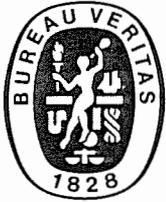


Bureau Veritas Attestation of Survey for *Harvest Hope*



**BUREAU
VERITAS**

International Register for Classification of Ships - Established 1828 -
Registre International de Classification de Navires - Fondé en 1828 -

MARINE BRANCH
BRANCHE MARINE

No 3254-SZC-96

ATTESTATION OF SURVEY

(BUILD CERTIFICATE REFERENCE 94371/40175)

YARD NUMBER : 8466 "PARNICA" SHIPREPAIR YARD

BUREAU VERITAS SECTION No : SNC 4192

The undersigned surveyor to Bureau Veritas, acting within the scope of the General Conditions of the Marine Branch of this Society, declares that the hull, machinery and electrical installation of the above vessel has been surveyed during construction in accordance with Bureau Veritas Rules and in accordance with drawings reviewed by Bureau Veritas to requirements equivalent to those which would be exercised for Bureau Veritas Classification marks and notations.

I 3/3 E ● Fishing Vessel
 ● Deep Sea
 ● Mach

in the period 05.07.94 to 30.01.96 in accordance with the " Request for Plan Approval and Construction Survey " dated at Newcastle on 5-th July 1994 subject to reserves shown in annexe.

The intervention of Bureau Veritas has been limited to that for which it has been request.

The present Attestation is not a Classification Certificate.



The latest published Rules of the Bureau Veritas Marine Branch and the General Conditions therein are applicable.
La dernière édition des Règlements de la Branche Marine du Bureau Veritas ainsi que les Conditions Générales qui y figurent sont applicables.

Toute personne qui n'est pas partie au contrat aux termes duquel ce document est délivré ne pourra engager la responsabilité du Bureau Veritas pour les inexactitudes ou omissions qui pourraient y être relevées ainsi que pour les erreurs de jugement, fautes ou négligences commises par le personnel de la Société ou par ses agents dans l'établissement de ce document et dans l'exécution des interventions qu'il comporte.

Any person not a party to the contract pursuant to which this document is delivered may not assert a claim against Bureau Veritas for any liability arising out of errors or omissions which may be contained in said document, or for errors of judgment, fault or negligence committed by personnel of the Society or of its Agents in the establishment or issuance of this document, and in connection with any activities for which it may provide.

The Merchant Shipping (Fishing Vessels – Tonnage) Regulations 1998

1988 No. 1909

MERCHANT SHIPPING

**The Merchant Shipping (Fishing Vessels—Tonnage)
Regulations 1988**

<i>Made - - - -</i>	<i>2nd November 1988</i>
<i>Laid before Parliament</i>	<i>10th November 1988</i>
<i>Coming into force</i>	<i>1st December 1988</i>

The Secretary of State for Transport, in exercise of powers conferred by section 1 of the Merchant Shipping Act 1965(a) and now vested in him(b) and all other powers enabling him in that behalf, hereby makes the following Regulations:

1. These Regulations may be cited as the Merchant Shipping (Fishing Vessels—Tonnage) Regulations 1988 and shall come into force on 1st December 1988.

Interpretation

2. In these Regulations:—

“Authorised Measurer” means the Secretary of State for Transport or any person authorised for the purposes of these Regulations to carry out the measurement of fishing vessels by the Minister of Agriculture Fisheries and Food, the Commissioners of Customs and Excise, the Secretary of State for Scotland or the Secretary of State for Northern Ireland;

“ITC length”, “ITC breadth” and “ITC moulded depth” mean respectively length, breadth and moulded depth as defined in Schedule 2 hereto.

3. A fishing vessel of less than 24 metres in ITC length registered or to be registered under Part II of the Merchant Shipping Act 1988(c), shall be measured, and its tonnage shall be calculated by an Authorised Measurer in accordance with these Regulations.

4. If the length of the vessel measured in accordance with the rules specified in paragraph 1 of Schedule 1 hereto is less than 24 metres, that length shall be its Registered Length and its Registered Breadth and Registered Depth shall be respectively its breadth and depth measured in accordance with the rules specified in paragraphs 2 and 3 of that Schedule.

5. If the length of the vessel measured in accordance with the rules specified in paragraph 1 of Schedule 1 is 24 metres or over but the ITC length of the vessel is less than 24 metres, its Registered Length, Registered Breadth and Registered Depth shall be respectively its ITC length, ITC breadth and ITC moulded depth.

6. The overall length of every vessel to which these Regulations apply shall be its length measured from the foreside of the foremost fixed permanent structure to the aftside of the aftermost fixed permanent structure.

(a) 1965 c.47; section 1 was amended by section 91 of the Merchant Shipping Act 1970 (c.36) and by paragraph 6 of Part VI of Schedule 6 of the Merchant Shipping Act 1979 (c.39).

(b) See S.I. 1970/1537.

(c) 1988 c.12.

7. The Registered Tonnage of every vessel to which these Regulations apply shall be calculated in accordance with the rules specified in Schedule 3 hereto.

8. The Authorised Measurer shall on receipt of the prescribed fee (if any) measure the vessel and calculate its tonnage in accordance with these Regulations and shall issue and deliver to the Secretary of State a Certificate of Measurement in a form approved by the Secretary of State.

9. The tonnage and other particulars stated in the certificate shall, unless any alteration is made in the particulars of the vessel, or it is shown that its tonnage or measurements have been erroneously recorded, be taken to be as recorded in the certificate.

10. On re-measurement of a vessel any certificate of measurement in force in relation to the vessel shall be invalid and the Authorised Measurer shall issue a new certificate in place thereof.

11. Nothing in these Regulations shall be taken to require any vessel the tonnage of which was validly determined under the law in force immediately before the coming into force of these Regulations to have its tonnage re-determined, but any vessel required under that law to be re-measured shall be re-measured in accordance with these Regulations.

Signed by authority of
the Secretary of State
2nd November 1988

Michael Portillo
Minister of State,
Department of Transport

SCHEDULE 1

[Regulation 4]

Rules for the measurement of vessels to which regulation 4 applies

The measurements of the vessel shall be ascertained as follows:-

Length

1. Measure the length from the foreside of the foremost fixed permanent structure to the aftermost part of the rudder post, or, in a vessel not having a rudder post, to the foreside of the rudder stock at the point where the rudder stock passes out of the hull. In vessels not having a rudder post or rudder stock, measure to the aftermost part of the stern or transom.

Breadth

2. Measure the maximum breadth of the vessel to the outside of the shell, planking or plating.

Depth

3. Measure the depth amidships in one of the following ways:-

- (i) from the underside of the upperdeck on the centre line to the upperside of the double bottom plating or to the top of the normal line of open floors or timbers as the case may be or, where no frames or timbers are fitted, to the inside of the hull on the centre line;
- (ii) for open vessels from the upper edge of the shell or the upper strake of planking or plating to the upper side of bottom frames or timbers on the centre line.

Where ceiling or insulation is fitted on the tank top, its thickness up to a maximum 8 cm shall be deducted from the measurement.

Measurements of vessels to which regulation 5 applies

ITC measurements

(being measurements as defined in the International Convention on Tonnage Measurement 1969(a))

1. Length

“length” means the greater of the following distances:–

- (a) the distance between the foreside of the stem and the axis of the rudder stock; or
- (b) a distance measured from the foreside of the stem, being 96 per cent of the distance between that point and the aftside of the stern,

the said points and measurements being taken respectively at and along a waterline at 85 per cent of the least moulded depth of the ship. In the case of a ship having a rake of keel the waterline shall be parallel to the designed waterline.

2. Breadth

“breadth” means the maximum breadth of the ship, measured amidships to the moulded line of the frame in a vessel with a metal shell and to the outer surface of the hull in a vessel with a shell of any other material and for the purposes of this definition “amidships” means the mid point of the length as defined in paragraph 1 above.

3. Depth

“moulded depth” means:

- (a) the vertical distance measured from the top of the keel to the underside of the upper deck at side. In wood and composite ships the distance is to be measured from the lower edge of the keel rabbet. Where the form at the lower part of the midship section is of a hollow character, or where thick garboards are fitted, the distance is to be measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel;
- (b) in ships having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwales were of angular design;
- (c) where the upper 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 shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part;

and for the purposes of this definition,

- (i) “upper deck” means the uppermost complete deck exposed to weather and sea, which has permanent means of weather tight closing of all openings in the weather part thereof and below which all openings in the sides of the ship are fitted with permanent means of watertight closing. In a ship having a stepped upper deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the upper deck; and
- (ii) “weather tight” means that in any sea conditions water will not penetrate into the ship.

Rules for the calculation of Tonnage

1. Multiply together the Registered Length, Registered Breadth and Registered Depth in metres and multiply the product by the factor 0.16. The result shall be the Registered Tonnage of the vessel, except for those vessels to which paragraph 2 also applies.

2. For vessels with a break or breaks above the line of deck multiply together the mean length, mean breadth and mean depth in metres of the space or each of the spaces thereby formed, then multiply the product for each space so measured by the factor 0.35 and add the results to the figure obtained by the calculation set out in paragraph 1. For such vessels the final result shall be the Registered Tonnage of the vessel.

(a) Cmnd. 4332.

EXPLANATORY NOTE

(This note is not part of the Regulations)

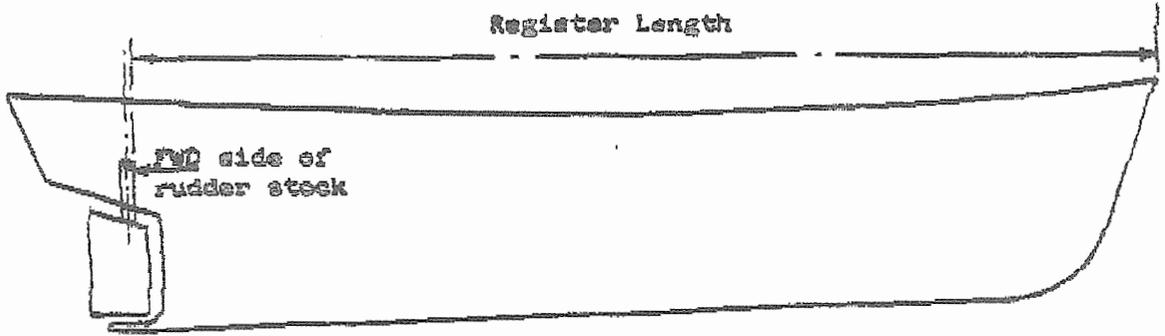
These Regulations continue the provisions for tonnage measurement laid down in the Merchant Shipping (Fishing Boats Registry) Order 1981 (S.I. 1981/740) for vessels under 24 metres in length.

For vessels of 24 metres in length and over the provisions for tonnage measurement are laid down in the Merchant Shipping (Tonnage) Regulations 1982 (S.I. 1982/841), as amended by the Merchant Shipping (Tonnage) (Amendment) Regulations 1988 (S.I. 1988/1910).

85p net

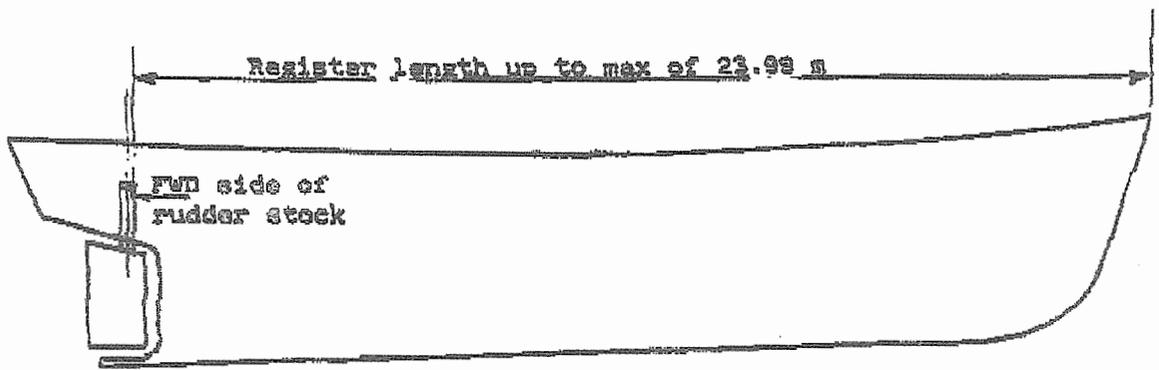
ISBN 0 11 087909 0

PRESENT SYSTEM OF ESTABLISHING LENGTH

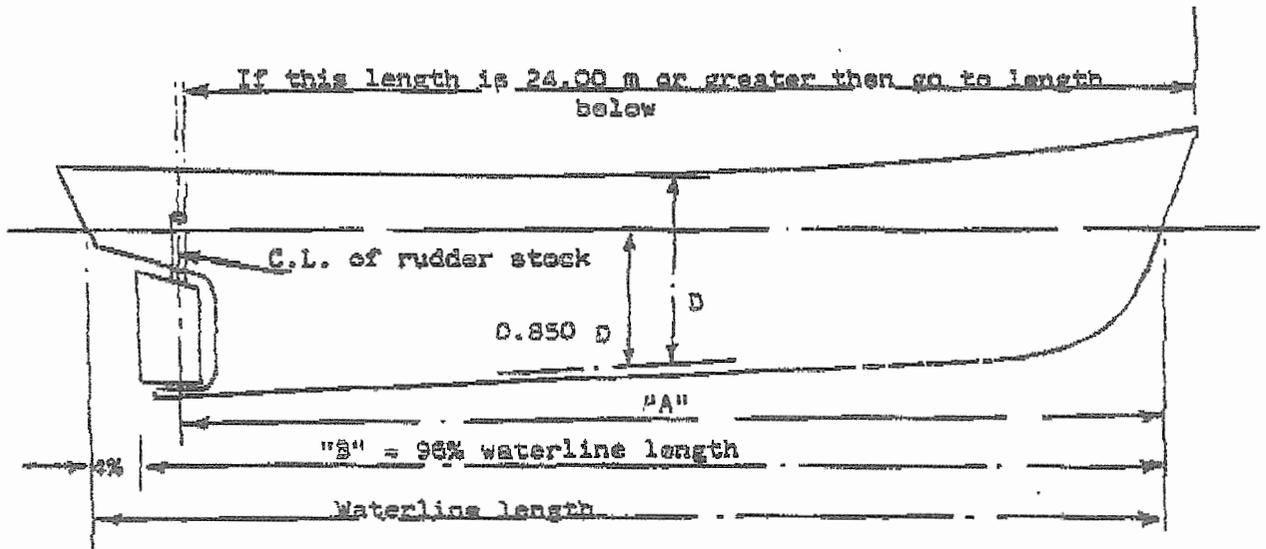


PROPOSED NEW SYSTEM OF ESTABLISHING LENGTH

1.



2.



REGISTER LENGTH IS GREATER OF "A" OR "B"

In Sketch 2. definitions are as stated in MS (Tonnage) Reg 1982

NOTE For FV of normal design the register length obtained from Sketch 2 will usually be less than that obtained from Sketch 1

HOWEVER FV with extra long stern overhang and/or vertical stem the register length from Sketch 2 may be greater than that obtained from Sketch 1.

Draft Certificate of Survey for *Harvest Hope*



THE BRITISH COMMITTEE OF BUREAU VERITAS

CERTIFICATE OF SURVEY

Sur.59E (Revised 1982)

To be used for those ships measured in accordance with the MS (Tonnage) Regulations, 1982, Part II

and
REGISTRY FORM No. 1
PRESCRIBED BY THE
COMMISSIONERS OF CUSTOMS AND
EXCISE. WITH THE CONSENT
OF THE DEPARTMENT OF TRADE

MERCHANT SHIPPING ACTS, 1894 to 1981

Name of Ship			
HARVEST HOPE			
Port of intended registry	Official number, if there has been any former registry		Whether a sailing, steam or motor ship; if steam or motor ship, how propelled
PETERHEAD			MOTOR SHIP SINGLE SCREW
Where built	Date when keel was laid	Date measured	Name and address of builders
PARNICA, POLAND	1994	11TH DECEMBER 1995	STOZERNIA REMONTOWA PARNICA, SZCZECIN POLAND
Type of ship eg dry cargo, oil tanker, ro-ro, passenger, bulkcarrier, etc. FISHING TRAWLER			Metric units
	Length*		25.68
	Breadth*		8.70
	Moulded depth*		7.40
	Moulded draught*		5.55
Materials used construct hull STEEL	Number of passengers for whom accommodation is certified in cabins of not more than 8 berths		—
	Number of other passengers		—
	Number of seamen and apprentices for whom accommodation is certified		
*These dimensions are to be as defined in the Merchant Shipping (Tonnage) Regulations, 1982 under Part I			

PARTICULARS OF TONNAGE

The tonnages of this ship, in accordance with her International Tonnage Certificate (1969) are:-

GROSS TONNAGE 356
 NET TONNAGE 106

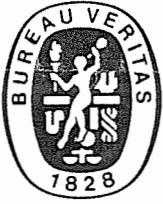
A summary of the spaces included and excluded from the tonnages are shown on the International Tonnage Certificate (1969).

The undersigned Surveyor authorized by Bureau Veritas, having surveyed the above-named ship, hereby certify that the above particulars are true, and that her name is marked clearly on each of her bows and her name and the port of registry are properly marked on a conspicuous part of her stern, and a scale of decimetres, or metres and decimetres marked on each side of her stem and of her stern post, in a manner directed by the Merchant Shipping Act, 1894, as amended.

Dated at..... this 11TH day of DECEMBER 1995

Signature.....

Bureau Veritas Attestation regarding
registered length of *Harvest Hope*



**BUREAU
VERITAS**

International Register for Classification of Ships - Established 1828 -
Registre International de Classification de Navires - Fondé en 1828 -

MARINE BRANCH
BRANCHE MARINE

ATTESTATION

Issued within the scope of the Bureau Veritas Marine Branch General Conditions
Délivrée dans le cadre des Conditions Générales de la Branche Marine du Bureau Veritas

"HARVEST HOPE"

P.O.R. PETERHEAD

RSS No B14296

BV SECTION No SNC 4192 (BPO N/C 7593)

The undersigned surveyor to Bureau Veritas declares that the Register Length of the above vessel in accordance with the Definition applicable prior to application of the International Tonnage Convention 1969, ie length from Fore-side of Stem to Fore-side of Rudder Stock at point of exit from the hull, is 24.37 metres on the basis of the General Arrangement Drawing No 94019-01-01B to which the vessel was constructed.

At Newcastle, the 28th December 1995

The latest published Rules of the Bureau Veritas Marine Branch and the General Conditions therein are applicable.
La dernière édition des Règlements de la Branche Marine du Bureau Veritas ainsi que les Conditions Générales qui y figurent sont applicables.

Toute personne qui n'est pas partie au contrat aux termes duquel ce document est délivré ne pourra engager la responsabilité du Bureau Veritas pour les inexactitudes ou omissions qui pourraient y être relevées ainsi que pour les erreurs de jugement, fautes ou négligences commises par le personnel de la Société ou par ses agents dans l'établissement de ce document et dans l'exécution des interventions qu'il comporte.

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Summary Table of UK FVCs and Load Line
Exemption certificates issued to *Harvest Hope*

**Summary of
UK FVC and Load Line Exemption
certificate record for
Harvest Hope (PD120)**

Certificate	Type	Issue Date	Expiry Date	Gaps in certification	Duration of UK FVC Validity (months)	Period not covered by UK FVC (months)
-	-	24/01/96 ¹	-		-	-
UK FVC	Short Term	18/09/97	30/04/98	Until 18/09/97	7.4	19.8
UK FVC	Short Term	07/07/98	31/12/98	30/04/98 to 07/07/98	5.8	2.2
UK FVC	Short Term	06/04/99	31/07/99	31/12/98 to 06/04/99	3.8	3.2
UK FVC	Short Term	01/09/99	23/01/00	31/07/99 to 01/09/99	4.7	1.1
UK FVC	Short Term	24/08/01	31/01/02	23/01/00 to 24/08/01	5.3	19.0
UK FVC	Short Term	30/01/02	31/07/02	-	6.0	0.0
UK FVC	Full Term	28/05/02	31/01/04	-	20.2	-2.1
International FVC	Short Term	09/02/04	31/03/04	31/01/04 to 09/02/04	1.7	0.3
International FVC ²	Short Term	05/04/04	30/04/04	31/03/04 to 05/04/04	0.8	0.2
International FVC	Full Term	29/04/04	31/01/08	31/03/04 to 29/04/04	45.1	1.0
UK Load Line Exemption Certificate ²	-	29/04/04	31/01/08	-	-	-
UK Load Line Exemption Certificate ²	-	09/02/05	31/01/08	-	-	-

¹ This represents the date of entry into service of the vessel, as listed on the Certificate of British Registry. Contractual documentation however notes that the date of delivery from the shipyard was 30 January 1996, whilst the vessel's naming ceremony in Peterhead was on 10/02/96.

² There was no copy of these certificates on the registered CM "Construction" file. The only copies were on the unregistered and unofficial "Rough Office" file for *Harvest Hope*.

UK FVCs and Load Line Exemption certificates issued to *Harvest Hope*

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND



UNITED KINGDOM FISHING VESSEL CERTIFICATE

Issued under the Fishing Vessels (Safety Provisions) Act 1970

Name of Vessel	Official (RSS) Number and Fishing Number	Port of Registry	Registered Length	Overall Length	Date on which keel was laid
HARVEST HOPE	B14269 PD120	PETERHEAD	24.33	25.63	7/1/95

THIS IS TO CERTIFY

- i that the vessel has been surveyed in accordance with the provisions of the Act referred to above and is in accordance with such of the requirements of Parts II and III of the Fishing Vessels (Safety Provisions) Rules 1975 as are applicable to the vessel;
- ii that the life-saving appliances are sufficient for a total of 10 persons;
- iii that the vessel is fitted with the lights, shapes and sound signals to comply with the International Collision Regulations and is fitted with nautical equipment in accordance with these Rules;
- iv that the vessel complies with such of the requirements of the radio rules, the rules for the direction finders and the rules for radio navigation aids as are applicable to the vessel.

(SHORT TERM)

This Certificate is valid until APRIL 30 1998 subject to the periodical inspection in accordance with the Fishing Vessels (Safety Provisions) Rules 1975.

Issued at _____ on the 18 SEPTEMBER 1997
(Place of issue of certificate)

The undersigned declares that he is duly authorised by the Secretary of State for Transport to issue this Certificate.

Signature

Designation

Principal Marine Surveyor (Fishing)

Name



Record of Exemptions Granted

Relevant Part No. of Rules	Valid until	Subject to the following conditions
79 (b)		Provided that approved VHF portable radio equipment, complete with a water proof container and suitable charging facilities, is carried.

Periodical Inspection

Date of Inspection	Place of Inspection	Signature of Surveyor

This Certificate must be kept framed and posted up in some conspicuous place on board the vessel so long as it remains in force and the vessel is in use.

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND



UNITED KINGDOM FISHING VESSEL CERTIFICATE

36

Issued under the Fishing Vessels (Safety Provisions) Act 1970

Name of Vessel	Official (RSS) Number and Fishing Number	Port of Registry	Registered Length	Overall Length	Date on which keel was laid
HARVEST HOPE	B14269 PD 120	PETERHEAD	24.33	25.63	7 JANUARY 1995

THIS IS TO CERTIFY

- i that the vessel has been surveyed in accordance with the provisions of the Act referred to above and is in accordance with such of the requirements of Parts II and III of the Fishing Vessels (Safety Provisions) Rules 1975 as are applicable to the vessel;
- ii that the life-saving appliances are sufficient for a total of 10 persons;
- iii that the vessel is fitted with the lights, shapes and sound signals to comply with the International Collision Regulations and is fitted with nautical equipment in accordance with these Rules;
- iv that the vessel complies with such of the requirements of the radio rules, the rules for the direction finders and the rules for radio navigation aids as are applicable to the vessel.

This Certificate is valid until **(SHORT TERM)** 31 DECEMBER 1998 subject to the periodical inspection in accordance with the Fishing Vessels (Safety Provisions) Rules 1975.

Issued at _____ on the 7 JULY 1998
(Place of issue of certificate)

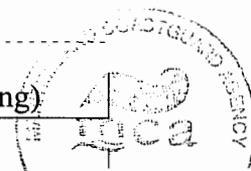
The undersigned declares that he is duly authorised by the Secretary of State for Transport to issue this Certificate.

Signature

Designation

Principal Marine Surveyor (Fishing)

Name



An Executive Agency of

Record of Exemptions Granted

<i>Relevant Part No. of Rules</i>	<i>Valid until</i>	<i>Subject to the following conditions</i>
79 (b)		Provided that approved VHF portable radio equipment, complete with a water proof container and suitable charging facilities, is carried.

Periodical Inspection

<i>Date of Inspection</i>	<i>Place of Inspection</i>	<i>Signature of Surveyor</i>
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This Certificate must be kept framed and posted up in some conspicuous place on board the vessel so long as it remains in force and the vessel is in use.

An Executive Agency of

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

36



UNITED KINGDOM FISHING VESSEL CERTIFICATE

Issued under the Fishing Vessels (Safety Provisions) Act 1970

<i>Name of Vessel</i>	<i>Official (RSS) Number and Fishing Number</i>	<i>Port of Registry</i>	<i>Registered Length</i>	<i>Overall Length</i>	<i>Date on which keel was laid</i>
HARVEST HOPE	B14269 PD 120	PETERHEAD	24.33	25.63	7 JANUARY 1995

THIS IS TO CERTIFY

- i that the vessel has been surveyed in accordance with the provisions of the Act referred to above and is in accordance with such of the requirements of Parts II and III of the Fishing Vessels (Safety Provisions) Rules 1975 as are applicable to the vessel;*
- ii that the life-saving appliances are sufficient for a total of 10 persons;*
- iii that the vessel is fitted with the lights, shapes and sound signals to comply with the International Collision Regulations and is fitted with nautical equipment in accordance with these Rules;*
- iv that the vessel complies with such of the requirements of the radio rules, the rules for the direction finders and the rules for radio navigation aids as are applicable to the vessel.*

This Certificate is valid until *subject to the periodical inspection in accordance with the Fishing Vessels (Safety Provisions) Rules 1975.*

Issued at *on the*

(Place of issue of certificate)

The undersigned declares that he is duly authorised by the Secretary of State for Transport to issue this Certificate.

Signature _____

Designation

Name

Record of Exemptions Granted

<i>Relevant Part No. of Rules</i>	<i>Valid until</i>	<i>Subject to the following conditions</i>
79 (b)		Provided that approved VHF portable radio equipment, complete with a water proof container and suitable charging facilities, is carried.

Periodical Inspection

<i>Date of Inspection</i>	<i>Place of Inspection</i>	<i>Signature of Surveyor</i>

This Certificate must be kept framed and posted up in some conspicuous place on board the vessel so long as it remains in force and the vessel is in use.

An Executive Agency of

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND



UNITED KINGDOM FISHING VESSEL CERTIFICATE

Issued under the Fishing Vessels (Safety Provisions) Act 1970

<i>Name of Vessel</i>	<i>Official (RSS) Number and Fishing Number</i>	<i>Port of Registry</i>	<i>Registered Length</i>	<i>Overall Length</i>	<i>Date on which keel was laid</i>
HARVEST HOPE	B14269 PD 120	PETERHEAD	24.33	25.63	7 JANUARY 1995

THIS IS TO CERTIFY

- i that the vessel has been surveyed in accordance with the provisions of the Act referred to above and is in accordance with such of the requirements of Parts II and III of the Fishing Vessels (Safety Provisions) Rules 1975 as are applicable to the vessel;*
- ii that the life-saving appliances are sufficient for a total of 10 persons;*
- iii that the vessel is fitted with the lights, shapes and sound signals to comply with the International Collision Regulations and is fitted with nautical equipment in accordance with these Rules;*
- iv that the vessel complies with such of the requirements of the radio rules, the rules for the direction finders and the rules for radio navigation aids as are applicable to the vessel.*

This Certificate is valid until (Final Survey Term (LSD))
23 JANUARY 2000 subject to the periodical inspection in accordance with the Fishing Vessels (Safety Provisions) Rules 1975.

Issued at _____ on the 1 SEPTEMBER 1999
(Place of issue of certificate)

The undersigned declares that he is duly authorised by the Secretary of State for Transport to issue this Certificate.

Signature

Designation Principal Marine Surveyor (Fishing)

Name _____

Record of Exemptions Granted

<i>Relevant Part No. of Rules</i>	<i>Valid until</i>	<i>Subject to the following conditions</i>
79 (b)		Provided that approved VHF portable radio equipment, complete with a water proof container and suitable charging facilities, is carried.

Periodical Inspection

<i>Date of Inspection</i>	<i>Place of Inspection</i>	<i>Signature of Surveyor</i>

This Certificate must be kept framed and posted up in some conspicuous place on board the vessel so long as it remains in force and the vessel is in use.



UNITED KINGDOM FISHING VESSEL CERTIFICATE

Issued under the Merchant Shipping Act 1995

Name of Vessel	Official (RSS) Number and Fishing Number	Port of Registry	Registered Length	Overall Length	Date on which keel was laid
HARVEST HOPE	B14269 PD 120	PETERHEAD	24.33	25.63	1995

THIS IS TO CERTIFY

- i that the vessel has been surveyed in accordance with the provisions of the Act referred to above and is in accordance with such of the requirements of Parts II and III of the Fishing Vessels (Safety Provisions) Rules 1975 as are applicable to the vessel;
- ii that the life-saving appliances are sufficient for a total of **10** persons;
- iii that the vessel is fitted with the lights, shapes and sound signals to comply with the International Collision Regulations and is fitted with nautical equipment in accordance with these Rules;
- iv that the vessel complies with such of the requirements of the radio rules, the rules for the direction finders and the rules for radio navigation aids as are applicable to the vessel.

This Certificate is valid until 31 JANUARY 2002 (STC) subject to the periodical inspection in accordance with the Fishing Vessels (Safety Provisions) Rules 1975.

Issued at _____ on the Survey date 7/7/00
(Place of issue of certificate) 24 AUGUST 2001
(Date of issue of certificate)

The undersigned declares that he is duly authorised by the Department for Transport, Local Government and the Regions to issue this Certificate.

Signature _____
 Name _____
 Designation Principal Marine Surveyor (Fishing)



Record of Exemptions Granted

Relevant Part No. of Rules	Valid until	Subject to the following conditions
79 (b)		Provided that approved VHF portable radio equipment, complete with a water proof container and suitable charging facilities, is carried.
15,16	30/11/2001	Stability and aft freeboard data to exclude aft net handling area is resubmitted.

Periodical Inspection

Date of Inspection	Place of Inspection	Signature of Surveyor

This Certificate must be kept framed and posted up in some conspicuous place on board the vessel so long as it remains in force and the vessel is in use.

UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

01C 3100



UNITED KINGDOM FISHING VESSEL CERTIFICATE

51

Issued under the Merchant Shipping Act 1995

Name of Vessel	Official (RSS) Number and Fishing Number	Port of Registry	Registered Length	Overall Length	Date on which keel was laid
HARVEST HOPE	B14269 PD 120	PETERHEAD	24.33	25.63	1995

THIS IS TO CERTIFY

- i that the vessel has been surveyed in accordance with the provisions of the Act referred to above and is in accordance with such of the requirements of Parts II and III of the Fishing Vessels (Safety Provisions) Rules 1975 as are applicable to the vessel;
- ii that the life-saving appliances are sufficient for a total of **10** persons;
- iii that the vessel is fitted with the lights, shapes and sound signals to comply with the International Collision Regulations and is fitted with nautical equipment in accordance with these Rules;
- iv that the vessel complies with such of the requirements of the radio rules, the rules for the direction finders and the rules for radio navigation aids as are applicable to the vessel.

This Certificate is valid until 31 JULY 2002 (STC) subject to the periodical inspection in accordance with the Fishing Vessels (Safety Provisions) Rules 1975.

Issued at ABERDEEN on the 30 JANUARY 2002
 (Place of issue of certificate) (Date of issue of certificate)

The undersigned declares that he is duly authorised by the Department for Transport, Local Government and the Regions to issue this Certificate.

Signature _____
 Name _____
 Designation Principal Marine Surveyor (Fishing)



Record of Exemptions Granted

Relevant Part No. of Rules	Valid until	Subject to the following conditions
79 (b)		Provided that approved VHF portable radio equipment, complete with a water proof container and suitable charging facilities, is carried.

Periodical Inspection

Date of Inspection	Place of Inspection	Signature of Surveyor

This Certificate must be kept framed and posted up in some conspicuous place on board the vessel so long as it remains in force and the vessel is in use.



UNITED KINGDOM FISHING VESSEL CERTIFICATE

52 ✓

Issued under the Merchant Shipping Act 1995

Name of Vessel	Official (RSS) Number and Fishing Number	Port of Registry	Registered Length	Overall Length	Date on which keel was laid
HARVEST HOPE	B14269 PD 120	PETERHEAD	24.33	25.63	1995

THIS IS TO CERTIFY

- i that the vessel has been surveyed in accordance with the provisions of the Act referred to above and is in accordance with such of the requirements of Parts II and III of the Fishing Vessels (Safety Provisions) Rules 1975 as are applicable to the vessel;
- ii that the life-saving appliances are sufficient for a total of **10** persons;
- iii that the vessel is fitted with the lights, shapes and sound signals to comply with the International Collision Regulations and is fitted with nautical equipment in accordance with these Rules;
- iv that the vessel complies with such of the requirements of the radio rules, the rules for the direction finders and the rules for radio navigation aids as are applicable to the vessel. **AZ**

This Certificate is valid until 31 JANUARY 2004 subject to the periodical inspection in accordance with the Fishing Vessels (Safety Provisions) Rules 1975.

Issued at _____ on the ^{SURV. 7/7/2000} 28 MAY 2002
(Place of issue of certificate) (Date of issue of certificate)

The undersigned declares that he is duly authorised by the Department for Transport, Local Government and the Regions to issue this Certificate.

Signature _____

Name _____

Designation Marine Surveyor (Fishing)



Record of Exemptions Granted

Relevant Part No. of Rules	Valid until	Subject to the following conditions
79 (b)		Provided that approved VHF portable radio equipment, complete with a water proof container and suitable charging facilities, is carried.

Periodical Inspection

Date of Inspection	Place of Inspection	Signature of Surveyor

This Certificate must be kept framed and posted up in some conspicuous place on board the vessel so long as it remains in force and the vessel is in use.



INTERNATIONAL FISHING VESSEL CERTIFICATE (Certificate of Compliance)

EXISTING FISHING VESSELS 24 METRES AND OVER

Issued under the provisions of the Fishing Vessels (EC Directive on Harmonised Safety Regime) Regulations 1999, as amended, and the Fishing Vessels (Safety Provisions) Rules 1975, and confirming compliance of the vessel named hereafter with the provisions of Council Directive 97/70/EC, and with the Fishing Vessels (Safety Provisions) Rules 1975 under the authority of the Government of the United Kingdom of Great Britain and Northern Ireland by the Maritime and Coastguard Agency, an Executive Agency of the Department for Transport.

PARTICULARS OF VESSEL

Name of Vessel	HARVEST HOPE	
Official (RSS) Number and Fishing Number	RSS B14269	PD 120
Port of Registry	PETERHEAD	
Length of Ship	25.68 m	
Date on which keel was laid or ship was at a similar stage of construction		
	Date of building or major conversion contract	
	Date of delivery or completion of major conversion	

RENEWAL SURVEY

THIS IS TO CERTIFY

- that the vessel has been surveyed in accordance with Regulation I/6(1) of the Annex to the Torremolinos Protocol 1993; and Rule 124 of the Fishing Vessels (Safety Provision) Rules 1975
- that the survey showed that:
 - that vessel fully complies with the requirements of Council Directive 97/70/EC; the Fishing Vessels (Safety Provision) Rules 1975, and
 - the maximum permissible operating draft associated with each operating condition for the vessel is contained in the approved stability book dated 28 May 2002
- that an Exemption Certificate has / has not been issued
- This certificate indicates that the condition of the items examined on the day of the survey met the necessary requirements. It does not confirm that these requirements were met after this date.

This certificate is valid until 31 March 2004 S.T.C. subject to surveys in accordance with Regulations I/6(1)(b)(ii) and (iii) and (c) of the Annex to the Torremolinos Protocol 1993 and Rules 124 and 130 of the Fishing Vessels (Safety Provisions) Rules 1975.

Place Marine Office

Signed _____
(Signature of Authorised Official issuing the certificate)

Date 9 February 2004

Name _____



Name of Vessel HARVEST HOPE

PERIODICAL EQUIPMENT SURVEY

This is to certify that, at a survey as required by Regulation I/6(1)(b)(ii) of the Annex to the Torremolinos Protocol 1993, the vessel was found to comply with the relevant requirements.

Place		Signed	----- (Signature of Authorised Official)
Date		Name	

INTERMEDIATE SURVEY

This is to certify that, at a survey as required by Regulation I/6(1)(c) of the Annex to the Torremolinos Protocol 1993, the vessel was found to comply with the relevant requirements.

Place		Signed	----- (Signature of Authorised Official)
Date		Name	

FIRST PERIODICAL RADIO SURVEY

This is to certify that, at a survey as required by Regulation I/6(1)(b)(iii) of the Annex to the Torremolinos Protocol 1993 the vessel was found to comply with the relevant requirements.

Place		Signed	----- (Signature of Authorised Official)
Date		Name	

SECOND PERIODICAL RADIO SURVEY

This is to certify that, at a survey as required by Regulation I/6(1)(b)(iii) of the Annex to the Torremolinos Protocol 1993 the vessel was found to comply with the relevant requirements.

Place		Signed	----- (Signature of Authorised Official)
Date		Name	

THIRD PERIODICAL RADIO SURVEY

This is to certify that, at a survey as required by Regulation I/6(1)(b)(iii) of the Annex to the Torremolinos Protocol 1993 the vessel was found to comply with the relevant requirements.

Place		Signed	----- (Signature of Authorised Official)
Date		Name	

EXTENSION OF CERTIFICATE

Endorsement to extend the validity of the certificate for a period of grace where Regulation I/11(1) of the Annex to the Torremolinos Protocol 1993 applies.

This certificate shall, in accordance with Regulation I/11(1) of the Annex to the Torremolinos Protocol 1993, be accepted as valid until

Place		Signed	----- (Signature of Authorised Official)
Date		Name	

EXTENSION OF CERTIFICATE

Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where Regulation I/11(2) or Regulation I/11(4) of the Annex to the Torremolinos Protocol 1993 applies.

The certificate shall, in accordance with Regulation I/11(2) / Regulation I/11(4)(1)* of the Annex to the Torremolinos Protocol 1993, be accepted as valid until

Place		Signed	----- (Signature of Authorised Official)
Date		Name	

*Delete as appropriate



INTERNATIONAL FISHING VESSEL CERTIFICATE

(Certificate of Compliance)

EXISTING FISHING VESSELS 24 METRES AND OVER

Issued under the provisions of the Fishing Vessels (EC Directive on Harmonised Safety Regime) Regulations 1999, as amended, and the Fishing Vessels (Safety Provisions) Rules 1975, and confirming compliance of the vessel named hereafter with the provisions of Council Directive 97/70/EC, and with the Fishing Vessels (Safety Provisions) Rules 1975 under the authority of the Government of the United Kingdom of Great Britain and Northern Ireland by the Maritime and Coastguard Agency, an Executive Agency of the Department for Transport.

PARTICULARS OF VESSEL

Name of Vessel	HARVEST HOPE	
Official (RSS) Number and Fishing Number	RSS B14269	PD 120
Port of Registry	PETERHEAD	
Length of Ship	25.68 m	
Date on which keel was laid or ship was at a similar stage of construction		
Date of building or major conversion contract		
Date of delivery or completion of major conversion		

RENEWAL SURVEY

THIS IS TO CERTIFY

1. that the vessel has been surveyed in accordance with Regulation I/6(1) of the Annex to the Torremolinos Protocol 1993; and Rule 124 of the Fishing Vessels (Safety Provision) Rules 1975
2. that the survey showed that:
 - 2.1 that vessel fully complies with the requirements of Council Directive 97/70/EC; the Fishing Vessels (Safety Provision) Rules 1975, and
 - 2.2 the maximum permissible operating draft associated with each operating condition for the vessel is contained in the approved stability book dated 28 May 2002
3. that an Exemption Certificate has / has not been issued
4. This certificate indicates that the condition of the items examined on the day of the survey met the necessary requirements. It does not confirm that these requirements were met after this date.

This certificate is valid until 31 January 2008 (FULL TERM) subject to surveys in accordance with Regulations I/6(1)(b)(ii) and (iii) and (c) of the Annex to the Torremolinos Protocol 1993 and Rules 124 and 130 of the Fishing Vessels (Safety Provisions) Rules 1975.

Place Marine Office

Signed
(Signature of Authorised Official issuing the certificate)

Date 29 April 2004

Name _____



Name of Vessel HARVEST HOPE

PERIODICAL EQUIPMENT SURVEY

This is to certify that, at a survey as required by Regulation I/6(1)(b)(ii) of the Annex to the Torremolinos Protocol 1993, the vessel was found to comply with the relevant requirements.

Place _____ Signed _____
(Signature of Authorised Official)
Date _____ Name _____

INTERMEDIATE SURVEY

This is to certify that, at a survey as required by Regulation I/6(1)(c) of the Annex to the Torremolinos Protocol 1993, the vessel was found to comply with the relevant requirements.

Place _____ Signed _____
(Signature of Authorised Official)
Date _____ Name _____

FIRST PERIODICAL RADIO SURVEY

This is to certify that, at a survey as required by Regulation I/6(1)(b)(iii) of the Annex to the Torremolinos Protocol 1993 the vessel was found to comply with the relevant requirements.

Place _____ Signed _____
(Signature of Authorised Official)
Date _____ Name _____

SECOND PERIODICAL RADIO SURVEY

This is to certify that, at a survey as required by Regulation I/6(1)(b)(iii) of the Annex to the Torremolinos Protocol 1993 the vessel was found to comply with the relevant requirements.

Place _____ Signed _____
(Signature of Authorised Official)
Date _____ Name _____

THIRD PERIODICAL RADIO SURVEY

This is to certify that, at a survey as required by Regulation I/6(1)(b)(iii) of the Annex to the Torremolinos Protocol 1993 the vessel was found to comply with the relevant requirements.

Place _____ Signed _____
(Signature of Authorised Official)
Date _____ Name _____

EXTENSION OF CERTIFICATE

Endorsement to extend the validity of the certificate for a period of grace where Regulation I/11(1) of the Annex to the Torremolinos Protocol 1993 applies.

This certificate shall, in accordance with Regulation I/11(1) of the Annex to the Torremolinos Protocol 1993, be accepted as valid until _____

Place _____ Signed _____
(Signature of Authorised Official)
Date _____ Name _____

EXTENSION OF CERTIFICATE

Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace where Regulation I/11(2) or Regulation I/11(4) of the Annex to the Torremolinos Protocol 1993 applies.

The certificate shall, in accordance with Regulation I/11(2) / Regulation I/11(4)(1)* of the Annex to the Torremolinos Protocol 1993, be accepted as valid until _____

Place _____ Signed _____
(Signature of Authorised Official)
Date _____ Name _____

*Delete as appropriate



Maritime and Coastguard Agency

UNITED KINGDOM LOAD LINE EXEMPTION CERTIFICATE

Issued under the provisions of the Merchant Shipping (Load Line) Regulations 1998,
under the authority of the Government of the United Kingdom of Great Britain and Northern Ireland
by the Maritime and Coastguard Agency,
an Executive Agency of the Department for Transport

PARTICULARS OF SHIP

Name of Ship	HARVEST HOPE		
Distinctive Number or Letters	RSS B14269 ⁹⁶	PD 120	
Port of Registry	PETERHEAD		

THIS IS TO CERTIFY

That the above-mentioned ship is exempt under regulation 5(2) of the Merchant Shipping (Load Line) Regulations 1998 from the following provisions of the Merchant Shipping (Load Line) Regulations 1998 and of the Merchant Shipping Notice MSN1752(M):-

Regulations 7, 15, 25 and 32 of the Merchant Shipping (Load Line) Regulations 1998 and all the provisions of MSN 1752(M).

Subject to the following conditions:

CONDITIONS

- 1) This exemption shall only extend to United Kingdom territorial waters or on the United Kingdom Continental Shelf in any designated Area made by Order in Council (SI 1987/1265) under Section 1(7) of the Continental Shelf Act 1964 but excluding any areas North of Latitude 62 + N and any areas West of Longitude 8 + W.
- 2) **No cargo or passengers are carried.**
- 3) **An inspection of the items detailed in Part II A, B and C of the Record of Particulars of the Fishing Vessel has been made by a Maritime & Coastguard Agency Surveyor within the preceding 12 months.**
- 4) **When this UK Load Line Exemption Certificate has been issued with a validity of over one year from date of initial, or renewal survey shown below, to retain validity and guardship role capability, an Annual Inspection of the vessel and endorsement of the Certificate will be required by an MCA Surveyor within 3 months of the anniversary date.**
- 5) *The nearest MCA Marine Office is informed, in writing, whenever the fishing vessel operates under the terms of this exemption.*

(Conditions Continued on Page 2)

Date of initial or renewal survey | 17 February 2004

This certificate is valid until | **31 January 2008** | subject, where appropriate, to annual surveys in accordance with the Merchant Shipping (Load Line) Regulations 1998.

Issued at | | on | 29 April 2004

Signed | | Name |

An authorised officer of the Department for Transport

CONDITIONS (Continued) :

- 6) A copy of the terms of this exemption and evidence to show that the inspection required by Paragraph (3) above has been carried out are to be available to the crew when the vessel is operating under the terms of this exemption.
- 7) This certificate must be retained onboard when the vessel operates under the terms of this exemption.
- 8) An Official Log Book must be carried and maintained.
- 9) Vessel to be in possession of a valid United Kingdom Fishing Vessel Certificate.

THIS IS TO CERTIFY

that this ship continues to comply with the conditions under which the exemption was granted.

Place		Date		┌	┐
-------	--	------	--	---	---

Signed		Name		└	┘
--------	--	------	--	---	---

Surveyor, Department for Transport

Place		Date		┌	┐
-------	--	------	--	---	---

Signed		Name		└	┘
--------	--	------	--	---	---

Surveyor, Department for Transport

Place		Date		┌	┐
-------	--	------	--	---	---

Signed		Name		└	┘
--------	--	------	--	---	---

Surveyor, Department for Transport

Place		Date		┌	┐
-------	--	------	--	---	---

Signed		Name		└	┘
--------	--	------	--	---	---

Surveyor, Department for Transport



UNITED KINGDOM LOAD LINE EXEMPTION CERTIFICATE

Issued under the provisions of the Merchant Shipping (Load Line) Regulations 1998,
under the authority of the Government of the United Kingdom of Great Britain and Northern Ireland
by the Maritime and Coastguard Agency,
an Executive Agency of the Department for Transport

PARTICULARS OF SHIP

Name of Ship	HARVEST HOPE		
Distinctive Number or Letters	PD120 B14296		
Port of Registry	Peterhead		
Length (L) in metres as defined by Regulation 2 of the Merchant Shipping (Load Line) Regulations 1998, as amended.	25.68m	Gross Tonnage	356.0

THIS IS TO CERTIFY

That the above-mentioned ship is exempt under regulation 5(2) of the Merchant Shipping (Load Line) Regulations 1998 from the following provisions of the Merchant Shipping (Load Line) Regulations 1998 and of the Merchant Shipping Notice MSN1752(M):-

Regulations 7, 15, 25 and 32 of the Merchant Shipping (Load Line) Regulations 1998 and all the provisions of MSN 1701(M).M

Subject to the following conditions:

CONDITIONS

- 1) This exemption shall only extend to United Kingdom territorial waters or on the United Kingdom Continental Shelf in any designated Area made by Order in Council (SI 1987/1265) under Section 1(7) of the Continental Shelf Act 1964 but excluding any areas North of Latitude 62_N and any areas West of Longitude 8_W.
- 2) No cargo or passengers are carried.
- 3) An inspection of the items detailed in Part II A, B and C of the Record of Particulars of the Fishing Vessel has been made by a Maritime & Coastguard Agency Surveyor within the preceding 12 months.
- 4) The nearest MCA Marine Office is informed, in writing, whenever the fishing vessel operates under the the terms of this exemption.
- 5) A copy of the terms of this exemption and evidence to show that the inspection required by Paragraph (3) above has been carried out are to be available to the crew when the vessel is operating under the terms of this exemption.
- 6) This certificate must be retained onboard when the vessel operates under the terms of this exemption.
- 7) The vessel is subject to annual survey whilst acting as a guardship.

Date of initial or renewal survey | 2 February 2005

This certificate is valid until | 31 January 2008 | subject, where appropriate, to annual surveys in accordance with the Merchant Shipping (Load Line) Regulations 1998.

Issued at | | on | 9 February 2005

Signed | | Name |

An authorised officer of the Department for Transport



CONDITIONS (Continued) :

- 8) An Official Log Book must be carried and maintained.
- 9) Vessel to be in possession of a valid United Kingdom Fishing Vessel Certificate.

ENDORSEMENT FOR ANNUAL SURVEYS

THIS IS TO CERTIFY

that at an annual survey required under Regulation 8(1)(c) of the Merchant Shipping (Load Line) Regulations 1998, as amended, this ship continues to comply with the conditions under which the exemption was granted.

Place	Date	┌	┐
Signed	Name		
An authorised official of the Department for Transport			
Place	Date	┌	┐
Signed	Name		
An authorised official of the Department for Transport			
Place	Date	┌	┐
Signed	Name		
An authorised official of the Department for Transport			
Place	Date	┌	┐
Signed	Name		
An authorised official of the Department for Transport			

OAN 343 Survey and Certification Policy
(including issue of Short Term Certificates)

	Maritime and Coastguard Agency Operations Advice Note	Document Number: OAN 343
Revision: 01	Survey and Certification Policy (including issue of Short Term Certificates)	Page 1 of 5
Date: 18 Jun 04	Distribution A B & D	

1. Introduction

During the course of an investigation following the sinking of a fishing vessel, a number of concerns have been raised in connection with the MCA procedure for issuing of short term certificates and the action which takes place when a vessel is known to be in an unfit condition to proceed on a voyage.

2. Responsibilities - Merchant Ships and Fishing Vessels

No ship should proceed on a voyage unless it has been issued with a valid certificate;

No ship should proceed on a voyage unless it is safe to do so, regardless of whether it has been issued with a valid certificate.

The safety of the ship is the responsibility of the owner and the master.

MCA has a duty to issue certificates if a ship complies with the requirements for that certificate. When, in the course of a survey or an inspection, it comes to MCA's attention that a ship is unsafe, then appropriate action must be taken to prevent the ship from proceeding on a voyage.

A ship may be issued with a full term certificate when only minor defects need to be rectified which are not considered to significantly affect safety and pollution prevention and there is no reason to believe that the owner and master will not complete rectification by the assigned date.

If necessary, the master, skipper or owner should be reminded that it is an offence to proceed to sea without a valid certificate.

3. Short Term Certificates

Short Term Certificates (maximum validity 3 months unless agreed otherwise) may be issued by surveyors in the following circumstances;

 Maritime and Coastguard Agency	Maritime and Coastguard Agency Operations Advice Note	Document Number: OAN 343
Revision: 01	Survey and Certification Policy (including issue of Short Term Certificates)	Page 2 of 5
Date: 18 Jun 04	Distribution A B & D	

3.1 Completion of Renewal Survey: *When a survey has been completed and there is insufficient time to have the full term certificate signed by the authorised person (normally Principal Surveyor).*

Surveyors are authorised to issue short term certificates following satisfactory completion of surveys. This is to enable a vessel to be issued with certificates immediately following satisfactory survey to avoid unnecessary delay in the processing of the paperwork for the issue of the full term certificate. The short term certificate can be prepared in the office before final survey or alternatively a hand written certificate could be issued on board. Surveyors should not write a note on the Report of Inspection to say the vessel is permitted to sail or issue "letters of satisfactory survey" as an alternative to issuing a certificate. This only adds to owners and masters confusion as to what is acceptable. The process of having full term certificates signed by another Principal Surveyor is to reduce the risk of inappropriate certification.

3.2 Outstanding Defects: *When defects need to be dealt with by a specified date (normally under strict conditions agreed with the Principal Surveyor).*

Safety and pollution prevention should be to an acceptable standard. Serious defects must be rectified before the vessel is certificated.

A Report of Inspection must detail defects, the required action, the timescale and the date by which the master or skipper must report to the MCA. In certain circumstances defects may prevent the full operation of the vessel, or where it is considered the owner may not complete rectification by the specified time, in which case a Short term Certificate should be issued which stipulates any special conditions.

A vessel which has suffered damage may be specially considered and permitted to sail on a single voyage to effect repairs, in which case the existing certificate should be cancelled and a short term issued for the single voyage which stipulates any special conditions.

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3.3 Stability Approval: *When the stability has not been approved.*

Provisional stability information, must be available to demonstrate that the ship is safe and complies with the required standards. Approval requires confirmation of the computer definition and that the vessel complies with the criteria following lightship and inclining tests. Before the vessel is certificated, the following actions must be completed:

- (1) Provisional Stability submitted to MCA;
- (2) Confirm that the Provisional Stability Book is on board;
- (3) Surveyor has confirmed the inclining or lightship data (as appropriate) is an accurate record, relevant to the operation of the ship and that all presented conditions meet the required stability criteria.

In the case of existing ships, where modifications have been made which could effect stability, the stability book should no longer be considered a valid document and the surveyor must be satisfied by submission of amendments or new stability data for approval.

Where the stability has not been approved and the existing certificate is due to expire, the owner may request the issue of a further short term certificate. Such a certificate may be issued (by the Principal Surveyor), subject to the following:

- (1) A check is made on SIAS that no incident has been reported (e.g. On the "Watch List");
- (2) A check with the Lead Surveyor or Customer Service Manager, that it is reasonable to issue a further short term certificate; and
- (3) A check has been made with the Stability Unit (or other person responsible for approval of stability) that they have no objection to the issue of a further short term certificate.

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4. Detention:

Detention is an enforcement provision which should be used when appropriate and reference should be made to section 1.3 of the Instructions for the Guidance of Surveyors on Inspection Policy. It is difficult to define all cases when it *is* appropriate, however detention should be considered in the following circumstances:

- (1) When under survey and found to be unfit to proceed on a voyage.
- (2) When the certificate has expired and the ship has not completed the survey;
- (3) On the expiry of a Short Term Certificate when consultants/owners are not progressing stability or other rectification work.
- (4) As a result of an inspection the ship is found unfit to proceed on a voyage, even if it has a certificate.

There should normally be no need for detention where a vessel is presented for survey and there is no doubt in the surveyor's mind that any defects will be rectified and surveyed before proceeding on a voyage. In case of doubt, discuss with the Principal Surveyor. In such cases, if detention is considered too onerous or unnecessary, an alternative is to cancel the relevant certificate and request the certificate to be surrendered¹ (temporary removal of the certificate can have the same effect). The owner or master should be given the warning that it is an offence to proceed on a voyage without a valid certificate. If the certificate is cancelled or surrendered, the surveyor should explain the reasons for doing so. It is better to err on the side of caution than to take unnecessary risk.

(1) ¹ Powers for this are given in regulation 19 of the Merchant Shipping (Survey and Certification) Regulations 1995, or regulation 11 of the Fishing Vessels (EC Directive on Harmonised Safety Regime) Regulations 1999, as amended, or Para. 1.3.8.4 of the 15-24 M Code, and equivalent provisions in other regulations.

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5. Extension of Certificates:

Extensions should only be given where it is reasonable and proper to do so. For example, where extensions have been requested because the vessel is not in the port to be surveyed or the necessary resource is not available, Simply waiting for the certificate to expire and then claiming a dry dock or slip is not available is not a justified reason as the owner has had plenty of opportunity to arrange it. However, if for example, a dry dock was booked, but the shipyard has gone out of business without warning and there is not fault on the owner, then the extension may be reasonable. In all cases the extension must be agreed by a Principal Surveyor.

6. Reporting of Casualties and other Incidents:

Where a vessel is involved in a reportable incident, as well as normal reporting to MAIB, the incident should be reported to the Lead Surveyor or Customer Service Manager as soon as practical and a report should be made on SIAS to this effect. (By requesting Inspection Branch (x 219) to insert a remark on the "Watch List").

7. Check of SIAS prior to Survey or Inspection:

Wherever practicable SIAS should be checked (particularly the "Watch List") prior to carrying out any survey or inspection.

Guidance will be included in Instructions for Surveyors on Survey and Certification in due course. This OAN will be cancelled in six months.

Author: 	Authorised: 	Branch : Survey
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Record of Particulars for *Harvest Hope* following 2005 Loadline survey



RECORD OF PARTICULARS OF A FISHING VESSEL

OVER 24.0 METRES

NAME: HARVEST HOPE

RSS NUMBER: B 14269⁹⁶

FISHING LETTERS & NUMBERS: PD 120

CLASSIFICATION SOCIETY:

NAME & ADDRESS OF
OWNER, MANAGING OWNER
OR AGENT:

C/O PETERHEAD FISHERMEN LTD
GREENHILL
PETERHEAD
AB42 6ZY

Dimensions	Registered	Principal
Length	25.68M	28.23M
Breadth	8.70M	8.70
Depth	7.4M	7.38M

GRT 356 ITC

Date Keel Laid: 27 JANUARY 1995



DOORS FITTED IN OUTER WATERTIGHT STRUCTURE (ie structures contributing to buoyancy or protecting openings leading to spaces below deck)

Where fitted	Height of casings	Size of door	Height of Sills	Type of Door	Operate Both Sides
Freeboard deck					
Battery Room	1900	1300 x 650	560	WT	Yes
CO2 Room	"	"	"	"	"
ER Escape Door	"	"	"	"	"
Entrance Accom (S) Aft	"	"	"	"	"
Entrance Accom Forward Store	"	"	"	"	"
Entrance Accom Change Room	"	"	"	"	"
Entrance ER	2050	1650 x 650	360	WT & Gas Tight	"
Aft (S) Store Upper Deck	1930	1480 x 680	450	WT	"
Entrance Wheel-house (S)	1980	1680 x 680	300	"	"

Escape from cabins - galley & ER are distinctly marked onboard
HATCHWAY CLOSING ARRANGEMENTS

Space served by hatchway	1	2	3	4	5
Dimensions of hatchway	620 x 620	1450 x 1290	1650 x 1640	620 x 620	875 x 950
Coamings: material height mm	Steel Min 600	Steel Min 600	N/A Min 600	Steel Min 600	Steel Min 600
Hatch covers: Type	690 x 690 WT	1580 x 1420 WT	1717 x 1717 WT	690 x 690 WT	1080 x 1005 WT
material	Steel	Steel	Aluminium	Steel	Steel
thickness mm	8	8	8	8	8
bearing surface	N/A	N/A	N/A	N/A	N/A
securing arrangements	Cleats	Cleats	Flush Fitting Cleating Device	Cleats	Cleats
spacing of cleats mm	345	400	350	345	470
No. of clips	3	6	8	3	3

HATCHWAY CLOSING ARRANGEMENTS

Space served by hatchway	6	7			
Dimensions of hatchway	750 x 600	1775 x 1450			
Coamings: material height mm	N/A	Steel Min 600			
Hatch covers: mm	880 x 730	1930 x 1595			
Type	WT	WT			
material	Steel	Aluminium			
thickness mm	8	8			
bearing surface	N/A	N/A			
securing arrangements	Bolted Around	Cleats			
spacing of cleats	N/A	450			
No. of clips	N/A	6			

- (1) To Fish Hopper - Escape Upper Deck Forward PS
- (2) To Fish Hopper - Upper Deck Forward Stbd
- (3) To Fishhold - Upper Deck Forward CL
- (4) To Net Drum Compartment - Escape - Upper Deck Aft PS
- (5) To Net Compartment - Freeboard Deck - Aft CL
- (6) To Steering Gear Room - Portable - Freeboard Deck - Aft CL
- (7) To Fishhold Freeboard Deck Forward, CL

Closing arrangements fitted to openings in machinery tops

800 x 950 bolted secure hatch to steering gear from net drum free-board deck (aft CL) with 60 mm coaming height.

Flush scuttles

Number	Size	Material	Retaining device
--------	------	----------	------------------

Companion ways (position on vessel)

Sill height

Closing arrangement

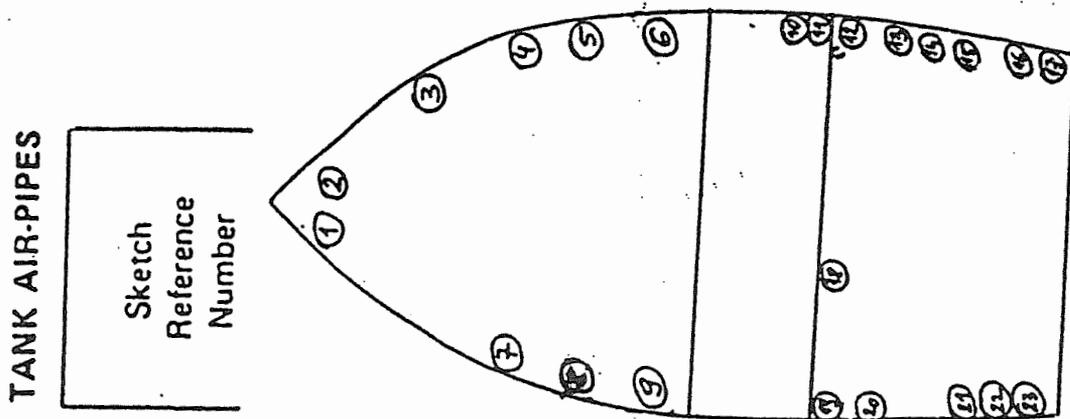
VENTILATORS IN EXPOSED POSITIONS

sketch reference number	position	coamings			type of head	closing appliance
		dia.	height	material		
4 Vent Fm Wh/hse	Top of Wheelhouse	150	820	Steel	Hand Operated Open/close	2 Cleats WT Flap
One (WC) Port	Nav Deck	"	"	"	"	"
One (Change Rm)	"	"	"	"	"	"
2. (Stores)	"	"	"	"	"	"
One (Cabin) (Port)	"	"	"	"	"	"
2 Supply to Cabin	"	260	775	"	"	"
2 Exhaust Vent (Galley/bathroom)	Upper Deck	150	820	"	"	"

TANK AIR PIPES

sketch reference number	position	diameter	material	coaming height to open end	closing appliance
1	Forepeak	65	Steel	450 mm	Locks in Cleats
2	Forward Store	"	"	"	"
3	Fish Gutting	"	"	"	"
4	Compartment	"	"	"	"
5	FW	"	"	"	"
6	Cofferdam	"	"	"	"
7	FO Stbd	80	"	"	"
8	(Storage)	"	"	"	"
9	FW	65	"	"	"
10	FO PS	80	"	"	"
11	(Storage)	"	"	"	"
12	FO Stbd	"	"	"	"
13	(Storage)	"	"	"	"
14	FO Drain Trawl	"	"	"	"
15	FO Day Tank	"	"	"	"
16	FO Settling	"	"	"	"
17	Tank	"	"	"	"
18	LO Storage	65	"	"	"
19	LO SG Sump (ME)	"	"	"	"
20	FW	"	"	"	"
21	LO	"	"	"	"
22	Steering Gear	"	"	"	"
23	FO PS	80	"	"	"
24	(Storage)	"	"	"	"
25	"	"	"	"	"
26	ME Vent Pipe	65	"	"	"
27	(Crankcase)	"	"	"	"
28	FW	"	"	"	"
29	Vent From Net	"	"	"	"
30	Drums Compt	"	"	"	"
31	FO Filling	50	"	"	"
32	Pipes	"	"	"	"

All air pipes and caps are made from steel, situated on upper deck at 450 mm above upper deck.



Position	Type	Size	Frame material	Blank/deadlight material
Messroom Pt Side (2 Nos) Corridor (S) Change Room (S)	Close/Open Colu - P1 " "	0 400 x 24 " "	Bronze " "	Bronze Dead- light " "
(All above are external - outer WT structure)				
Skylights not fitted				
Upper Deck Skipper's Cabin	Close/Open E-3-IW-ZZ1-Y1	400 x 560 (Window)	Bronze	Bronze

SIDE OPENINGS BELOW FREEBOARD DECK

Position	Size	Method of closure

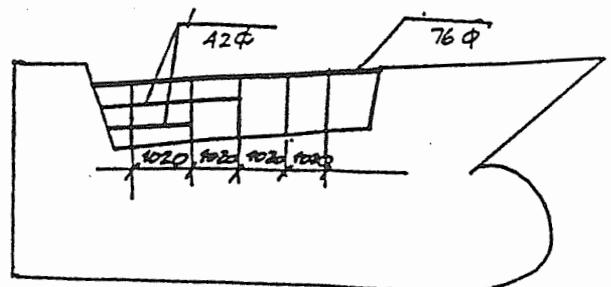
FREEING PORT ARRANGEMENTS

length of b'wk	height of b'wk	size of freeing ports	No. on ea. side	area each side	Rule area each side
Fwd Port 6.56 m	0.50 m	230 x 200 160 x 190	1 2	0.107 m ²	0.09 m ²
Aft Port 12.3 m	0.98 m	1400 x 110 4500 x 100 1800 x 100	2 1 1	0.938 m ²	0.534 m ²

State whether ports are fitted with rails shutters etc.

Particulars of guard rails, wires or chains:

Forward P & S



Factory deck arrangements (pumps, offal chutes etc)

(E Drum Compt)

2 Off Tonnage Valves (P) 270 x 160 Weighted NRV Aft
 370 x 270 Weighted NRV Fore
 2 Off Tonnage Valves (S) 240 x 140 Weighted NRV Aft
 380 x 280 Weighted NRV Fore

(Gutting Compt)

1 Off Tonnage Valve (P) 240 x 140 Weighted NRV Fore
 2 Off Tonnage Valves (S) 240 x 140 Weighted NRV Aft
 370 x 270 Weighted NRV Fore

Submersible Bilge Pump - with 32 mm bore discharge

WT net handling hatch doors (P) 1340 x 1300
 (S) 1340 x 1300

SCUPPERS, INLETS AND DISCHARGES

Inlet or discharge	System and compartment	Diameter	Position of valve	Type of valve	valve material
Discharge	ER Bilge	100	ER Aft Stbd	NK	Steel
	ER Bilge Septr	25	"	"	Bronze
	ME CW	80	ER Stbd	"	Steel
	Hydraulic Cooler	40	"	"	Bronze
	A/E CW	65	ER Port	"	Steel
	Ref Plant	20	"	"	Bronze
	WC Upper Deck	100	Fr 29 Pt (Above NR/Scupper)	NR/Scupper	Steel
	Baths Upper Deck	50	Fr 27 Pt (F/hold)	"	"
	Galley/Grey water	50	ER Port Fr 17	"	"
	Baths Main Deck	50	ER Stbd Fr 15	"	"
	WC Main Deck	100	ER Stbd Fr 11	"	"
Inlets	Sea Chest	150	ER Portside	NR	Bronze
	Sea Chest	150	ER Stbdside	"	"
	Emergy Fire Pump	32	Stbd Aftship	"	"
4 pcs of 38 mm stainless steel stuffing box for log and echo sounder P & S at Fr 30.5					

MAIN AND AUXILIARY MACHINERY

Number	Manufacturer's Name and Type	Max cont rating	
One	Main Engines	742 KW	
	Stork-Wartsila 6FHD 240G Reduction Ratio 5 : 1 Prop Shaft 200 mm		
	Auxiliary Engines		Purpose
2	Stamford UCM 274 F13 (with Hyd Starter Fitted)	108 KW	All Purpose
Total Installed KW		958 KW	

BILGE PUMPS

Description	Capacity
DESMI (bilge) S-80-70-220/A02-2	25 m ³ /hr
DESMI S-80-70-125/A02	"

BILGE SUCTIONS

Size of bilge main/s

ER – 80mm

F/Hold – 50mm

Compartment	Size of Suction to Compartment
Engine Room	80mm
Hand Whale	32mm
Fishhold	50mm
Steering Compt Net Drum Compt	50mm
Upper Deck	

installations		detector name & position
position & number of bottles		Electric Cooker
number of appliances		

description of main & auxiliary steering gear
Tenfjord Steering Gear Type SR 562L-PU30-H330
Hand Pump Type H330
Emergency Steering by Hand Hydraulic System

No of air receivers	capacity	relief valve pressure
2	125 L Each	35 Bars

bilge alarm system
Norimos 1000-S56-CAN (24V DC) (ER, Fishroom, Steering Flat - Aft Store P & S)

ELECTRICAL & AUXILIARY SYSTEMS

generators/alternators			emerg'y lighting		batteries	
type	rating	voltage	position	source	position	rating
UCM 274	108 Kw	3 x 415,	ER (6Pcs)	Batteries	ER 2Pcs	12V/200AL
No C049568/	A/C	50 Hz			Em Light	
01		RPM 1500	Fishhold	1Pc "	(FB Dk)	4Pcs "
			Net Drum	1Pc "	Radio	4Pc
UCM 274	108 Kw	3 x 415,		"		
No C049568/	A/C	50 Hz	Messroom	1Pc "		
02		RPM 1500	St Corridor	1 Pc "		
			Upper Dk	1Pc "		

Number and type of anchors	2 Shank (Bower Stockless 660 Kgs Each)
length and diameter of chain cables and/or wire ropes	0 22 m U ₂ stud link 165 m long chain

**PART II J - NAUTICAL EQUIPMENT
COMPASSES**

Maker's Name and Type	Compensated		OR SUR 23 Attached
	By	Date	
J Lilley & Gillie Ltd Type SR3 Ser No, 951844	T Gunn Aberdeen	17.2.2004	No

SOUNDING EQUIPMENT

SIGNALLING LAMP

Maker's Name and Type	Maker's Name and/or Type
Atlas Echoscope 382 Colour Hondex HE 737	Aldis Lamp

NAUTICAL PUBLICATIONS

Admiralty Chart Numbers	2182C, 1438 Quad Fishmaster Trax LMR FX412, FX312c DGPS	Date of Last Correction New 2004
Other Publications	Reeds Almanac, M Notices, Notices to Mariners	

LIFERAFTS

Manufacturer and Type	Serial Number	Persons	Date of Inspection	Stowage
RFD Surviva	28602 ✓	10	03/2004	Wheelhouse Casing Aft (P)
HRU – Exp. 02/2006 ✓	stbd			
RFD Surviva	28399 ✓	"	"	" (S)
HRU – Exp. 03/2005 ✓	Port		3/04	

Survival Craft Radio	Type: ICOM – M10E Serial No: 03496
EPIRB	Type: NOVA RT 260M Serial No: 2812 Batt. 03/2006 HRU - 11/2004

LIFEJACKETS

Manufacturer and/or Type	No	Stowage
Cosalt Premier Lights Nov 2008 + 5 survival suits	11	In cabin seat lockers 2 in wheelhouse
No of Donning Instructions: 2		

LIFEBUOYS

Manufacturer and/or Type	No	Stowage
Perrybuoy	2	Wheelhouse casing P&S with lines 27m each
	2	Aft wheelhouse casing P&S with smoke markers
Type and date of Smoke Marker: Pains Wessex Exp. – Feb 2007	2	

Is a table of life-saving signals available in the wheelhouse?	Yes SOLAS No. 1 and 2 One each
--	-----------------------------------

ROCKETS AND SIGNALS

Line Throwing Appliance	Manufacturers Name and Description	Date of Expiry Rockets: 01/2007
	Schermully Pains Wessex – 4 off	Date of Expiry Cartridges: 01/2007
Distress Signals: Parachute	PW Para Red 3 – 12 off	01/2007
Red Star		

PART III B - FIRE APPLIANCES

	Position	No	Description
Extinguishers Serviced 09/2003	ER	3	2 – Powder, 1 – 9 ltrs foam Firemaster
	Messroom	2	1 foam, 1 DP
	Galley	1	9 ltrs - foam
	Wheelhouse	1	6 kgs - powder

Hoses	Under focsle dk, mn dk fd	2	52mm dia, 20m long each
	Engine Room	1	
Plain Nozzles			
Jet/Spray Nozzles		4	
Fixed Installations	Engine Room		4 cylinders of 45 kg each serviced 09/2003

FIRE PUMPS

Main	DESMI	2	Type S-80-70-220/402-2 25 m³/Hr
Emergency	Stbd Aft Accm Mn Dk	1	Portable fire/salvage pump

Axes	Beside ER Dr	1	Insulated Handle
------	--------------	---	------------------

EMERGENCY CONTROLS

Means of Closing Openings	ER fan supply (2) ER Fan exhaust (2)
Remote Stops	ER fans – cooker – Accomm fans – FO Transfer Pum, FO Sep
Other distant control Including O F suction Valves	Quick closing trip wires to:- Daily Service Tank (1), ER wing tank P (1), ER wing tank (S) (1), Fishroom DB Tank P (1), Fishroom DB Tank S (1), Fishroom DB Tank (C)(1).

AUTOMATIC SYSTEMS

Fire Detection System: Servoteknikk LBP - 901
--

VISION REGULATIONS
IGATION LIGHTS

Intern	Manufacturer's name	Type
Masthead	AQUA SIGNAL (55) AHLEMANN & SCHLATTER, BREMEN	DH 110
Port	"	"
Starboard	"	"
Stern	"	"
Anchor	"	"
Fishing green	"	"
Fishing red	"	"
Fishing white	"	"

SOUND SIGNALS, SHAPES AND ADDITIONAL LANTERNS

Dia. & position of bell	300 mm Dia Brass Bell	number of NUC shapes	3 Black Balls
Maker's name & type of whistle	Zollner MP75/370 HZ DHI/04P/78 (1995) Air Electric	day signal	2 Cones Opaque Material
Medicine Locker Complies Cat B	NUC Lights Fitted		
2 Off Safety Harnesses Provided			

Position of sidelights: w/house casing	top P & S		number
	port	stb'd.	Ample
breadth of chocks	electric	135 mm	None
		140 mm	
		spare lamps:	
		spare NUC shades:	

Is screening sufficient to ensure working lights cannot be mistaken for navigation lights? YES

Extract from Blank template for form MSF 1301

RECORD OF PARTICULARS OF A FISHING VESSEL

PARTICULARS OF VESSEL

Name of Vessel							
Official Number		Port of Registry					
Fishing Number		Gross Tonnage	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; height: 20px; text-align: center;">ITC</td> <td style="width: 50%; height: 20px; text-align: center;">ORIGINAL</td> </tr> </table>	ITC	ORIGINAL		
ITC	ORIGINAL						
Registered Length	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; height: 20px; text-align: center;">ITC</td> <td style="width: 50%; height: 20px; text-align: center;">ORIGINAL</td> </tr> </table>	ITC	ORIGINAL	Overall Length	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; height: 20px; text-align: center;">ITC</td> <td style="width: 50%; height: 20px; text-align: center;">ORIGINAL</td> </tr> </table>	ITC	ORIGINAL
ITC	ORIGINAL						
ITC	ORIGINAL						

Date of expiry of United Kingdom Fishing Vessel Certificate

NAME AND ADDRESS OF OWNER / OPERATOR*

Name		
Company		
Address		
Postcode		Country
Telephone		Fax
Email		

Surveyor		Office	
Date of Final Survey		Vessel CM No.	

Surveyed under Torremollinos 12-24 Code of Practice

Surveyor's Comments

* Delete as appropriate

PORTHOLES AND WINDOWS

Position	Type	Size	Blank / Deadlight

SKYLIGHTS

Position	Type	Size	Blank / Deadlight Material

Guard Rails to Rule Height

Portable Wires / Rails

Safety Harnesses

Lifelines

WATER FREEING ARRANGEMENTS

Deck	Length of Bulwark	Height of Bulwark	Size of Freeing Ports	Number on each Side	Means of Closure

Actual area each side

Rule area each side

PUMP DRAINAGE SYSTEM

Space	Type	Capacity	Backup Arrangements

SIAS Reports for *Harvest Hope*



UK & DT Inspection/Survey Details

Ship Details

Ship ID 20691 Next ID 37783 Group ID 15504

Ship Name HARVEST HOPE
IMO Number 0000000 Official Number B14269
FV Number PD 120 Call Sign MVKQ7

Ship Type F1 - Fishing Vessel - Steel
Flag 670 - UNITED KINGDOM
Class. Society 0 - NONE
Owner
Year of Build 1995 UK Class Code NONE
Kw 1105 Dead Weight
Length(m) 24.33 Gross Tonnage 000197

Inspection Details

Marine Office
Inspection Date 11/01/1996 Input Date 02/09/1996
Detained? N Release Date
Country POLAND
Place SZCZECIN
Inspection Type None Inspected at Sea? N
MACRIS Codes 000005378
Comments

Ship Actions

Inspection has no ship actions

Survey Details

Survey Type	Survey Description
FVB(I)	Category B Survey - Fishing Vessel (INITIAL)

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Inspection has no certificates

Deficiency Details

Inspection has no deficiencies

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UK & DT Inspection/Survey Details

Ship Details

Ship ID 20691 Next ID 37783 Group ID 15504

Ship Name HARVEST HOPE
IMO Number 0000000 Official Number B14269
FV Number PD 120 Call Sign MVKQ7

Ship Type F1 - Fishing Vessel - Steel
Flag 670 - UNITED KINGDOM
Class. Society 0 - NONE
Owner
Year of Build 1995 UK Class Code NONE
Kw 1105 Dead Weight
Length(m) 24.33 Gross Tonnage 000197

Inspection Details

Marine Office
Inspection Date 18/09/1997 Input Date 19/09/1997
Detained? N Release Date
Country UNITED KINGDOM
Place Peterhead
Inspection Type Random Inspected at Sea? N
MACRIS Codes 000000033
Comments

Ship Actions

Inspection has no ship actions

Survey Details

Inspection has no surveys

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Inspection has no certificates

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
650	Two lifebuoys require 18 m line attached			17
650	Two lifebuoys require smoke/light marker attached			17
745	Vent flaps on aft mast all clips to be free			17
1250	Clips to hatches to be working			17

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UK & DT Inspection/Survey Details

Ship Details

Ship ID 37783 Next ID 39382 Group ID 15504

Ship Name HARVEST HOPE
IMO Number 0000000 Official Number B14269
FV Number PD 120 Call Sign MVKQ7

Ship Type F1 - Fishing Vessel - Steel
Flag 670 - UNITED KINGDOM
Class. Society 0 - NONE
Owner
Year of Build 1995 UK Class Code NONE
Kw 742 Dead Weight
Length(m) 24.33 Gross Tonnage 000356

Inspection Details

Marine Office
Inspection Date 02/09/1999 Input Date 06/09/1999
Detained? N Release Date
Country UNITED KINGDOM
Place Peterhead
Inspection Type Targeted Inspected at Sea? N
MACRIS Codes MCA0458
Comments

Ship Actions

Inspection has no ship actions

Survey Details

Inspection has no surveys

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Inspection has no certificates

Deficiency Details

Inspection has no deficiencies

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Ship Actions

Inspection has no ship actions

Survey Details

Inspection has no surveys

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Inspection has no certificates

Deficiency Details

Inspection has no deficiencies

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UK & DT Inspection/Survey Details

Ship Details	
Ship ID 48756	Next ID
Group ID 46771	
Ship Name HARVEST HOPE	
IMO Number 0000000	Official Number B14296
FV Number PD120	Call Sign MVKQ7
Ship Type F1 - Fishing Vessel - Steel	
Flag 670 - UNITED KINGDOM	
Class. Society 0 - NONE	
Owner	UK Class Code X
Year of Build 1995	Dead Weight
Kw 742	Gross Tonnage 356
Length(m) 25.68	
Inspection Details	
Marine Office	
Inspection Date 01/11/2002	Input Date 31/12/2002
Detained? N	Release Date
Country UNITED KINGDOM	
Place Peterhead	
Inspection Type Targeted	Inspected at Sea? N
MACRIS Codes	
Comments	

Ship Actions

Inspection has no ship actions

Survey Details

Inspection has no surveys

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Authority	Last Survey Issue
FVC	UNITED KINGDOM	28/05/2002	31/01/2007	00	00	000	NONE	

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
1286	Tonnage valves			16
628	Starb'd liferaft hyd release			16
1671	EPIRB hyd release			16

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Ship Actions

Inspection has no ship actions

Survey Details

Survey Type	Survey Description
FVA(R)	Category A Survey - Fishing Vessel (RENEWAL)

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Authority
FVC	UNITED KINGDOM	28/05/2002	31/01/2004	00	000	000	NONE

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
650	One smoke float for lifebuoy missing.		S	17
1275	Stbd vent gauze painted over.		S	16
1275	Port vent gauze painted over.		S	16
620	Details on port liferaft/ expiry unclear.		S	17
745	Stbd aft (lower) fire damper not closing.		S	17
1240	Toggle missing on ice plant locker door.		S	16
1240	Toggles missing on bag hatch.		S	17
1250	Some toggles seized on stbd battery box.		S	16
730	Handwheel missing on port ford fire hydrant.		S	16
1260	Port in port uman cabin not closing properly/toggle seized.		S	17
1260	Deadlight on port aft door broken.		S	16
1260	Port in toilet unsecured.		S	17

350	Lights not working in port 4 man cabin.	S	17
915	Additional exit/escape signs required in engine room.	S	16
915	CO2 Safety sign required for aft engine room access.	S	16

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Ship Actions

Inspection has no ship actions

Survey Details

Survey Type	Survey Description
LLE(R)	International Load Line Certificate Exemption(RENEWAL)

ILO Survey Details

Inspection has no ILO Survey

Certificate Details

Certificate	Issued by	Date of Issue	Expiry Date	Last Surv Date	Last Survey Country	Last Survey Place	Last Survey Authority	Last Survey Issue
IFVC	UNITED KINGDOM	19/04/2004	31/01/2008		00	000	NONE	

Deficiency Details

Code	Surveyor's Description	Regulation Ref	Relates to survey?	Actions
1671	EPIRB HRU PAST EXPIRY DATE			17
720	FIRE EXTINGUISHERS TO BE SERVICED			16
628	PORT LIFERAFT HRU EXPIRES 03/05			99
1270	LOWER TOGGLE ON DOOR TO ICE MAKING PLANT TO MAKE GOOD			16
1240	BAG HATCH TOGGLES TO REFIT			16
650	LIFEBUOY MARKERS SHOULD BE SECURED TO THE BOUY NOT THE GRAB LINE			16
720	PORT SIDE SHELTER SPACE HYDRANT VALVE HANDLE TO REPAIR			16
1240	MAIN DECK ACCESS HATCH HANDLES TO FISH HOLD TO FREE			16
1240	TOGGLES MISSING ON MAIN DECK HATCH			16
725	CO2 LOCKER DOORS TO BE KEPT CLEAR			16
899	OXY/ACFT BOTTLES TO SECURE			17

720 FIRE HOSE BOX IN SHELTER SPACE DOOR TO BE MADE GOOD

16

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Change User:

Report on Condition of a Steel Fishing Vessel, form FV6
for 2000 UK FVC renewal survey for *Harvest Hope*

45

REPORT ON CONDITION OF A STEEL FISHING VESSEL Form FV6

This form is to be completed at each occasion when the vessel is opened out for survey.

NAME..... HARVEST HOPE

R.S.S. No..... B14269

FV LETTERS & No..... PD 120

PORT OF REGISTRY.. PETERHEAD

DATE OF SURVEY.... 11 JULY 2000

PLACE OF SURVEY.. FRASERBURGH

VESSEL IN DOCK YES
ON SLIPWAY
ON PONTOON

*General report on present condition and appearance of vessel afloat and on blocks.
Repairs now or recently effected.*

The hull of this vessel is in very good condition with most of the paint coatings intact. There is a small impact damage to the forward end of the starboard bilge keel. Ultrasonic thicknesses were taken.

The shaft was partially withdrawn to facilitate replacement of the outer seal and appears in good condition. poker guage clearances were taken and show a 0.2 mm drop from the initial readings in 1996. The CP propeller in satisfactory with slight erosion damage to the blade tips. The rudder is in good condition with minimal clearance in the pintle bearing.

All inlet and discharge hull valves were opened for examination and servicing, general condition was fair, the flap type NRVs show wear to the hinges and the toilet discharge required replacement.

There has been doubt over the after draught marks since build and checks showed port and starboard marks totally awry and transom marks 70mm too low. The side marks are removed and transom marks rewelded in correct position.

SURVEYORS SIGNATURE.....DATE 11/7/00

MSA GUARDSHIP DUTY NOTES checklist

GUARDSHIP DUTY NOTES

1. Check: Name of Fishing Vessel
F.V. No.
Classification
Owners/Managers
When and Where Guard Ship Duty will start
Type of Hull
Gross Tonnage
Year of Build

2. If possible, copy Record of Particulars and F.V. Certificate (in particular Part II A, B and C).

CREW SAFETY CERTIFICATES

3. Survey:

- a) Check - Watertight Integrity & Structure
Doors in outer structure
Hatches
Closing appliances in Machinery Casing
Vents
Flush scuttles
Companionways
Vents
Tank Air Pipes
Side scuttles and skylights
Side openings below freeboard deck if any
Freeing port arrangements
Quick closing valve trips
Bilge pump operable
Guardrails and stanchions
* + ~~BLIND~~ WINDOWS
- b) LSA General Inspection

- i) Liferafts and HRU's *HARNESSES.*
ii) Lifebuoys *AUTO PILOT / WATCH ALARM.*
Lifejackets
Charts
Echo Sounder
Radar
Deck and Nav Lights
Pyrotechnics
Fire Detection
Shapes and Signals
Fire Extinguishers
Em. Fire Pump
Whistle
SOLAS Card
Signalling Lamp
SEARCHLIGHT, IF FITTED TO BE WORKING.

- c) Stability Data is on board and approved.

IF PERISCOPE TO BE REPLACED WITH TOUGHENED GLASS OR COVERS TO BE FITTED.

SF 47 (March 94)

Executive Summary of 2001 National Audit Office (NAO)
audit of the MCA's Survey & Inspections branches

Ship Surveys and Inspections

REPORT BY THE COMPTROLLER AND AUDITOR GENERAL
HC 338 Session 2000-2001: 23 March 2001



executive summary & recommendations

- 1 In 1989 the passenger vessel *Marchioness* and the dredger *Bowbelle* collided on the River Thames. The *Marchioness* sank and 51 people lost their lives. In September 1999 the Deputy Prime Minister appointed Lord Justice Clarke to carry out a wide-ranging public inquiry into safety on the Thames and the circumstances surrounding the *Marchioness* disaster. In his interim report in December 1999, Lord Justice Clarke commented on the substantial changes that had occurred more generally in the field of ship safety over recent years, particularly developments in the ship surveys and inspections regime. He noted that no comprehensive external audit or assessment had been carried out of the regime since 1994 and recommended that the National Audit Office or some other suitable body should carry out such an audit. He suggested that this should encompass the survey and inspection of Class V passenger vessels and also extend to survey and inspection procedures in general. He did not make this recommendation because of concerns about the performance of the Maritime and Coastguard Agency - since April 1998, the principal body for enforcing ship safety standards in the UK. Rather, he recognised the importance that the public attached to the safety of transport systems, including shipping, and considered that every organisation should have its systems independently audited from time to time. This report is our response to Lord Justice Clarke's recommendation.



- 2 Our report focuses on the Maritime and Coastguard Agency (the Agency), an executive agency of the Department of the Environment, Transport and the Regions (the Department). The Agency is responsible for developing, promoting and enforcing high standards of marine safety in the UK; in particular, for surveying and inspecting UK-registered vessels and inspecting foreign vessels visiting UK ports. Surveys are carried out when vessels are built or when they transfer to the UK register, and periodically thereafter when safety certificates expire; inspections are spot checks targeted on particular ships and are selective in the safety aspects that they cover.
- 3 The Agency spends around £9 million a year carrying out its surveys and inspections and receives survey fees of some £5 million from vessel operators. This work is carried out by around 100 surveyors working in 16 marine offices around the UK; a further 60 surveyors are based in the Agency's Southampton headquarters. In addition, the Agency delegates 80 per cent of statutory survey work on UK vessels to classification societies, which verify compliance with international conventions in order for maritime authorities to issue statutory certification.

The UK has one of the best safety records in the world, to which the Maritime and Coastguard Agency makes a major contribution

- 4 The safety record of British-registered vessels is one of the best in the world. Very few British vessels have been lost over the last ten years and deaths have been rare, except in the fishing industry. The Maritime and Coastguard Agency is one of the world's leading maritime authorities with a world-wide reputation for its professionalism and for the significant contribution that it makes towards improving ship safety. The Agency's international standing is particularly evident from the senior posts that its staff hold in international maritime bodies and from the training and technical assistance that the Agency provides to other maritime authorities around the world. The Agency's surveyors advise vessels' officers and crew on safety-related issues during their surveys and inspections. The Agency makes the results of its work available to other maritime authorities and classification societies around the world, while publicity also helps to deter unsafe shipping in UK waters.
- 5 The Agency also leads most other maritime authorities in prosecuting significant breaches of maritime legislation that have caused, or threatened, loss of life, serious injury, significant pollution or damage to property or the environment. It has its own Enforcement Unit to investigate reports of significant breaches and take legal action where appropriate. We looked at how other maritime authorities handled prosecutions. Few had enforcement units comparable to the Agency's. Industry representatives commended the Agency's policy on prosecutions, which helped to maintain the credibility of the UK's maritime legislation and presented a real deterrent against unsafe shipping.

The Agency could nonetheless make a greater contribution by focusing more of its work where there is the greatest risk

- 6 The Agency has met its targets for the volume of inspections it carries out. Over 12,000 UK vessels are subject to the survey and inspection regime. The Agency agrees with the Department an annual target for the number of inspections of UK vessels, together with inspection targets for six categories of UK vessel and a seventh target for dangerous goods. In 1999-00, the Agency carried out 3,711 inspections, exceeding its target of 3,354. The Agency is also expected to meet an international target, set under the 1980 Paris Memorandum of Understanding (Paris MOU), of inspecting the equivalent of 25 per cent of the foreign ships that visit UK ports each year. It has exceeded this target in each of the past five years, inspecting over a quarter of the 7,000 foreign vessels visiting UK ports each year. It inspects more foreign vessels than all but one of the other 17 maritime authorities bound by the Memorandum.
- 7 However, the Agency has not been able to complete the development of a model to assess the risks posed by different types of UK vessel and to help it set its annual inspection targets. Nor does the Agency set out the other factors that influence its inspection targets. And, by setting targets for six broad categories of UK vessel, the Agency does not distinguish the riskiest types of vessel within those categories. The Agency has now applied the risk-based approach outlined in this report in its target setting process for 2001-02. It has also sub-divided its target categories for UK vessel inspections in order to distinguish the riskiest types of vessel, including a separate category for Class V passenger vessels.





- 8 In addition, there is scope to improve the targeting of inspections on individual vessels posing the greatest safety risk:
- the Agency uses an internationally adopted system to assess the risks posed by individual foreign vessels using UK ports. The Agency is good at targeting the riskier vessels and better than many other maritime authorities. However, over half of its foreign vessel inspections are of the lowest risk vessels, while very few are of high risk vessels; and
 - surveyors select UK vessels for inspection based on local knowledge about vessels in their areas. The Agency is better at selecting the riskiest UK vessels than at selecting the riskiest foreign vessels. However, with a quarter of UK vessel inspections identifying no deficiencies, there is scope to improve the selection of UK vessels for inspection. In particular, the Agency should adopt a risk assessment system for selecting all UK vessels for inspection, along the lines of the one it uses for selecting foreign vessels that use UK ports.
- 9 Although Class V passenger vessels in particular now have one of the best safety records amongst the main types of vessels using UK waters, the number of unannounced inspections of such vessels has declined significantly over recent years. In 1999-00 the Agency made unannounced inspections of 39 per cent of the Class V fleet, appreciably less than the inspection rate of once a year reported by Lord Justice Clarke. In 1999-00 around half of the Agency's inspections of Class V vessels were carried out as part of the vessels' pre-arranged annual surveys. Although these inspections are still worth carrying out, they are not as valuable as unannounced inspections. And, with eight of the 16 marine offices inspecting less than half of the Class V passenger vessels in their areas, many such vessels are unlikely to be subject to an unannounced inspection.
- 10 Marine offices cover wide geographic areas and many ports are in remote parts of the country. Although the Agency does well in visiting some 185 ports and other locations around the country, some ports receive disproportionately high coverage while others are seldom visited despite their handling large volumes of traffic. Furthermore, surveyors rarely inspect vessels at weekends even though the shipping and fishing industries operate seven days a week. There is therefore a risk that unsafe vessels could minimise the chance of being inspected by using more remote ports and harbours, and by timing their arrivals and departures at weekends.

Recommendations

11 The Agency should therefore:

- a) use a more risk-based approach to establish the number of inspections for different categories of vessel necessary to achieve the Agency's marine safety objectives, drawing as appropriate on its risk assessment model once this is completed;
- b) adopt a risk assessment system for selecting UK vessels for inspection, similar to the one it uses for selecting foreign vessels that use UK ports;
- c) whilst maintaining a credible level of deterrence at all times, shift more of its inspection work towards the riskier UK and foreign vessels and, where the additional costs are justified by vessels' potential risks, do more of its inspections at remote ports and at weekends; and
- d) clarify its policy on the number of Class V passenger vessel inspections each year and ensure that, as far as possible, such inspections are unannounced, rather than carried out as part of the vessels' pre-arranged annual surveys and that such vessels have a reasonable chance of being inspected wherever they are located.

The Agency should give greater attention to human factors in ship safety

12 It is widely accepted that the vast majority of shipping accidents are attributable to human error and that the human element plays a part in virtually all accidents. Since the early 1990s, the Agency has been checking on the operational aspects of vessels, such as emergency preparedness, bridge procedures and cargo operations. The Agency now also applies an international standard - the International Safety Management (ISM) Code - which is being phased in to ensure the safe management and operation of all large merchant and passenger vessels using foreign ports. In addition, the Government has decided to introduce a domestic safety management system for all UK



passenger vessels from June 2001; over a third of the UK merchant fleet will then be covered by a statutory safety management system. The ISM Code will become mandatory from July 2002 for the 314 other large cargo vessels trading internationally, and the Agency anticipates that around half of the UK merchant fleet will then be covered. The Department and the Agency also aim to have in place by January 2002 a system by which a vessel's officers or crew may report safety deficiencies in confidence.

- 13 Despite the importance attached to introducing the ISM Code, the Agency could not demonstrate that enough of its inspection work looked at the human factors affecting the safe management and operation of vessels, rather than at vessels' equipment, appliances and structure. The vast majority of surveys and inspections take place while vessels are in port; very few are carried out while vessels are at sea. There are practical difficulties and additional costs associated with carrying out inspections while vessels are at sea; such inspections require surveyors to remain on board vessels until the next port of call and not all of their time is therefore productive. However, these inspections might bring extra benefits in ensuring the safe management and operation of vessels. Although some marine offices carry out incognito checks on vessels, the Agency does not have sufficient staff to carry out such checks on a routine basis and has no other means of gathering first hand intelligence, for example through surveillance of officers and crew when vessels are in port, about shortcomings in the management and operation of vessels. The Agency also needs to ensure that it has sufficient surveyors in each of its marine offices with the right skills and experience to undertake ISM surveys and inspections. And, the Agency's policy of requiring surveyors to ask the owners of vessels being surveyed overseas to arrange and pay for surveyors' travel and accommodation leaves surveyors' professional judgements open to question.



Recommendations

14 The Agency should therefore:

- a) assess whether it is giving sufficient attention to operational and management issues on board vessels and ensure that there are a sufficient number of fully qualified ISM surveyors in each of its marine offices;
- b) consider the case for carrying out a proportion of its inspections while vessels are at sea rather than in port, so that the management and operation of vessels can be observed and checked more directly;
- c) consider the case for gathering first hand intelligence about shortcomings in the management and operation of vessels through, for example, more incognito checks on board vessels and surveillance of officers and crew when vessels are in port; and
- d) discontinue its policy of asking owners to pay for the travel and accommodation costs associated with overseas surveys, and instead require Agency staff to arrange surveyors' travel and accommodation and recharge the costs to vessel owners as it does for survey fees.

The Agency needs to modernise its information systems and improve the way that it manages knowledge within the organisation

15 There is scope for the Agency to improve the information that it gathers and to make better use of the knowledge at its disposal to ensure its inspections are well-targeted:

- the Agency does not have central databases containing details about all UK vessels and their certificates that can be accessed by surveyors in marine offices. Information is held on local databases in the 16 marine offices, but this is incomplete and inaccurate and the databases are not linked so information cannot be shared between offices;
- the Agency needs to improve the guidance and advice that it provides to surveyors through its computer systems, particularly on aspects of maritime legislation that are open to interpretation. It has not issued its surveyors with aides memoir to help them focus their work on the right issues. Nor does it require surveyors to record the areas of the vessel that they have checked and found to be satisfactory; only deficiencies are recorded. Surveyors record findings in their own hand-written notebooks, so a great deal of useful information and knowledge is not shared or made best use of by the Agency; and
- the Agency also needs to upgrade its resource management system so that management can readily analyse how resources are being used nationally and in individual marine offices.

16 The Agency has recognised that it needs to improve its management information systems and is developing an information management strategy intended to rationalise its disparate computer systems and provide better information. However, it is likely to be two to three years before new systems are fully in place.

17 The Agency also needs to establish systematic arrangements for ensuring that port authorities and harbour pilots provide its surveyors with complete and timely information about vessels arriving at and departing from their ports. Only one of the marine offices we visited had a system for ensuring that all of its ports provided the information required. The quality and scope of information available to surveyors therefore varied considerably across the offices. Nor did any offices retain information to show all of the vessels that had visited their ports and how they had assessed their risks. There was therefore no direct means of verifying that surveyors had selected vessels for inspection based on evidence about the risks that they posed.

Recommendations

- 18 To improve its information systems and knowledge management the Agency should:
- a) provide surveyors in its marine offices with access to better information and support (for example, by establishing a central database of information on UK vessels and their certificates and by reviewing and clarifying its policy advice on the areas of marine legislation with which surveyors have most difficulty);
 - b) maintain better records of inspection checks and outcomes (for example, through aides memoir), to ensure surveyors focus on the right issues and record the reasons why they selected a vessel for inspection and all of the areas checked, whether found to be satisfactory or deficient;
 - c) regularly obtain data from marine offices (for example, on the average time taken for different survey types and on the risk profile of vessels inspected), to enable the Agency to benchmark the relative efficiency and effectiveness of offices, and to identify and disseminate good practice through the investigation of significant variations; and
 - d) obtain at each marine office complete, timely and consistent information from port authorities on vessels entering ports, and review periodically the basis on which each office has selected vessels for inspection to satisfy itself that inspections are well-targeted.

Links to relevant Internet websites

19 For further information about this report, the Agency and maritime safety more generally, the following Internet websites might be of interest:

Organisation	Internet website
National Audit Office	www.nao.gov.uk
Maritime and Coastguard Agency	www.mcga.gov.uk
Department of Environment, Transport and the Regions	
- Shipping	www.shipping.detr.gov.uk
- Maritime Statistics	www.transtat.detr.gov.uk/shipping
Marine Accident Investigation Branch	www.maib.detr.gov.uk
European Commission - Maritime Transport	www.europa.eu.int/comm/transport/themes/maritime/english/mt_en.html
International Maritime Organization	www.imo.org
Paris MOU	www.minvenw.nl/extdomein/parismou

Merchant Shipping Notice (MSN) No. M975

FREEBOARDS OF FISHING VESSELS**Notice to Fishing Vessel Owners, Skippers and Mates, Shipbuilders and Consultants**

1. The statutory requirements for freeboard are laid down in Rule 15 of the Fishing Vessel (Safety Provisions) Rules 1975. The Rules establish criteria for freeboard which take into account stability criteria, safe working on deck and watertight integrity of the vessel. Draught of water marks are required by Rule 152). Rule 15(1) states as follows:

"Every vessel of 12 metres in length and over to which these Rules apply shall be so designed, constructed and operated as to ensure that in all foreseeable operating conditions the freeboard will be adequate to provide:

- (a) compliance with the stability criteria set out in Rule 16 of these Rules;
- (b) reasonable safety for men working on deck;
- (c) reasonable safety to the vessel from the entry of water into enclosed spaces having regard to the closing appliances fitted".

2. All sections of Rule 15(1) have equal significance and should be properly observed in the design of fishing vessels and their subsequent operation. It should be appreciated that compliance with stability criteria alone does not ensure adequate freeboard and this aspect therefore requires separate assessment.

3. It has been observed that many vessels engaged primarily in bulk fishing are frequently loaded such that the reserves of stability or freeboard remaining may be small to counter any adverse effects of sea or wind with consequent danger to crew on deck or to the vessel itself.

4. Maintenance of adequate freeboard in all parts of the vessel is an important feature of safe operation. When a vessel designed for a particular mode of fishing is altered to suit an entirely different method with new arrangements and rates of stowage, the stability and freeboard must be verified and assessed for compliance with Rule 15(1).

5. Designers of fishing vessels, ship and boat builders building new vessels or making alterations to existing vessels, and skippers and owners, should take careful note of the following factors:

- (a) In preparing stability information as required by Rules 74 and 75
due consideration should be given to the vessel's capacity to

maintain adequate freeboard at all times and in all foreseeable operating conditions, with particular attention to actual waterlines and the position of openings.

- (b) Extreme trims should be avoided to ensure that the vessel will rise to head and stern seas.
- (c) Vessels to be employed in bulk fishing can be particularly vulnerable to the effects of small reserves of stability, trim and freeboard. Safe limits of loading should be made available to skippers in a readily understandable form.

6. Owners, builders and consultants should note that the Department will check all submissions for approval of Stability and Trim data for compliance with Rule 15. It is possible that failure to demonstrate that Rule 15(1) can be complied with in all foreseeable working conditions will preclude the issue of a United Kingdom Fishing Vessel Certificate or require considerable alteration to structure or fishing capacity to enable the certificate to be issued.

7. It should be noted that stability information in respect of worst operating conditions having particular regard to "Height of stem to top of bulwark or the top of forecandle is specially referred to at paragraph 4.13.2 of the 'Survey of fishing vessels'-Instructions for the guidance of surveyors" HMSO 1975. This aspect has recently required amplification in conjunction with guidance necessary to interpret the general freeboard requirements. Following consultation with the industry standards for bow and stern heights have therefore been developed which should be regarded as minima. These are as detailed in the attached Appendix to this Notice. In vessels where the wheelhouse is in the fore part of the vessel it is however recommended that greater bow heights be provided.

Department of Trade Marine Division London WC1V 6LP May 1981

APPENDIX

MINIMUM HEIGHTS OF FORWARD BULWARK AND TOP OF DECK AT SIDE AT BOW AND STERN

L	HB	HD	HDA
12	1-75	115	0-70
13	1-81	1-18	0-73
14	1-88	1-21	0-77
15	1-94	1-24	0-80
16	2-00	1-27	0-83
17	2-06	1-30	0-87
18	2-13	1-33	0-90
19	2-19	1-35	0-93
20	2-25	1-38	0-97
21	2-31	1-41	1-00
22	2-38	1-44	1-03
23	2-44	1-47	1-07
24	2-50	1-50	1-10
26	2-63	1-63	1-17
28	2-75	1-75	1-23
30	2-88	1-88	1-30
32	3-00	2-00	1-37
34	3-13	2-13	1-43
36	3-25	2-25	1-50
38	3-38	2-38	1-57
40	3-50	2-50	1-63
42	3-63	2-63	1-70
44	3-75	2-75	1-77
46	3-88	2-88	1-83
48	4-00	3-00	1-90
50	4-13	3-13	1-97
52	4-25	3-25	2-03
54	4-38	3-38	2-10
56	4-50	3-50	2-17
58	4-63	3-63	2-23
60	4-75	3-75	2-30
62	4-88	3-88	2-37
64	5-00	4-00	2-43
66	5-13	4-13	2-50
68	5-25	4-25	2-57
70	5-38	4-38	2-63

Notes

1. The length "L" is equal to 96% of the total length on a waterline at 85% of the least depth measured from the keel line, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, whichever is the greater. In vessels designed with a rake of keel the waterline on which this length is measured is parallel to the designed waterline, and perpendicular to the bulkheads.

"Keel line" is the line parallel to the slope of keel passing amidships through

- (a) the top of the keel or line of intersection of the inside of shell plating with the keel where a bar keel extends above that line of a vessel with a metal shell; or
- (b) the rabbet lower line of the keel of a vessel with a shell of wood or a composite vessel; or
- (c) the intersection of a fair extension of the outside of the shell contour at the bottom with the centreline of a vessel with a shell of material other than wood or metal.

"Amidships" is the mid-length of L.

2. HB is the minimum height of the top of the bulwark, or the shell where there is no bulwark, above the waterline at the forward end of "L".

3. HD is the minimum height of the top of the deck of the W.T. structure above the waterline at the forward end of L. If the structure is a forecastle it is to have an intact W.T. length of at least 0.07L, measured abaft the forward end of "L".

4. H_{DA} is the minimum height of the top of the deck at side above the waterline at the after end of "L".

5. All dimensions are in metres.

6. The tabular values are based on the following formulae,

$$H_B = 1 + \frac{L}{16}$$

$$H_D = 0.8 + \frac{7L}{240}, \text{ for "L" between 12 and 24 metres}$$

$$H_D = \frac{L}{16}, \text{ for "L" = 24 metres or over}$$

$$H_{DA} = 0.3 + \frac{L}{30}$$

7. For intermediate values of "L" the tabular heights should be determined by interpolation.

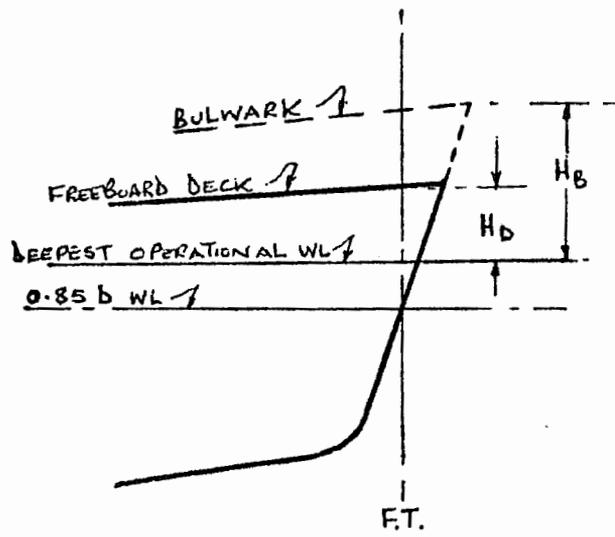


FIG. 1.

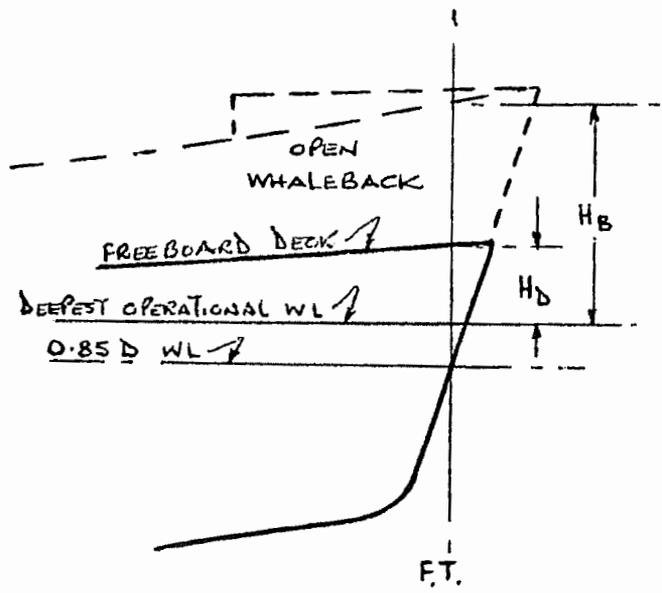


FIG. 2.

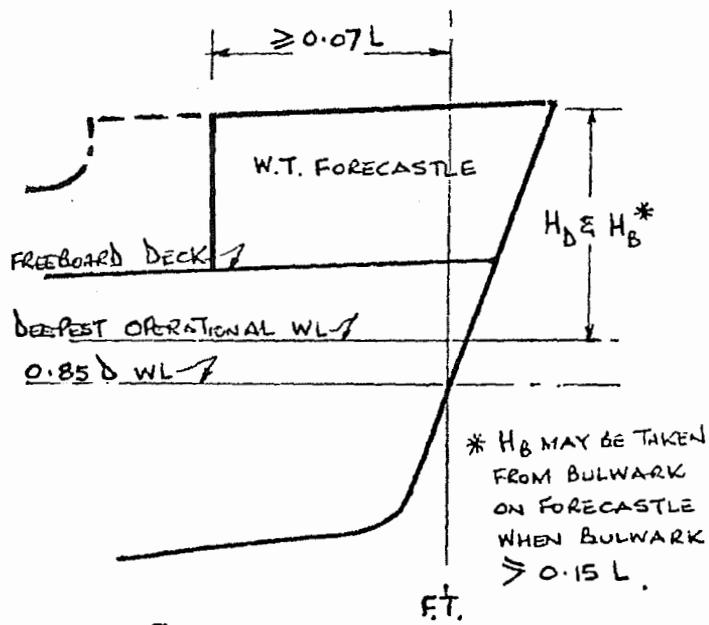


FIG. 3.

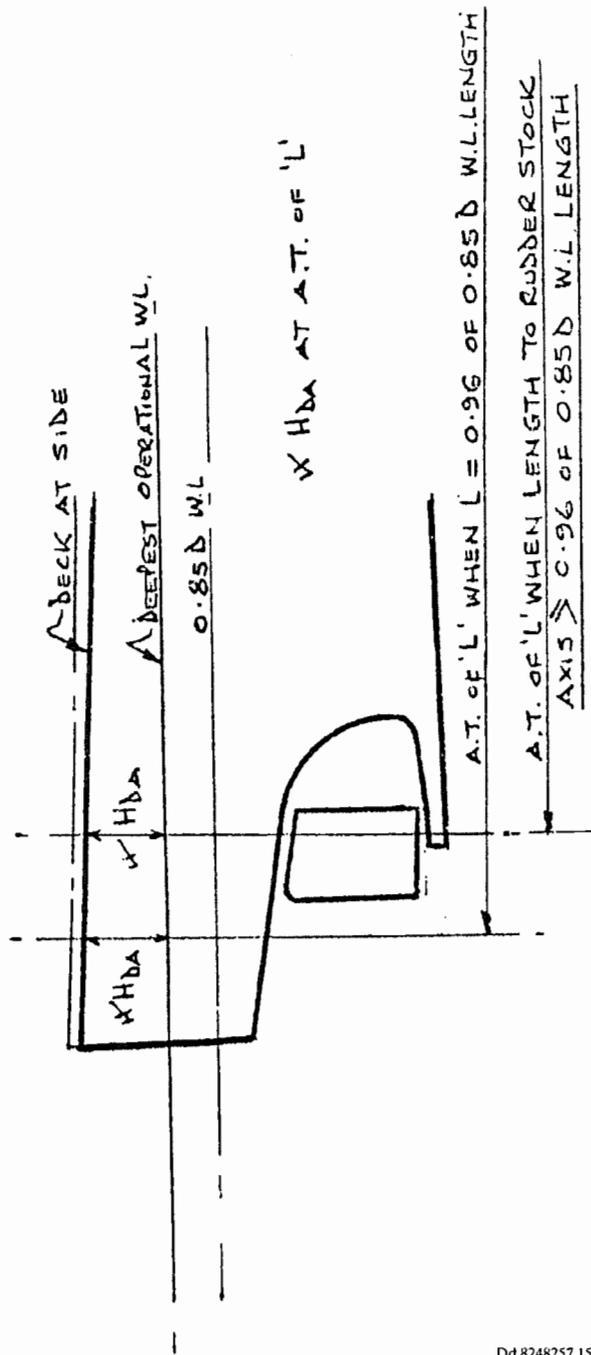


FIG. 4

MSA Memorandum issued April 1995
regarding Fishing Vessel Memoranda

TO CHIEF SURVEYORS AND SURVEYORS

FUTURE PROMULGATION OF ADVICE TO THOSE INVOLVED IN THE SURVEY AND INSPECTION OF FISHING VESSELS

1. With effect from April 1995 the advice issued by MSAS(C) to surveyors involved in the survey and inspection of fishing vessels will be incorporated into the MSA Memorandum system.
2. Such advice has previously been promulgated in separate series of fishing vessel survey and management memoranda. For ease of reference the indexes of all survey and management memoranda issued up to 31 March 1995 are appended to this Memorandum. Surveyors involved in the survey and inspection of fishing vessels should be in possession of sets of these memoranda. Further sets can be provided by MSAS(C) on request.
3. Surveyors are reminded that, at the request of the fishermen's federations, all fishing vessel survey memoranda have been made available through to the federations and, through them, to the fishing industry more widely. Generally, management memoranda have been intended as internal documents and advice should be sought from MSAS(C) before they are copied elsewhere.
4. MSAS(C) intends to review past survey and management memoranda to establish more clearly those which remain current. Revised indexes will then be issued. Meanwhile surveyors should exercise caution in applying the advice contained in fishing vessel survey and management memoranda issued prior to 1990.
5. Consideration will also be given as to how fishing vessel survey and management memoranda and the fishing vessel MSAM's issued from 1 April 1995 onwards might be incorporated into revised consolidated guidance to surveyors on the survey of fishing vessels.

MSAS(C)

April 1995

File References: MS 88/1/183
MS 88/1/184

Index ref: J

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01	STORAGE OF SOLID BALLAST
02	USE OF PLASTIC/RUBBER HOSES
03	HYDRAULIC PIPES SITUATED IN THE ENGINE ROOMS OF FISHING VESSELS
04	BOX COOLERS FOR MARINE ENGINE COOLING WATER IN FISHING VESSELS
05	MALPRACTICE IN RELATION TO GAS PRESSURE TYPE FIRE EXTINGUISHERS
06	APPROVED INFLATABLE LIFERAFTS
07	BLACKSTONE ESRM GR 8 ENGINES
08	CYLINDER CONNECTORS FOR 3216 CALOR GAS CYLINDERS
09	FIRE EXTINGUISHING SYSTEMS - HALON 1301 (BTM) & HALON (BCF)
10	MAIN PROPULSION MACHINERY
11	STRUCTURAL FIRE PROTECTION
12	FIRE APPLIANCES ON FISHING VESSELS LESS THAN 12M
13	THE FISHING VESSELS (SAFETY PROVISIONS) RULES 1975 - SI 1978 NO.1873
14	CALCULATION OF THE GROSS CURVES OF STABILITY FOR FISHING VESSELS
15	FIRE EXTINGUISHING SYSTEMS - HALON 1301 (BTM) AND 1211 (BCF)
16	ACCEPTANCE OF FIRE DETECTION SYSTEMS IN FISHING VESSELS
17	SUPPLY OF ANALGESICS TO LIFEBOATS AND LIFERAFTS
18	CARRIAGE OF ADDITIONAL LIFEJACKETS - MS NOTICE NO. 873
19	OPENINGS IN DECKS - RULE 64 (2)
20	SUPPLY OF ANALGESICS TO LIFEBOATS AND LIFERAFTS
21	APPROVAL OF HALON GAS SYSTEMS
22	LPG HEATERS FOR ACCOMMODATION ON FISHING VESSELS
23	DEUTZ ENGINES FLEXIBLE FUEL PIPES
24	STABILITY ASSESSMENT ON THE BASIS OF ROLL TESTING
25	FUEL OIL FILTERS TO MEET THE REQUIREMENTS OF RULE 29 (13), 29 (6)
26	NOTE ON POSITIONS OF SAPPERS AND DISCHARGES
27	REMOTELY OPERATED VALVES ON BUNKER OUTLETS
28	ENGINE APPROVAL BY LLOYD'S REGISTER OF SHIPPING
29	FIRE HOSE COUPLINGS MANUFACTURED FROM ALUMINIUM AND ITS ALLOYS
30	FREEING PORT AREAS
31	SOUND SIGNALS FOR FISHING VESSELS FOR 24 VOLT OPERATION
32	FIRE HOSE COUPLINGS: NOZZLES MANUFACTURED FROM ALUMINIUM

33 PARA 17 SCHEDULE 3 FV(SP) RULES - COMMENT
34 ACCEPTANCE OF FIRE DETECTION SYSTEMS IN FISHING VESSELS
35 BULBS FOR NAVIGATIONAL LIGHTS
36 STABILITY
37 SOUND SIGNALS (APPROVED WHISTLES FOR SMALLER VESSELS)
38 STABILITY
39 STABILITY SUBMISSIONS
40 TEE AID ELECTRONICS LTD MARINE FIRE WARNING PANEL
41 REFRIGERANT SAFETY
42 GONDOLASTIC LPG DETECTORS
43 SHELTER SUPERSTRUCTURE - HATCH OPENINGS, DRAINAGE AND CONSTRUCTION
44 ROLL TESTS ON EXISTING VESSELS
45 SOUND SIGNALS (APPROVED WHISTLES FOR SMALLER VESSELS)
46 SURVEY OF STARTING AIR RECEIVERS
47 FIRE EXTINGUISHING SYSTEMS HALON 1301 (BTM) AND HALON 1211 (BLF)
48 DOMESTIC CALORIFIERS ON FISHING VESSELS
49 LPG SYSTEM LOW PRESSURE CUT OFFS
50 INFLATABLE BOATS - STOWAGE
51 FUEL TANK SHUT OFF COCKS
52 AUTOMATIC FIRE DETECTION EQUIPMENT AFA - MINERVA TYPE T882 & T282
53 GAS DETECTOR FOR COMPLIANCE WITH RULE 34 (8)
54 OPENINGS IN WEATHERTIGHT (WT) SHELTERS
55 FREEBOARD - APPLICATION & MS NOTICE NO M 975
56 INCLINING TEST TRANSFER OF VESSELS TO UK FLAG
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65 RULE 28 (6) WITH REFERENCE TO HYDRAULIC OIL PIPES
66 EMERGENCY FIRE PUMPS ON VESSELS OF 12M TO 21M REG LENGTH
67 APPROVED WHISTLES FOR VESSELS OF 20M OVERALL LENGTH AND ABOVE

- 68 GAS DETECTORS FOR COMPLIANCE WITH RULE 34 (8)
- 69 WHISTLES/COLLISION REGULATIONS
- 70 GAS DETECTORS FOR COMPLIANCE WITH RULE 34 (8)
- 71 MARINEX 242F FIRE DETECTION, INDICATION AND CONTROL PANEL
- 72 FLEXIBLE HYDRAULIC PIPES IN ENGINE ROOMS - RULE 28 (6)
- 73 DAYLIGHT FISHING SIGNAL. COLLISION REGULATIONS
- 74 WHISTLES - COLLISION REGULATIONS
- 75 PORTABLE LIFEBOAT RADIO EQUIPMENT
- 76 FISHING VESSEL (LIFE-SAVING APPLIANCES) REGULATIONS 1988
- 77 HYDRAULIC OIL FIRE IN FV ENGINE ROOM
- 78 EPIRBs FITTED TO LIFERAFTS TO COMPLY WITH FV (LIFE SAVING) RULES 1988
- 79 PORTABLE LIFEBOAT RADIO EQUIPMENT
- 80 INFLATABLE BOATS SCHEDULE 8 OF FV (SAFETY PROVISIONS) RULES 1975
- 81 ~~MATERIAL FOR TAILSHAFTS [WITHDRAWN 20/03/90] CANCELLED BY SM90~~
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- 84 ~~SHAFTS; RULE 22 CANCELLED BY SM90~~
- 85 FLEXIBLE HYDRAULIC PIPES IN ENGINE ROOMS
- 86 PREVENTION OF OIL POLLUTION - FISHING VESSELS UNDER 400 GRT
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Survey Memorandum No.54

To: All Fishing Vessel Surveyors

cc Surveyor General
Deputy Surveyor General (D)
Chief Surveyors
SFIA
DNV
BV IOM

OPENINGS IN WEATHERTIGHT (WT) SHELTERS

When a WT Shelter is fitted, the Department is concerned to ensure that the shelter remains intact at all times such as to provide the assumed contribution to the stability of the vessel and also to prevent the accidental influx of water into the shelter with consequential danger due to listing, free surface and extension of flooding.

Difficulties have arisen on some vessels fitted with such shelters in regard to the disposal of trash and wash water and this has led in several instances to holes being cut in the shelter sides. Apart from the threat to safety such practices may result in the UK Fishing Vessel Certificate becoming invalid and the Department's Surveyors should always be consulted prior to any significant modification.

Various acceptable means of disposal are available eg by internal drainage using trash pump, bulwark level chute with flap valve and upper closure etc or through aft end of house.

In addition openings at deck level may be fitted provided detailed arrangements comply with the following:-

1. New vessels

See Amendment Para 1 (i).

- (i) An automatic non-return valve should be fitted at the shell. Valve to be back balanced and capable of remaining closed at 15 degree heel.
- (ii) The gross size of opening should not exceed 10 inches by 6 inches (254 x 152mm).
- (iii) The bottom of the opening in way of the valve should not be submerged in still water in any anticipated condition of loading at an angle of heel less than 10 degrees.
- (iv) The operating spindle should be not less than 2 feet (610mm) above the deck.
- (v) A notice to be provided above the valve indicating that it should be kept securely closed except when in use. Similar reference should be made in Stability Book.
- (vi) Only one valve on each side of vessel may be fitted.
- (vii) Where vessel also operates in bulk fishing mode and 1(iii) cannot be met, a bolted WT plate or hinged WT cover at inboard end of valve should be provided as additional closure in this mode. Attention should be drawn in notice at 1(v) and reference made in Stability Booklet.

2. Major conversions, lengthening etc.

- (i) In principle requirements of para 1 apply unless proved impracticable when requirements of para 3 would be considered.

Existing vessels with WT shelters fitted to satisfy stability requirements.

In principle requirements of para 1 apply unless proved impracticable to comply with para 1(iii) when the following would be accepted:

- (i) Para 1(i), (iv) to (vii) to apply.
 - (ii) The gross size of opening should not exceed 10 inches x 3 inches (254 x 76mm).
 - (iii) The minimum freeboard in way of the valve measured from the bottom of the valve opening in the worst anticipated loading condition should not be less than 6 inches (152mm).
 - (iv) Valves would not be permitted in vessels unable to meet para 3(iii). Internal disposal using trash pump or alternative means would be required.
4. In general non-corrodible hinge pins, bearings etc should be incorporated in the fittings required in these closing arrangements.
5. Acceptance of valves under the arrangements described in this Memorandum does not exempt a vessel from complying with Rules 36 or 37 as applicable.

PRINCIPAL SHIP SURVEYOR RVSS

SURVEY MEMORANDUM NO. 54 (ADDENDUM)

To All Fishing Vessel Surveyors

cc Surveyor General
DSG(D)
Chief Surveyors
SFIA
DNV
BV
IOM

OPENINGS IN WEATHERTIGHT (WT) SHELTERS.

Following experience in application of this Memorandum some clarification of requirements appears necessary.

1. Para 1(i) states: "An automatic non-return valve should be fitted at the shell. Valve to be back balanced and capable of remaining closed at 15 degree heel".

In order to fulfil the required functions, the fitting should be similar to a storm valve ie with flap hinged at upper edge such that the angle of the seat and weight of the flap ensures that the valve remains closed until 15 degrees angle of heel preferably without need for external balance weights, and provides positive non-return operation.

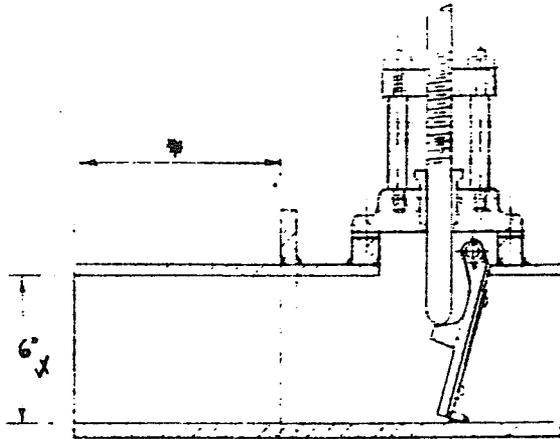
2. Positive means of securing the valve in the closed position should be fitted in association with the extended spindle requirement of para 1(iv).

3. The valve should be of steel, bronze or other ductile material and of substantial construction having regard to its function as part of the weathertight superstructure.

Principal Ship Surveyor
Fishing Vessel Safety Section

7 May 1986

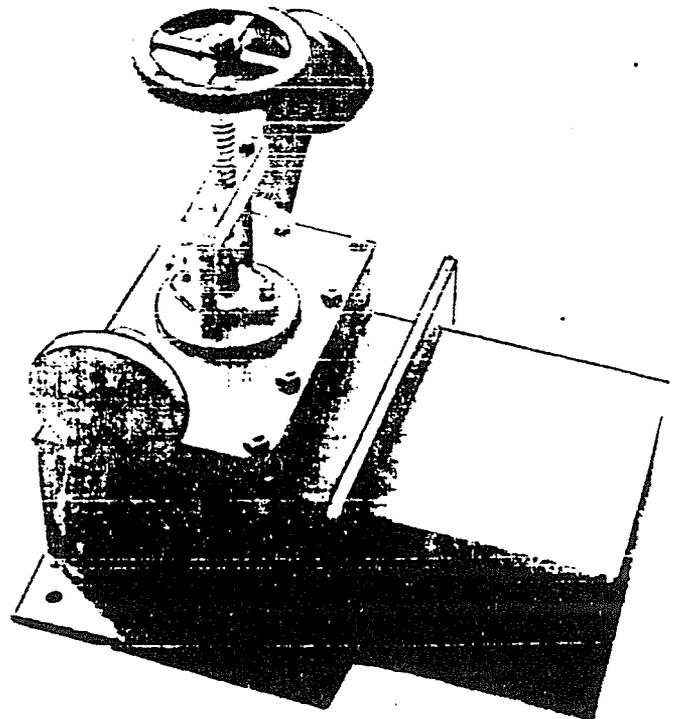
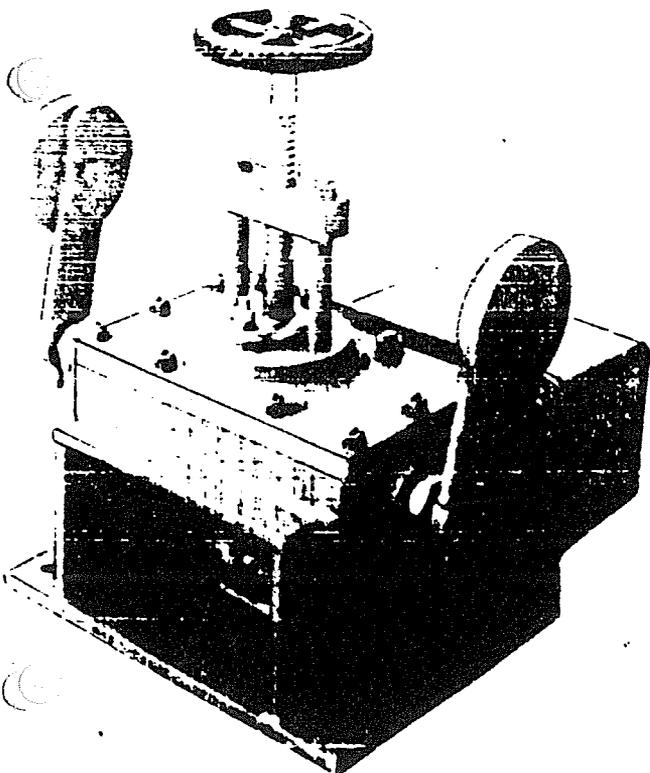
Scupper valve for watertight deck structure



DATE OF ISSUE:-

DRAWING OFFICE

- * may be reduced in steel vessels
- * width may vary from 6 to 10 ins.



Summary of SIAS entries regarding tonnage
valves on *Harvest Hope's* sister vessels

Vessel Name	Date of Survey/ Inspection	Type of Survey/ Inspection	Deficiency Details		
			Code	SIAS Defect recorded	Actions
<i>Kinnaird</i>	13/01/03	Targeted	1286	<i>"Port and Star tonnage valves seized"</i>	17
<i>Vandal</i>	27/01/98	Cat. B Survey (Initial)	915	<i>"Tonnage valves warning signs not correct"</i>	17
<i>Aalskere</i>	11/07/01	Cat. A Survey (Renewal)	1286	<i>"Port and stbd tonnage valves valves (4off) seized"</i>	17
<i>Aalskere</i>	04/11/02	Targeted	1286	<i>"Port tonnage valve"</i>	17
<i>Aalskere</i>	20/09/04	Targeted	1286	<i>"Free-up fishdeck valves and aft net drum deck"</i>	17
<i>Aalskere</i>	30/06/05	International FVC (Renewal)	1286	<i>"Free up all deck tonnage valves"</i>	17
<i>Harvest Reaper III</i>	12/05/99	Targeted	1288	<i>"Fwd freeing ports pins jambed in holding ports shut"</i>	17
<i>Harvest Reaper III</i>	02/09/99	Targeted	1288	<i>"Aft trawl deck to have 3 freeing ports/tonnage valves per side reinstated"</i>	17
<i>Elegance</i>	14/11/01	Targeted	1288	<i>"Net drum deck freeing ports seized"</i>	17

Summary of UK FVC records for *Harvest Hope*'s sister vessels

**Summary of UK FVC record for
Kinnaird (FR377)**

Certificate	Type	Issue Date	Expiry Date	Gaps in certification	Duration of UK FVC Validity (months)	Period not covered by UK FVC (months)
-	-	22/07/96 ¹	-	-	-	-
UK FVC	Short Term	26/07/96	30/09/96	22/07/96 to 26/07/96	2.2	0.1
UK FVC ²	Short Term	30/01/97	31/05/97	30/09/96 to 30/01/97	4.0	4.0
UK FVC	Short Term	08/07/97	30/04/98	31/05/97 to 08/07/97	9.7	1.2
UK FVC	Short Term	07/09/98	31/12/98	30/04/98 to 07/09/98	3.8	4.3
UK FVC ²	Short Term	23/12/98	30/06/99	-	6.2	-0.3
UK FVC	Short Term	30/06/99	31/01/00	-	7.1	0.0
UK FVC	Short Term	28/01/00	18/07/00	-	5.7	-0.1
UK FVC	Short Term	27/10/00	31/01/01	18/07/00 to 27/10/00	3.2	3.3
UK FVC	Short Term	24/08/01	31/01/02	31/01/01 to 24/08/01	5.3	6.7
International FVC	Full Term	28/05/02	18/07/04	31/01/02 to 28/05/02	25.7	3.8

¹ This represents the date of entry into service of the vessel, as listed on the Certificate of British Registry.

² Only the covering letters for these certificates are on file, so the certificate issue data has been assumed to coincide with the date of the letter.

**Summary of UK FVC record for
Vandal/Aalskere (LK337 then K373)**

Certificate	Type	Issue Date	Expiry Date	Gaps in certification	Duration of UK FVC Validity (months)	Period not covered by UK FVC (months)
-	-	20/06/97 ³	-	-	-	-
UK FVC	Short Term	15/08/97	05/11/97	20/06/97 to 15/08/97	2.7	1.8
UK FVC	Short Term	14/04/98	30/09/98	05/11/97 to 14/04/98	5.6	5.3
UK FVC	Short Term	11/01/99	30/06/99	30/09/98 to 11/01/99	5.6	3.4
UK FVC	Short Term	30/06/99	31/01/00	-	7.1	0.0
UK FVC	Short Term	13/03/00	30/06/00	31/01/00 to 13/03/00	3.6	1.4
UK FVC	Short Term	28/08/00	28/02/01	30/06/00 to 28/08/00	6.0	1.9
UK FVC	Short Term	21/03/01	05/08/01	28/02/01 to 21/03/01	4.5	0.7
UK FVC	Short Term	18/10/01	31/03/02	05/08/01 to 18/10/01	5.4	2.4
UK FVC	Short Term	13/03/02	31/08/02	-	5.6	-0.6
International FVC	Full Term	14/08/02	05/08/05	-	35.7	-0.6
International FVC	Full Term	14/09/05	05/08/09	05/08/05 to 14/09/05	46.7	1.3

³ This represents the date of entry into service of the vessel, as listed on the Certificate of British Registry.

**Summary of UK FVC record for
Harvest Reaper III (PD142)**

Certificate	Type	Issue Date	Expiry Date	Gaps in certification	Duration of UK FVC Validity (months)	Period not covered by UK FVC (months)
-	-	14/10/97 ⁴	-	-	-	-
UK FVC	Short Term	11/02/98	11/03/98	14/10/97 to 11/02/98	0.9	12.9
UK FVC	Short Term	14/08/98	28/02/99	11/03/98 to 14/08/98	6.5	5.1
UK FVC	Short Term	12/02/99	31/08/99	-	6.6	-0.5
UK FVC	Short Term	01/09/99	31/01/00	-	5.0	0.0
UK FVC	Short Term	28/01/00	31/07/00	-	6.1	-0.1
UK FVC	Short Term	31/07/00	31/10/00	-	3.0	0.0
			22/11/01 ⁵	31/10/00 to 22/11/01	-	12.7

⁴ This represents the date of entry into service of the vessel, as listed on the Certificate of British Registry.

⁵ The vessel's registration was closed on 22/11/01.

**Summary of UK FVC record for
Elegance (UL549)**

Certificate	Type	Issue Date	Expiry Date	Gaps in certification	Duration of UK FVC Validity (months)	Period not covered by UK FVC (months)
-	-	27/10/98 ⁶	-	-	-	-
UK FVC	Short Term	26/10/98	30/04/99	-	6.1	0.0
UK FVC	Full Term ?	26/08/99	31/01/00	30/04/99 to 26/08/99	5.2	3.9
UK FVC	Full Term ?	16/12/99	13/10/02	-	33.9	-1.5
UK FVC	Short Term	28/08/02	13/04/03	-	7.5	-1.5
UK FVC	Short Term	24/04/03	13/07/03	13/04/03 to 24/04/03	2.6	0.4
UK FVC	Short Term	20/10/03	31/01/04	13/07/03 to 20/10/03	3.4	3.3
UK FVC	Short Term	02/02/04	31/05/04 ⁷	31/01/04 to 02/02/04	3.9	0.1

⁶ This represents the date of entry into service of the vessel, as listed on the Certificate of British Registry.

⁷ *Elegance* sank following an engine room fire on 05/03/04.