and Use of 15 Metre Length Overall to Less Than 24 Metre Registered Length Fishing Vessels”, (MSN 1770(F)).
- 1.6.7 **“Dead ship condition”** means the condition in which the main and auxiliary machinery is not operational due to the absence of starting power.
- 1.6.8 **“Decked vessel”** means a vessel with a continuous watertight freeboard deck that extends from stem to stern and has positive freeboard throughout, in any condition of loading of the vessel.
- 1.6.9 **“Deckhouse or superstructure”** means a permanent enclosed structure fitted on the freeboard or superstructure deck.
- 1.6.10 **“Deep beam”** means those beams increased in scantling and fitted in way of openings and those areas of deck on which masts, winches and superstructures are fitted.
- 1.6.11 **“Depth (D)”** means the moulded depth (also used in these Standards as the scantling depth).
- 1.6.12 **“Draught”** means the vertical distance from the moulded base line amidships to the operating waterline of a vessel.
- 1.6.13 **“Enclosed superstructure”** means a superstructure with:-
- a) Enclosing bulkheads of efficient construction.
 - b) Access openings, if any, in those bulkheads fitted with permanently attached weathertight doors of a strength equivalent to the unpierced structure that can be operated from either side.
 - c) Other openings in sides or ends of the superstructure fitted with efficient weathertight means of closing.
- 1.6.14 **“Fishing vessel”** has the same meaning as in Section 313 of the Merchant Shipping Act 1995.
- 1.6.15 **“Freeboard”** means the distance measured vertically downwards from the upper edge of the freeboard deck to the waterline.
- 1.6.16 **“Freeboard deck”** means the lowest complete deck above the deepest operating waterline from which fishing is undertaken. In vessels fitted with two or more complete decks, the lower deck may be accepted as the freeboard deck provided that the deck is situated above the deepest operating waterline.

- 1.6.17 **“Independent”** in relation to a pump, means a pump operated by power source other than from the vessel's main engine. When electrically operated they should be capable of independent operation.
- 1.6.18 **Length overall” (LOA)** means the overall length measured from the foreside of foremost permanent fixed structure to the aft side of the aftermost permanent fixed structure of the vessel. (Permanent means necessary for operation of the vessel).
- 1.6.19 **“Length registered”** in relation to a vessel means the length as defined in SI 1988, No 1909 “The Merchant Shipping (Fishing Vessels - Tonnage) Regulations”.
- 1.6.20 **“Length between perpendiculars (LBP)”** is the ITC ‘69 definition which means 96% of the total length on a waterline of a vessel at 85% of the least moulded depth measured from the top of the keel, or from the foreside of the stem to the axis of the rudderstock on that waterline, if that be greater. In vessels designed with a rake of keel, the waterline on which this is measured should be parallel to the designed waterline. The forward perpendicular and the after perpendicular are positioned at the forward and after ends of LBP respectively.
- 1.6.21 **MCA”** means the Maritime and Coastguard Agency, an executive agency of the Department for Transport.
- 1.6.22 **“Machinery space”** means the main engine room.
- 1.6.23 **“Navigable speed”** means the minimum ahead speed at which the vessel can be effectively steered.
- 1.6.24 **“Main deck”** means the lowest continuous weathertight deck.
- 1.6.25 **“Main frames”** are those frames extended from the top of floors or double bottom to the lowest continuous deck aft of the collision bulkhead and forward of the after peak bulkhead.
- 1.6.26 **“Moulded depth”** means the vertical distance measured at the mid-point of LBP from the top of the keel to the freeboard deck beam at side. Where the form at the lower part of the midship section is of a hollow character, or where thicker garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cut the side of the keel. In vessels:-
- a) Having rounded gunwales the moulded depth should be measured to the point of intersection of the moulded lines of the deck and the side shell plating, the lines extending as though the gunwale were of angular design; and
 - b) Where the freeboard deck is stepped and the raised part of the deck extends over the point at which the moulded depth is to be determined, the moulded depth should be measured to a line of

reference extending from the lower part of the deck along a line parallel with the raised part.

- 1.6.27 **“Non-combustible material”** means material that neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to a temperature of 750°C, this being determined in accordance with IMO Test Procedures.
- 1.6.28 **“New vessel”** means a fishing vessel, the keel of which was laid or the construction commenced on or after 23 November 2002.
- 1.6.29 **“Scantling numeral”** is the product obtained by multiplying the length ‘L’, by the breadth ‘B’, by the depth ‘D’ as shown in Section 6.1.
- 1.6.30 **“Shelter deck”** means a superstructure deck above the level of the main weathertight deck and which is exposed to the weather.
- 1.6.31 **“Spacing”** means the distance apart of members such as frames, stringers and stiffeners, as defined in the Tables.
- 1.6.32 **“Standards”** such as BS (British Standard), EN (European Standard accepted by the European Committee for Standardisation, CEN), IEC (International Electrotechnical Commission) and ISO (International Organisation for Standardisation) identified in these Standards for reference purposes, should include any standards that amend or replace them.
- 1.6.33 **“Superstructure” or “deckhouse”** means a permanent enclosed structure fitted on the freeboard or superstructure deck.
- 1.6.34 **“Superstructure deck”** means the complete or partial deck or the top of a superstructure, deckhouse or other erection situated at a height of more than 1.8m above the freeboard deck.
- 1.6.35 **“Weather deck”** means the deck that is exposed to the elements.
- 1.6.36 **“Watertight”** in relation to structures and/or fittings means capable of preventing the passage of water through it in any direction, under a head of water for which the surrounding structure is designed.
- 1.6.37 **“Weathertight”** means that in any sea conditions water will not penetrate into the vessel.