

COMPARISON REPORT for vessel of less than 15m Length Overall

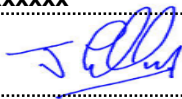
THIS IS TO CERTIFY: That the vessel, particulars of which are given below, has been surveyed, as far as is practicable, in comparison with the requirements of the *Seafish Construction Standards for a new build fishing vessel*.

All requirements stated in the boxes "SCS required scantlings" & "Actions required to meet *Seafish Construction Standards*" are those for a new build fishing vessel under Seafish supervision. Only the MCA can state what items are to be addressed for possible acceptance.

The decision to allow or refuse registration of the vessel detailed below will be made by the MCA. If you do not receive a response from the MCA within a reasonable timeframe then please contact the principal MCA surveyor for your area.

Note: Dimensions stated on this form should not be used for registration purposes. Refer to Official Certificate of Registry.

Part 1 - Vessel and Owner Details

NAME of VESSEL	xxxxx	BUILDER'S YARD No.	
OFFICIAL No.		PORT LETTERS & No.	
LENGTH REGISTERED	BREADTH	2.6m	DEPTH 1.31m
LENGTH OVERALL	6.2m	YEAR of BUILD	Reported 1988 (not confirmed)
CONSTRUCTION MATERIAL of HULL	GRP		
CURRENT METHOD OF USE			
PROPOSED METHOD OF FISHING	potting		
NAME of BUILDER	Unknown		
ADDRESS			
TELEPHONE	E-MAIL		
NAME of OUTFITTER	Unknown		
ADDRESS			
TELEPHONE	E-MAIL		
NAME of OWNER	xxxxx		
ADDRESS	xxxxxx Dorset xxxxx		
TELEPHONE	xxxxxxxx	E-MAIL	xxxxxxxx
MARINE SURVEYOR			
DATE	March 13 2018		

By signing this document I hereby declare that in surveying this vessel I had no conflict of interest. This includes but is not exclusive to having:

- i) No responsibility for the vessel's design or construction;
- ii) No responsibility for the operation of the vessel, or a sister vessel in production; and
- iii) No financial, ownership, purchase or commercial management interest in the vessel.

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Part 2 - General Description (All Vessels)

Date & Location of Survey

The vessel was on a trailer & inspected within the workshops of xxxxxxxx close to xxxxxxxxxxxxx Devon. The proposed Harbour location is to be xxxxxxxxx. The vessel was under cover within closed workshops. The day of inspection was Wednesday, March 28, 2018

General Description of the Vessel (including position of bulkheads and Fishing Equipment both present on board and not present for the type of fishing intended for the vessel)

The vessel is a grp round bilge open fishing vessel. It is in the process of completing a major cosmetic and structural refit in order to fetch it up to the correct standard for licensing. The design comprises of a hull with moderate freeboard, rounded bilges, relatively shallow draft. Steel bilge plates are fitted. A long central moulding keel and aft moulded deadwood. Three blade propeller exiting through the deadwood in a grp propeller tube supported in conventional cutlass bearing. The rudder had not yet been fitted as this requires the vessel lifting within the workshops which was not practically possible given that it is fitted on a rudder stock within a rudder tube.

There is a moulded step in the topsides a short distance down from the sheerline that helps with hull rigidity. A substantial timber gunnel is fitted. 100mm x 130mm. Raked transom with exhaust outlet high up on port side and bilge pump outlets.

A short foredeck with a new wheelhouse attached to the foredeck located on port side. This is of sheathed plywood construction. Entrance to the wheelhouse from the starboard side of the wheelhouse. Generally, there would be no access to the foredeck when at sea.

Aft of the wheelhouse the non sealed weather deck extends to the transom lockers, one either side. Short aft deck There are three access hatches within the deck, the main one being the engine cover which is directly aft of the wheelhouse. Beneath this is a new & unused **Beta Marine 38hp** 4 cylinder diesel engine (de-rated by Beta)

The vessel is basically an open boat, any water taken on deck drains to the bilges and there are no freeing ports as the deck is close to, but just above waterline level.

At the time of inspection there is no fishing equipment installed however, the intention is to fit some form of hauler and a gantry which will be located forward starboard. Some preliminary mountings have been established for the gantry.

There is one fully watertight bulkhead fitted aft of the engine, this is approximately 3800mm aft of the stem at waterline level. There is a potentially further watertight bulkhead 2000mm aft of the stem at waterline level. There is a small possibly sealed compartment within the forward stem extending approximately 320mm aft of the stem at waterline level. (this could not be fully accessed to confirm its integrity)



Limitations of Survey

The external shell of the vessel was fully accessible as was the structure above the weather deck and within the wheelhouse. The areas of structure that could not be examined were those areas that have been sealed into buoyancy chambers beneath the weather deck port and starboard of the engine and a sealed chamber a short distance aft of the stem.

Part 3 - General External and Internal Hull Condition (All Vessels)

External Condition	Any remedial action recommended
<p>Blue painted grp hull above waterline. Black anti fouling below the waterline. Comprehensive hammer testing throughout the external hull indicated no major issues other than some thin or voided laminate on starboard side at mid height. The area was very localised and small and not considered of any structural importance. It would be more likened to that which might be expected had a removed small skin fitting been sealed with new laminates. None of the anti fouling coatings were removed at this time. No inspection of the original gel coat was possible.</p> <p>Some reinforcements have been undertaken around the outer location of the rudder tube. Some of these laminates are now loose and appear to have been added over a non fully prepared substrate. These require further attention. (See photographs)</p> <p>An alloy stem head fitting is fitted, this was noted as being slightly loose.</p> <p>Vessel has been fitted with new anodes however, the hull anode has not yet been wired to the stern gear.</p> <p>The rudder and rudder stock could not be inspected as these were not available.</p> <p>A number of new skin fittings have been fitted. Some stainless steel ones above the waterline and what appear to be bronze or yellow metal below the waterline. The new engine exhaust outlet is also stainless steel and is a considerable height well in excess of the minimum 100mm above the waterline.</p> <p>An alloy fairlead on the port foredeck has been badly worn and strained to the point that it is not serviceable any more.</p> <p>A substantial mooring post is fitted to the foredeck. This appears to be sound and secure.</p> <p>Steel bilge plates are fitted port and starboard. An obvious degree of surface corrosion on both of these but these still appear to be serviceable.</p> <p>A new three blade bronze propeller is fitted. Bronze propeller nut has been locked with a lock tab.</p> <p>New cutlass bearing fitted.</p> <p>An external steel keel band is fitted, this appears to be in reasonably sound condition.</p>	<p>The area of overlaminating should be cleaned back of all loose laminates and the underlying hull grp fully prepared. New laminates should be added ensuring that there is no new laminate laid over old anti foul coatings on non repaired hull skin.</p> <p>Further secure the alloy stem head fitting.</p> <p>If the anode is to work correctly it must be wired up to the stern gear.</p> <p>The rudder and rudder stock will have to be fitted prior to registration acceptance and confirmed as in full operating order and sound condition.</p> <p>I would suggest a new fairlead is fitted.</p>

Internal Condition	Any remedial action recommended
<p>A new 18mm weather deck has been fitted and sheathed. This is in good condition other than one area which has not yet been completed over the new stainless steel fuel tank where ongoing works are proceeding in respect of connecting the tank lines and fitting shut off valves etc.</p> <p>The vessel has been fitted with new frames throughout, these are no less than 100mm x 50mm @ no less than 820mm spacings. This work has been undertaken to a good standard.</p> <p>I was shown and have included applicant supplied photographs regarding the under deck structure before the deck was fitted and I can confirm that the photographs show a comprehensive egg box structure of plywood divisions and longitudinals. There is a comprehensive structure of potential buoyancy compartments alongside the engine running forwards. The applicant has drilled small drainage holes in these. I would suggest that these would benefit from remaining as buoyancy tanks and fitting removable bungs for drainage & keeping these as buoyancy tanks. It would appear that the deck over these particular areas is fully sealed other than that where the fuel tank is located however, even this area is to be fitted with watertight covers over the shut off valve and tank filler.</p> <p>There is a potentially watertight bulkhead forward of the engine however, at this time it would not be considered totally watertight as there are some large pipe piercings passing through it and these have not yet been fully sealed.</p> <p>New timber engine bearers have been fitted and encapsulated. These all look to have been completed to a high standard.</p> <p>There was no access to the bilge keel fastenings as these have all been hidden by the weather deck construction of the but the applicant reported that they were all fully checked prior to fitting the support structure for the weather deck. I was unable to confirm this.</p> <p>So far as could be seen, the internal skin of the hull had been fully cosmetically improved and would be considered in good condition.</p> <p>The height from the deck to the gunnel internally is 640 mm and where some stainless steel railing has been fitted this height increases to 890 mm</p> <p>There are a pair of 12 volt batteries stored on a shelf directly under the aft deck within the aft locker. (Both above the weather deck) The locker is fitted with a vent but would not have been considered airtight even without the vent. Only one battery was present as the other battery had been damaged at the time of fitting.</p> <p>At the time of this inspection no ventilation had been fitted for the engine.</p>	<p>When the final connections have been made and the fuel tank installation is fully completed this area of deck must be permanently fitted and sheathed in keeping with the remainder of the deck.</p> <p>It is strongly suggested to maintain these as buoyancy chambers by sealing some of the excess holes fitted for drainage and relying on one larger accessible hole that can be fitted with a removable drainage bung. Obviously, it will be necessary to ensure there are no areas where water can access these chambers unexpectedly and it would be necessary to seal all pipework exits and entrances where appropriate. Alternatively, the drains could be left as is although there would be a significant safety aspect if the watertight integrity of these chambers could be utilised.</p> <p>There is a choice here, either this bulkhead can be made fully watertight by sealing all of the pipe inlets & outlets. This would not be considered particularly difficult and I think would add a lot to the safety aspect of the vessel however, this then would require the normal bilge pump facilities. If it is left as is at this time, water can collect in the compartment but it has to rise to quite a high level before it can drain therefore it will be necessary to drill a drainage hole of reasonable size in the base of the bulkhead to allow it to drain aft into the engine compartment which should be covered by bilge pump facilities. One or the other of these options should be undertaken.</p> <p>It is strongly suggested to fit some form of ventilation for the engine as the engine compartment air space is relatively limited. Ensure any fitted ventilation meets with Seafish standards.</p> <p>In this instance there are likely to be a number of improvements to the vessel before registration. It will be imperative to ensure that any modifications meet or exceed Seafish standards</p>

**Part 4 - Hull Survey
(All Vessels)**

Scantling Comparison to Seafish Construction Standards		Scantling Numeral - 21.6 (use 20)	
Structural component	Scantlings found	SCS required scantlings	Comments / Compliance
Hardness Readings	The hull had been painted therefore no readings taken.	Hardness of outer gel coat at random positions Shore durometer D scale: Shore hardness of 85 equates to Barcol hardness of 32 approximately. Minimum Seafish standard hardness is Barcol 30	No indications of under cure at any point
Longitudinal hull Stiffeners	There are no specifically designed hull longitudinal stiffeners fitted.	Maximum spacing 1500mm 20 scantling No beam Longitudinal stiffening is required. Bilge longitudinal stiffening should be section 75mm x 60mm & 1800 gm.sq.ntr Intermediate longitudinal stiffening should be identical to the bilge longitudinal stiffening.	Although the hull shell has never been fitted with any longitudinal stiffening as part of the original moulding there is substantial longitudinal rigidity inherent because of the substantial 18 MM plywood weather deck and considerable egg box construction beneath the weather deck as well as the substantial engine bearers. There were no indications that the vessel has lost any structural integrity because it does not exactly match the required standard.
Transverse hull framing	Substantial frames 100mm x 50mm @ 820mm spacing. This is the minimum size however the frames increase in moulded depth considerably at the top of the frame	20 Scantling Frame sections of 70 mm x 60mm are required at spacings of 900 mm. The weight of these should be 1500 gm sq.mtr.	The frames do not match the precise required standard however, it is not considered there is any noticeable loss of strength or rigidity.

<p>Athwartships floors</p>	<p>No dedicated athwartships structural floors fitted</p>	<p>Generally these would be continuations of the athwart ships frames where required and connect all join at the base of the keel area on the centreline</p>	<p>No athwart ships floors have been fitted, the frames terminate at the encapsulated plywood longitudinals running alongside of the engine. The engine bearers have additional athwartships supports running down close to the centre line but these do not extend across the keel. There are a number of plywood divisions including bulkheads crossing the centre line keel and there does not appear to be any considerable weakness due to the fact that no integrated athwartships floors are fitted. The authority could insist on the installation of a number of Athwartships floors. Bearing in mind the structure does not precisely match the requirements</p>
<p>Hull laminate thickness/weight for a single skin hull as this is thought to be</p>	<p>It was not possible to determine the weight and thickness of the grp hull skin</p>	<p>20 Scantling Shell: 3600 gm sq.mtr Keel: 6000gm sq. mtr Keel width: 500mm Sheer: 3900gm sq. mtr. Sheer width: 350mm</p>	<p>Hammer testing throughout the hull indicated no areas where the original hull thickness would be considered underweight other than that small area noted earlier on starboard topsides forward where a relatively thin area of hull skin was located approximately the size of a small skin fitting. At the time this was not considered of any consequence structurally</p>
<p>Weather deck plywood</p>	<p>An exceptionally heavy and rigid weather deck has been laid. This has been sheathed with grp. It was measured as 18 mm plus the sheathing thickness.</p>	<p>Scantling numeral 20 Plywood thickness 15mm & 1200 gm.sq.mtr.sheathing</p>	<p>The standard of fitting this weather deck has been good, it is sound. The only area that requires completion is that over the fuel tank on port side alongside the engine where ongoing works requiring good access to the fuel tank & had not yet been completed</p>
<p>Bulkheads</p>	<p>There is one watertight bulkhead & one potentially watertight bulkhead. These are both in excess of 9 mm @ 18mm thick throughout and fully encapsulated.</p>	<p>Depth of bulkhead: .5m Thickness 9mm plywood Bonding 1200 gm sq m</p>	<p>All of the plywood structure beneath the decks including the bulkheads is well in excess of the minimum requirements.</p>

Bulkheads (locations)	The vessel is fitted with two potentially watertight bulkheads. One forward of the engine one aft of the engine plus one (thought to be) sealed buoyancy chamber right forwards, the forward sealed chamber extends 320 mm. aft of the stem the waterline level and in excess of 300 mm above the waterline. The next bulkhead aft which is the forward engine bulkhead is located 2000 mm aft of the stem at waterline level. The next watertight bulkhead aft which is the aft engine bulkhead is 1800 mm aft of the forward engine bulkhead.	All vessels below 7m LOA are to be fitted with at least one watertight bulkhead positioned according to the vessel's arrangement where it will be most effective to prevent flooding when in a damaged condition. To suit particular vessel arrangements, consideration may be given to the provision of intact buoyancy spaces below deck or floor areas in lieu of the provision of watertight bulkheads.	These two bulkheads are potentially fully watertight although at this time would require final sealing of some of the pipe exits and inlets. This also includes sealing any of the longitudinal panel piercings that are encompassed by them to ensure the compartments contained by the bulkheads are totally watertight. As noted in the start of the report there are two options with the forward engine bulkhead. This can be utilised as a full watertight bulkhead and creating an additional full watertight compartment forwards and requiring full pumping facilities or fitted with further drains to allow it to be part of the larger compartment that would become the forward engine compartment.
Athwartships deck beams	It is not thought individual deck beams have been fitted. The weather deck support is reliant upon the considerable number of plywood divisions and egg box construction as can be seen in one of the applicant supplied photographs	All measures in millimetres Scantling numeral 20 Deep beams 70 face Ordinary beams 35 face & 85 web at centre & plywood beam shelf 15sq cm & 1800 gsm laminate 500 spacing	.Absolutely no indications of underweight structure no flexing evident at any point.
Flanged top rails	The hull top edge has been fitted with hardwood fabricated gunnel of good proportions. This is 100mm x 130mm	Scantling numeral 20 Top rail width 80mm depth of flange 120mm weight 5700 Gm sq.mtr	Substantial rigidity afforded by the gunnel construction. No indications of weakness.

Please note that the following contents found within this document (Part 5) are the key elements of out-fit for new vessels taken from the Seafish Construction Standards and not to be used as a substitute, for further and full details the Standards are to be consulted, along with associated Seafish Information Notes (SFIN).

**Part 5 - Key Elements of Out-fit to the Seafish Construction Standards
(All Vessels)**

Reference No.	Details
<p>1.</p> <p>1.1</p> <p>1.2</p>	<p>Standards Section 2.2.1 - Markings</p> <p>Is there a scale of drafts permanently clearly marked in metric units to Seafish standards requirements (12m RL to 15m LOA only)? N/A</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">Comments -</div> <div style="border: 1px solid black; padding: 5px;">Actions required to meet Seafish Construction Standards -</div>
<p>2</p> <p>2.1</p> <p>2.2</p> <p>2.3</p> <p>2.4</p> <p>2.5</p>	<p>Standards Section 3.1 - Doors and Doorways</p> <p>Are sill heights to minimum requirements? Yes</p> <p>Do doors open onto the open deck? Yes</p> <p>Are they weathertight? Yes</p> <p>Are they operable from both sides? Yes</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">Comments – The wheelhouse door is fitted with a hasp & lock assembly internally and externally. At the time of inspection there was no padlock fitted but it was noted that on occasions if the door was closed abruptly from the inside the external hasp could automatically latch onto the staple and the door could not be opened. This cannot be allowed to remain as it can result in being temporarily locked into the wheelhouse.</div> <div style="border: 1px solid black; padding: 5px;">Actions required to meet Seafish Construction Standards – Change the locking system for the door so that it can be securely closed or opened from both sides without any risk of being trapped inside or outside.</div>
<p>3</p> <p>3.1</p> <p>3.2</p> <p>3.3</p> <p>3.4</p> <p>3.5</p> <p>3.6</p>	<p>Standards Section 3.1 - Hatches and Hatchways</p> <p>Are coaming heights to requirements? Yes</p> <p>Are opening sizes to requirements? N/A</p> <p>Are the hatch covers permanently attached to the vessel? N/A</p> <p>Are they weathertight? Yes</p> <p>Are they operable from both sides (escapes only)? N/A</p> <div style="border: 1px solid black; padding: 5px; margin-bottom: 5px;">Comments –</div> <div style="border: 1px solid black; padding: 5px;">Actions required to meet Seafish Construction Standards -</div>

**Part 5 - Key Elements of Out-fit to the Seafish Construction Standards
(All Vessel)**

Reference No.	Details
4	Standards Section 3.1 - Flush Hatches
4.1	Are opening sizes to requirements? N/A
4.2	Are the hatch covers permanently attached to the vessel? No
4.3	If drainage arrangements are fitted from recessed channels, do they comply with Seafish] requirements? N/A
4.4	Are “ Hatch not to be opened at sea ” sign fitted on or near flush hatches? No
4.5	Are they weathertight? Yes
4.6	Are they operable from both sides (escapes only)? N/A
	Comments – The two aft deck hatches are not fitted with any retaining lanyards.
4.7	Actions required to meet Seafish Construction Standards – Both aft hatches must be fitted with retaining lanyards to avoid the loss of the hatch. Hatch not to be opened at sea notice to be a fixed close to the hatches. This will be mainly for crew safety as, this is an open vessel and any water taken aboard would have to drain into the bilges anyway.
5	Standards Sections 3.2 & 9.2 - Air pipes
5.1	Are coaming heights to requirements? No
5.2	Are automatic means of closure fitted? No
5.3	Are removable flame screens fitted (fuel, hydraulic and lubricating oil tanks)? No
5.4	Do the air pipes meet the minimum internal diameter requirements? Yes
	Comments – The fuel tank vent is only 230mm above the deck and in a position where a surge of seawater could overwhelm the vent. The vent used is or appears to be a commercially supplied and produced dedicated fuel tank vent and I was unable to confirm whether or not it has any automatic closure device or flame screen. A small hydraulic tank is fitted forwards. This is in a weather tight area within the forward locker. There does not appear to be any flame screen on the vent pipe for this. This installation was not complete.
5.5	Actions required to meet Seafish Construction Standards -. The fuel tank vent pipe will have to be raised to as close to 760mm above the deck as possible and confirm that the commercially supplied fuel tank vent is an appropriate fitting for the standards. The standards could insist upon the hydraulic tank vent being fitted with a flame screen however, this is a very small tank and obviously does not present the same risk as might be encountered in a much higher Power System.. The hydraulic system requires completion.
6	Standards Sections 3.3 & 11.7 - Ventilators
6.1	Are the coaming heights to requirements? N/A
6.2	Are closing devices to requirements? N/A
	Comments -
6.3	Actions required to meet Seafish Construction Standards -

Part 5 - Key Elements of Out-fit to the Seafish Construction Standards

Reference No.	Details
7	<p>Standards Section 3.4 - Portlights</p>
7.1	Does the glazing meet the requirements of ISO 12216 or an equivalence? N/A
7.2	Are the portlights equivalent in strength to the surrounding structure? N/A
7.3	Are portlights fitted in an enclosed superstructure fitted at a minimum height of 1.5m above the working deck? N/A
7.4	Are watertight deadlights fitted? N/A
	<p>Comments – None fitted</p>
7.5	<p>Actions required to meet Seafish Construction Standards -</p>
8	<p>Standards Section 3.5 - Skylights</p>
8.1	Does the glazing meet the requirements of ISO 12216 or an equivalence? N/A
8.2	Are they weathertight? N/A
8.3	Do they have an efficient means of securing close? N/A
8.4	Are the framing material and fastenings of equivalent strength to the surrounding structure? N/A
8.5	Is there adequately protected against warps and gear? N/A
8.6	Are they used as an escape? N/A
8.7	If yes are they a minimum of 500 x 500mm, operable from both sides and marked “ EMERGENCY EXIT ”? N/A
	<p>Comments – None fitted</p>
8.8	<p>Actions required to meet Seafish Construction Standards -</p>

**Part 5 - Key Elements of out-fit to the Seafish Construction Standards
(All Vessels)**

Reference No.	Details
9	Standards Section 3.6 - Windows
9.1	Do they meet the requirements of ISO 12216 or an equivalence? Unknown
9.2	Does the wheelhouse have at least two means of escape, for vessels over 10m LOA or where a wheelhouse entrance does not open to the outside deck? N/A
9.3	Are the framing materials and fastenings of equivalent strength to the surrounding structure? Yes
	Comments – The wheelhouse windows are glass and reported as being new safety glass. They are fitted in Claytonrite rubber surrounds. These can have a degree of weakness in that in exceptional circumstances a window can be pushed in. Much depends upon the amount of clearance given between the window piercing and the window glass and I have not been able to ascertain this. At the time of this inspection all were secure.
9.4	Actions required to meet Seafish Construction Standards – The standards could insist on totally reliable frames with regard to utmost strength, although without individual testing it is impossible to speculate on the ultimate strength of these frames.
10	Standards Section 3.7 - Through hull exhaust system
10.1	Do they have suitable means of preventing back-flooding (non-return check valve, watertrap etc.)? No
10.2	Does the lower edge of the discharges have a minimum of 100mm above the loaded waterline? Yes
10.3	Are the exhaust hoses of an approved standard (i.e. Lloyds)? Unknown
	Comments – Although there is no obvious check valve or flap on the exhaust, the exhaust is a considerable distance above the waterline and not as vulnerable as it could be in the conventional position just above the waterline.
10.4	Actions required to meet Seafish Construction Standards -
11	Standards Section 3.8 - Sea inlet and Discharge Valves
11.1	Are shut-off valves fitted to all inlets and discharges below deck? Yes
11.2	Are discharges in open vessels no less than 300mm above a visible waterline? Yes
11.3	Are non-returns fitted to discharges? Yes
11.4	Are through hull fittings within engine compartments of metallic construction? Yes
11.5	Are inlets and discharges valves readily accessible at all times? Yes
11.6	Are shut-off valves labelled? No
	Comments – There are only two skin fittings with seacocks below the waterline one is the engine and one is the deck wash pump. Both are totally obvious as to what their purpose is.
11.7	Actions required to meet Seafish Construction Standards – Generally, the requirements are to label each valve for this purpose and is open/closed position. The standards could insist upon this although, it is an extremely simple installation.

Part 5 - Key Elements of out-fit to the Seafish Construction Standards (All Vessels)

Reference No.	Details
12	Standards Section 3.9 - Freeboard
12.1	Minimum freeboard measurement from the visible waterline to the deck at side or gunwale top in open vessels (mm) 720mm
12.2	Required freeboard (mm) 400mm
	Comments – Exceeds the minimum freeboard
12.3	Actions required to meet Seafish Construction Standards - Open vessels are to be limited in their area of operation to 20 miles from a safe haven and in favourable weather conditions & it is recommended that all open vessels are fitted with a notice visible at the helm position stating the limited area of operation.
13	Standards Section 3.10 - Water freeing arrangements
	Freeing port area to be 3% of bulwark area port and starboard
13.1	Bulwark size (m ²) Port <input style="width: 100px; height: 20px;" type="text"/> Starboard <input style="width: 100px; height: 20px; text-align: center; value: 2.64;" type="text"/>
13.2	Total freeing port area found (m ²) Port <input style="width: 100px; height: 20px;" type="text"/> Starboard <input style="width: 100px; height: 20px; text-align: center; value: 2;" type="text"/>
13.3	Total freeing port area required (m ²) Port <input style="width: 100px; height: 20px;" type="text"/> Starboard <input style="width: 100px; height: 20px;" type="text"/>
13.4	Are bars fitted to freeing ports greater than 350mm x 230mm? N/A
	Comments – The vessel is an open vessel and freeing ports are not permitted. However, open vessels require good drainage from the deck into the bilges. At the time of this inspection the deck drainage was considered noticeably undersized with a minimum number of stainless steel oblong plates with a large number of 6mm drillings in the face to allow for drainage.
13.5	Actions required to meet Seafish Construction Standards – It is suggested that open vessels have adequate deck drainage in the region of 2% of the bulwark area for port and for starboard. This will equate to. 0,052 sq m for port & 0.04 sq.m for starboard side
14	Standards Section 8 - Machinery
14.1	Are alternative means of sea water cooling for propelling machinery on vessels over 10m LOA? N/A
14.2	Are approved type strainers fitted between sea inlet valve and circulating pump to main engine? No
14.3	Is there a second means of starting the main engine? Yes
14.4	Are all exposed moving parts and drives fitted with guards? N/A
14.5	Is the dry exhaust piping lagged with approved materials? N/A
14.6	Does the main and auxiliary engines have separate fuel supply and exhaust systems? N/A
14.7	Are dual fuel filters fitted on main and auxiliary engines on vessels over 10m LOA? N/A
14.8	Where outboard engines are fitted, does the installation meet the Seafish requirements? N/A
14.9	Where shafts penetrate watertight bulkheads, are they fitted with a lubricated or self lubricating seal? N/A
14.10	Is the minimum equipment and instruments listed in sections 8.1.11 and 8.1.12 found onboard the vessel? Yes
	Comments – The water strainers fitted for the engine and the deck wash pump do not appear to be an approved types as they have plastic tops with, what appears to be plastic bodies These are new VETUS units..
14.11	Actions required to meet Seafish Construction Standards – The standards are not specific on the fitting of these strainers as they are not specifically approved items. Approved strainers will possibly be required by the Authority

**Part 5 - Key Elements of out-fit to the Seafish Construction Standards
(All Vessels)**

Reference No.	Details
15	Standards Sections 8.5 & 8.6 - Steering gear
15.1	Does the surrounding structure provide adequate support for the rudder tube/stock and steering ram/operating mechanisms? No
15.2	Are jumping collars fitted when vertical movement is excessive? No
15.3	Are rudder stops at the limiting angle? No
15.4	Is there a means of emergency steering? Yes
15.5	Are bypass valves fitted in the remote system to relieve pressure for emergency gear? Yes
	<p>Comments – At the time of this inspection the rudder and rudder stock were not in position and could not be located because it was not possible to increase the height of the vessel in order locate the rudder and stock into the rudder tube. The hydraulic steering has not yet been fully connected although there is a bypass valve awaiting finalising Therefore it has not been possible to comment on most of the inquiries above.</p> <p>The top of the rudder tube is noticeably lower than the waterline and, although the applicant informs me that the rudder stock is fitted with O rings I do not believe this will be adequate with regard to watertight integrity.</p>
15.6	<p>Actions required to meet Seafish Construction Standards – The steering gear will have to be fully installed and in operating condition in all aspects before registration acceptance.</p> <p>The fact that the bonded rudder tube top is below the waterline level is a concern and this should be attended to. It is anticipated that it will be possible to fit a rubber gaiter (not too dissimilar to that used on the propeller shaft gland housing) to increase the height overall bringing it above the waterline.</p> <p>Emergency steering fabrication was seen this is stainless steel and looks likely to be appropriate but could not be tested..This will require to be seen to be appropriate when the steering is completed.</p>
16	Standards Section 9 - Piping
16.1	Is the essential pipework within engine space fire-resistant (fuel, sea-inlets, bilge etc.)? Yes
16.2	Is the WC piping looped to underside of deck or a means to prevent back flooding (anti-syphon)? N/A
16.3	Are all pipes colour coded? No
16.4	Is pipework well supported and clipped? No
16.5	Are flexible pipe connections adequately secure? No
16.6	Are the bilge suction lines of non-collapsible piping? Yes
16.7	Is suitable piping fitted for hydraulic installations? Unknown
	<p>Comments – At the time of inspection not all of the connecting pipework for hydraulic systems, fuel systems and various other connections had not been fully completed, color coding all pipes would not appear to be totally necessary as this is a very simple installation.</p>
16.8	<p>Actions required to meet Seafish Construction Standards – Total completion of all pipework connections</p> <p>All hydraulic piping, where it is reinforced rubber hose should be to BS EN 853 1997 for BS EN 856 1997 standard. SCS 9.4.4</p>

**Part 5 - Key Elements of out-fit to the Seafish Construction Standards
(All Vessels)**

Reference No.	Details
17	Standards Section 9.2 - Fuel/lube oil tanks
17.1	Are fuel tanks located in the engine space of metal construction or to a B15 standard? N/A
17.2	Are fuel tanks fitted with shut-off valves at the tank side? No
17.3	Are remote closures fitted to the fuel tanks in accordance with Seafish requirements? N/A
17.4	Is there means to determine tank contents to Seafish requirements? Yes
17.5	Are tanks 200 litres and over fitted with a manhole for access with save-alls below? N/A
17.6	Are closing appliances fitted to the filler as per the requirements? No
17.7	Are levelling pipes fitted with shut off valves located at each tank side? N/A
	Comments – A new stainless steel tank of approximately 88 litres is fitted. The installation of this is not fully completed with regard to fuel pipe connections and shut off valve installation. The tank is direct fill on top of the tank accessible by a removable hatch that will be installed in the weather deck at this point. Any overspill of fuel will find its way into the bilges as there is no save all fitted on the tank filler neck area
17.8	Actions required to meet Seafish Construction Standards – The fuel tank installation requires total completion and some form of saveall must be fitted to the tank filler neck. I believe it will just be possible to design an acceptable solution for this.
18	Standards Section 9.3 - Bilge pumping
18.1	Are pumps operable from above deck with hatches closed? Yes
18.2	Do the pumps capacities meet the requirements for the size of vessel? Yes
18.3	Are there two independent means of bilge pumping from all compartments where required by Seafish? No
18.4	Is there means of preventing back flooding from sea-inlet in combined bilge pumping deck wash systems? N/A
18.5	Are complex bilge systems clearly labelled? N/A
18.6	Are bilge suctions fitted with approved readily accessible strainers? No
18.7	Are non-returns fitted to all suction lines? Yes
18.8	Are bilge sensors fitted in the machinery space, fishroom and any watertight compartment which cannot be readily seen? Yes
18.9	Is there a bilge alarm unit at the helm which meets Seafish requirements? No
	Comments - . There is a possibility that some of these compartments could be less than 1 cubic meter but without drawings full assessment was not possible & in this case the safest assumption is that these all exceed 1 cubic metre. The vessel is fitted with three electric bilge pumps 32l p/m and one high capacity Manual bilge pump. At this time the electric bilge pump in the aft end of the vessel has not yet been secured as it is proposed to locate some ballast here and bilge pump cannot be fitted until the ballast is in. The ballast will not be fitted until the vessel has been moved to the Harbour location. The engine compartment bilge pump is a similar automatic pump, this is secured with a float switch alongside. It was reported an alarm was fitted in the wheelhouse however, as the electrics were not completed this could not be tested. The third electric bilge pump is fitted forwards. The Manual diaphragm pump is mounted externally on the port aft of the wheelhouse area. At this time it has not been connected to any form of suction pipe. I understand it is planned to fit a diverter valve to individual suction pipes to this which will then allow it to draw from any compartment however, this has not yet been undertaken.
18.10	Actions required to meet Seafish Construction Standards - The bilge pumping system must be completed. All of the electric bilge pumps must be secured and tested. The bilge level alarm must be audible within the wheelhouse and there must be an additional visual alarm within the wheelhouse. Every individual suction pipe for the Manual diaphragm pump must be fitted with a bilge pump strainer. All watertight compartments must have the facility to be able to be pumped out via two independent bilge pumps

**Part 5 - Key Elements of out-fit to the Seafish Construction Standards
(All Vessels)**

Reference No.	Details
19	Standards Section 10 - Electrical systems
19.1	Are marine grade cables installed? Unknown
19.2	Is the wiring adequately clipped? Yes
19.3	Are all cables passing through watertight bulkheads fitted with watertight glands? No
19.4	Where electric fans are fitted in the machinery space, is there a remote means of shut-off situated outside of the compartment? N/A
19.5	For lubrication, oil fuel transfer pumps, are remote controls situated outside the space concerned? N/A
19.6	Are batteries securely fastened? Yes
19.7	Are isolation switches fitted to the requirements of Seafish? No
19.8	Are batteries vented to atmosphere? Yes
19.9	Are the batteries for emergency systems located above the loaded waterline? Yes
19.10	Are all systems correctly labelled (and schematic supplied for complex systems)? N/A
19.11	Are all alarm systems still active when the vessel is connected to shore supply? N/A
	<p>Comments – The battery installation and electrical installation is not yet fully completed. Only one battery was installed although there are two locations. The isolation switches are not yet fitted. The location for both batteries is above the waterline & deck. Much of the wiring is run through large conduits passing through the bulkheads however, in some cases, these conduits are not fully sealed in to the watertight bulkhead</p>
19.12	<p>Actions required to meet Seafish Construction Standards - . The electrical and battery installation must be completed to the Seafish standard. It appears that no major changes are required to the planned operations, simply complete the installation</p> <p>If it is envisaged to utilise the possible advantage of the forward watertight bulkhead then all wiring conduits must be fully sealed into the bulkhead to make them watertight. This also applies to any remaining wiring passing through watertight bulkheads. Care must be taken with regard to pipe & wiring conduits in that these must not be a free water passage conduit between individual compartments undermining the watertight properties of an individual compartment if the water level rises above a conduit opening. All conduits must terminate as high as reasonably possible or the ends of conduits must be sealed with the wiring/piping installed within..</p>

**Part 5 - Key Elements of out-fit to the Seafish Construction Standards
(Although only applicable to vessels of 7m Registered Length to less than 15m LOA, the report should indicate the extent to which requirements in Chapter 11 of the Seafish Construction and Outfit Standards are present on vessels of less than 7m)**

Reference No.	Details
20	Standards Section 11.2 - Structural fire protection
20.1	Is there structural fire protection to Seafish requirements? Unknown
	<div style="border: 1px solid black; padding: 5px;"> Comments - </div>
20.2	<div style="border: 1px solid black; padding: 5px;"> Actions required to meet Seafish Construction Standards - </div>
21	Standards Section 11.3 - Gas / oil appliances fitted
21.1	Has the LPG been installed by a GAS SAFE registered technician? N/A
21.2	Are gas cylinders stowed on the open deck? N/A
21.3	Are gas cylinders stowed in boxes, ventilated and drained to the outside deck? N/A
21.4	Are gas detectors in gas-consuming appliance areas fitted? N/A
21.5	Are they visible and audible from space concerned and control position? N/A
21.6	Is there surge protection and shut-off solenoid fitted in the feed line? N/A
21.7	Are cookers/ovens fitted with a cut off flame failure device? N/A
21.8	Is there a gas warning notice near to each appliance? N/A
21.9	Is there a ventilation system trunked to within 300mm of the floor and fitted with a spinning head or approved electric spark proof motor? N/A
21.10	Are combustible materials at least 400mm vertically above for horizontal surfaces and 125mm horizontally for vertical surfaces? N/A
21.11	Is the supply tank for oil fired appliances sited outside the compartment containing the appliance? N/A
21.12	Is there remote means of closure to the oil supply, which requires manual re-setting? N/A
21.13	Are exhaust fitted as per the requirements of section 9? N/A
	<div style="border: 1px solid black; padding: 5px;"> Comments – No Gas System installed </div>
21.14	<div style="border: 1px solid black; padding: 5px;"> Actions required to meet Seafish Construction Standards - </div>

**Part 5 - Key Elements of out-fit to the Seafish Construction Standards
(Although only applicable to vessels of 7m Registered Length to less than 15m LOA, the report should indicate the extent to which requirements in Chapter 11 of the Seafish Construction and Outfit Standards are present on vessels of less than 7m)**

Reference No.	Details
22	Standards Section 11 - General Protection of Personnel
22.1	Are adequate bulwarks, guard rails/wires fitted around the working deck with a minimum top rail height of 1m? No
22.2	Are adequate guard rails/wires fitted around the raised foredeck with a minimum top rail height of 1m? N/A
22.3	- If no, are alternative arrangements in place that meets the Seafish requirements? N/A
22.4	Are vessels 10m LOA and over fitted with two escapes from the machinery space? (one of which may be the access) N/A
22.5	Are floor plates of non-slip finish and securely fastened down? N/A
22.6	Are all furnishing upholstery fire-retardant? N/A
22.7	Are heaters fitted in a practicable and safe position where risk of covering can be avoided? N/A
22.8	Are fire detectors fitted in the machinery space, sleeping accommodation and galley? No
22.9	Do the fire detectors give audible warning in the spaces they are protecting and at the control position? N/A
22.10	Is there a toilet aboard to the requirements of Seafish? N/A
22.11	Are carbon monoxide detectors/alarms fitted where necessary to meet the requirements? No
22.12	Are adequate ladders and steps fitted at the access and escape positions? N/A
22.13	Is there ventilation to accommodation spaces to the requirements of Seafish? N/A
22.14	Are there adequate hand holds and grab rails? Yes
22.15	Is there a permanently mounted boarding ladder to Seafish requirements? No
22.16	Are warps and leads running across the working deck fitted with guards? N/A
22.17	Is there safe passage around deck equipment? Yes
22.18	Are the controls for all equipment arranged adjacent to the operators position to enable a clear view of the gear being hauled and crew positions? N/A
22.19	Is there an emergency stop facility fitted at the helm for all hydraulically controlled deck equipment? N/A
22.20	Is there an additional emergency stop device fitted at the winch or hauler? N/A Comments – At this time there is no hydraulic equipment installed
22.21	Actions required to meet Seafish Construction Standards -

**Part 5 - Key Elements of out-fit to the Seafish Construction Standards
(Although only applicable to vessels of 7m Registered Length to less than 15m LOA, the report should indicate the extent to which requirements in Chapter 11 of the Seafish Construction and Outfit Standards are present on vessels of less than 7m)**

Reference No.	Details																				
23	<p>Standards Section 11.17-18 - Anchors and cables -</p> <p>Table found within the Seafish Construction Standards, section 12.18.</p> <p>L.O.A (m) <input type="text" value="6.35"/> x Breadth (m) <input type="text" value="2.6"/> x Depth (m) (deck at side to moulded line) <input type="text" value=".640"/> = <input type="text" value="10"/> SN</p> <table border="0"> <thead> <tr> <th></th> <th colspan="2">Size required</th> <th colspan="2">Size Fitted</th> </tr> </thead> <tbody> <tr> <td>Main anchor</td> <td><input type="text" value="9"/></td> <td>Kg</td> <td><input type="text"/></td> <td>Kg</td> </tr> <tr> <td>Chain</td> <td><input type="text" value="6"/> mm</td> <td>x <input type="text" value="6.5"/> m</td> <td><input type="text"/> mm</td> <td>x <input type="text"/> m</td> </tr> <tr> <td>Warp</td> <td><input type="text" value="10"/> mm</td> <td>x <input type="text" value="20"/> m</td> <td><input type="text"/> mm</td> <td>x <input type="text"/> m</td> </tr> </tbody> </table> <p>Comments – It was not possible to access the anchor and chain as this was within a deck locker on the foredeck but the deck locker could not be opened as the strops securing the vessel to the trailer will be running across the top of it. It was reported that a grapnel anchor and chain were within this locker, however, I am unable to confirm any of this.</p>		Size required		Size Fitted		Main anchor	<input type="text" value="9"/>	Kg	<input type="text"/>	Kg	Chain	<input type="text" value="6"/> mm	x <input type="text" value="6.5"/> m	<input type="text"/> mm	x <input type="text"/> m	Warp	<input type="text" value="10"/> mm	x <input type="text" value="20"/> m	<input type="text"/> mm	x <input type="text"/> m
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Warp	<input type="text" value="10"/> mm	x <input type="text" value="20"/> m	<input type="text"/> mm	x <input type="text"/> m																	
23.1	<p>Actions required to meet Seafish Construction Standards -</p>																				

**Part 6 - General Photographs of the vessel and Supporting Photographs of Defects Noted (2 pictures per page only)
(All Vessels)**



Starboard quarter



Port Fwds. It was not possible to get overall beam on photographs



Port bilges looking fwds.



This photograph shows the failing laminates around the external rudder tube location



New bronze propeller and new anode can just be seen top right hand. The propeller nut is locked.



The keel extension supporting the bottom end of the rudder was not available for inspection and has not been fitted yet



Port bilge keel



Transom showing exhaust outlet port top and bilge pump outlet starboard top.



Deck layout. The batteries are stored in the locker that can be seen at the transom. The two hatches on the deck are not fitted with any retaining lanyards



Applicant supplied photo of the deck construction in build. From this it would appear that the individual compartments are probably less than 1 cu.mtr. No major athwartships floors but considerable stiffening in the lower bilges



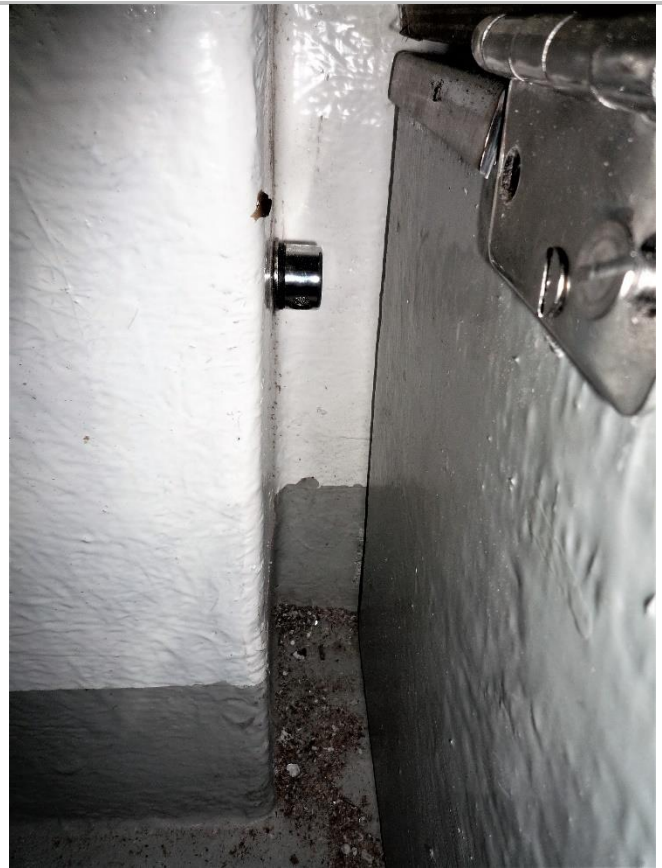
The forward sections of the hull in build photogra supplied by the applicant.



Limited height rudder tube exit, needs raising.



Wheelhouse



Fuel tank vent fitted too low in relation to the deck and in a position where a surge of water running forwards could overwhelm it



Battery storage under aft deck



New grp propeller shaft tube and non secured electric bilge pump. This area is awaiting additional ballast before the pump is finally located. The unsupported length of prop shaft just falls within the acceptable maximum length.



Engine water strainers. These are new. It is likely these are not approved strainers.



The latch on the wheelhouse door that can automatically secure the door closed if personnel are within the wheelhouse if the door is closed abruptly. It then cannot be opened from the inside.



Engine exhaust injection point



Looking aft stbd. side & run of frames. The frame measurement given is the minimum size as seen here



New engine instrumentation



Fuel tank not yet fully connected

Part 7 - General Conditions

1. It should be noted that this document is a general report on the construction and outfit of the above-mentioned vessel.
2. This report is for the purposes of possible registration to the UK commercial fishing vessel register and has been requested by either the Maritime Coastguard Agency (MCA) or Registry of Shipping and Seamen (RSS) and is only applicable to existing vessels.
3. This report will be submitted to the MCA for review, the acceptance to the registry is by MCA approval only.
4. The information contained herein is confidential to the owner and the MCA, and has been made expressly for the purpose outlined above.
5. In the case of GRP vessels, if the original construction process and any subsequent modifications were not witnessed by a Seafish appointed surveyor, then the vessel does not comply with the requirements of the Seafish Construction Standards.
6. Hull & structural laminate scantlings of GRP vessels cannot be determined and therefore compliance with Seafish Standards cannot be verified.
7. Except as expressly provided, machinery, tanks, internal ballast, boats loose gear, electrical and ancillary equipment have not been removed or stripped for further examination.
8. Except as expressly provided, no electrical wiring or equipment has been tested or inspected for compliance to the Seafish Construction Standards.
9. All owners are recommended to complete a full risk assessment and should specifically include the operation and protection of the vessels integrity where the vessel has not been designed and constructed to commercial fishing vessel standards.
10. The vessel is presented to for survey in a completed state, and that no changes or modifications shall be made after the Registration Survey, without written authorisation from the MCA (with the exception of fixing the identified deficiencies).

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