

**DRAFT**

**MINISTRY OF PORTS, SHIPPING AND WATERWAYS**

**NOTIFICATION**

New Delhi, the \_\_\_\_\_ 2026

G.S.R. \_\_\_\_ (E) – *“In exercise of the powers conferred under Sections 263(2), 264(1), 264(2), 265(2), 265(3), 271(a), 273(1), 273(2), 275(1), Section 280(1) and clauses (b), (c), (d), (j), (k) and (m) of Section 280(2) under Part XIII of the Merchant Shipping Act, 2025 (24 of 2025), and in supersession of the Merchant Shipping (Indian Fishing Vessels Inspection) Rules, 1988 except as respects things done or omitted to be done before such supersession, the Central Government hereby makes the following rules, namely: “*

**CHAPTER I**

**Preliminary**

**1. Short Title, Commencement and Application**

- (1) These Rules may be called the **Merchant Shipping (Fishing Vessels) Rules 2025**.
- (2) They shall come into force on the date of their publication in the official Gazette.
- (3) Unless expressly provided otherwise, these rules apply to every Indian Fishing Vessels, wherever it may be.

**2. Definition**

- (1) For the purpose of these rules, unless the context otherwise requires-
  - (a) "Act" means the Merchant Shipping Act, 2025 (24 of 2025)
  - (b) "Administration" means the Central Government of India
  - (c) "Approved" means accepted by the Registrars of the Fishing Vessels, based on standards, prescribed by the Directorate General of Shipping.
  - (d) "Builders" Certificate" is a certificate issued by the builder of the Fishing Vessel when the vessel is fully built and in a ready to sail condition; containing a true account of the proper denomination and of the tonnage of the ship as estimated by him, stating for whom the vessel was built, the time when and the place where the Fishing Vessel was built;
  - (e) "Certificate of Inspection of a Fishing Vessel" - means a certificate issued to a Fishing vessel in Form FV 2 for validity stated therein, subject to annual inspection.
  - (f) "Equivalent arrangements" means equivalent arrangements or deviations from the specified requirements in these rules, when such deviations can be clearly justified and accepted by the Registrar;

- (g) "Existing Vessel" means an Indian Fishing Vessel which was registered under the provisions of the Merchant Shipping Act, 1958 and the rules made thereunder, before the commencement of these Rules."
- (h) "Form" means a form specified in the Schedule or appended to these rules."
- (i) "Free board deck" means the uppermost complete deck having permanent means of closing all the openings on the weather part of the deck.
- (j) "Identity Card" or ID card means an identity card of a fisherman, issued by any Registrar or an officer authorized by him for the purpose.
- (k) "New Vessel" means an Indian Fishing Vessel which is registered after these Rules come into force.
- (l) "Notice" means any notice, circular, order or guidelines issued in writing by the Director-General of from time to time in relation to fishing vessels."
- (m) "Recognized Organization" means an organization authorized by the Central Government under section 9 of the Act and assessed to be in compliance with Part 2 of the Code for Recognized Organizations, as adopted by the Organization through Resolution MEPC.237(65), and as subsequently amended by the Organization
- (n) "Stability Information" means a compilation of data on stability of the vessel at various loading sea conditions, as per applicable Merchant Shipping Rules or Rules of a Recognized Organization for the size and type of the vessel.
- (o) "Tonnage" in relation to a fishing vessel, means the tonnage as determined under the applicable Merchant Shipping (Tonnage Measurement of Ship) Rules, 2025,
- (2) Terms which have not been defined in the rules shall have the meaning assigned to them under the Merchant Shipping Act, 2025 (24 of 2025)

### **3. Design categories of fishing vessels**

For the purpose of these rules fishing vessels are categorized as;

- (a) Category 1 - Fishing vessels of 24 meters or more in length operating beyond the territorial waters.
- (b) Category 2 - Fishing vessels of less than 24 meters in length operating beyond the territorial waters.
- (c) Category 3 - Fishing vessels 24 meters or more in length operating within the territorial waters.
- (d) Category 4 - Fishing vessels less than 24 meters in length operating within the territorial waters.

## **CHAPTER II Registration**

### **4. Determining whether a vessel is a fishing vessel**

- (1) Where any question arises as to whether a vessel is a fishing vessel for the purposes of Part XIII of the Act, the owner or operator of the vessel shall make an application to the Registrar of the port of registry or proposed port of registry, in Form DFV 1, accompanied by such fees as may be notified by the Maritime Administration or Fisheries Department of the Coastal State or Union Territory.
- (2) Every application under sub-rule (1) shall be accompanied by—
  - (a) proof of ownership or lawful possession of the vessel;
  - (b) particulars of tonnage, dimensions, hull material and means of propulsion;
  - (c) particulars of fishing gear or fishing method intended to be used, including nets, winches, hauling devices, processing or preservation systems, storage holds and ice arrangements;
  - (d) evidence of intended use of the vessel for fishing in the seas, including declaration of operational area and intended fishing grounds, stated with reference to the territorial waters or beyond;
  - (e) details of communication and navigational equipment fitted onboard, including mandatory VHF radiotelephone, AIS transponder, EPIRB, and GMDSS equipment, wherever applicable;
  - (f) a crew statement in Form CS 1 containing names, identity particulars, and roles of persons intended to be engaged as fishers; and
  - (g) such other information as may be required for the purpose of determination.
- (3) Upon receipt of a complete application, the surveyor shall undertake an inspection of the vessel to verify whether—
  - (a) the design, layout and onboard equipment are suitable for fishing operations;
  - (b) the vessel possesses appropriate fish handling, preservation or stowage facilities;
  - (c) the vessel is fitted with navigation and communication equipment necessary for safe fishing operations; and
  - (d) the vessel complies with the stability, structural, equipment and seaworthiness standards prescribed for fishing vessels of that class under these rules
- (4) A vessel shall be declared a fishing vessel for the purposes of the Act where-
  - (a) the vessel is used or intended to be used for the capture, handling, processing, preservation or carriage of fish or fishery resources from the sea as its primary purpose; and
  - (b) the surveyor certifies that the design, construction, machinery and equipment of the vessel are primarily intended for fishing operations and not for carriage of cargo or passengers as the principal activity
- (5) The Director-General shall, upon consideration of the survey report and documents submitted, issue an order of determination in Form DFV 2 within thirty days from the date of receipt of the complete application.
- (6) Where the Director-General refuses to determine the vessel as a fishing vessel, he shall record the reasons in writing and communicate such decision to the

applicant - The applicant may, within sixty days from the date of such communication, apply to the Central Government for review of the decision.

- (7) Once determined as a fishing vessel under this rule(4), the vessel shall be registered under Part XIII of the Act and such vessel shall be manned, operated, surveyed and certified in accordance with these rules and no clearance to proceed to sea shall be granted unless the vessel holds a valid certificate of inspection issued under these rules.

## **5. Registration of Fishing vessels**

- (1) Every Indian Fishing Vessel shall be registered with the Maritime Administration or Fisheries Department of the Coastal State or Union Territory in whose jurisdiction the vessel ordinarily operates or is based, in accordance with such procedures as laid down under these rules.
- (2) No registration granted under this rule shall be valid unless
  - (a) a Certificate of Inspection issued under these rules is in force; and
  - (b) the unique registration number and port/State code and vessel name are marked on the vessel in the manner prescribed.
- (3) The Director-General may, in the interest of safety, seaworthiness, maritime security, or standardization, assume or resume the function of registration and survey of any class or category of fishing vessels, by issuing an order published on the official website.
- (4) Any dispute regarding the appropriate registration authority or jurisdiction for registration of an Indian Fishing Vessel shall be referred to the Director-General, whose decision shall be final.
- (5) All fishing vessels registered under this Rule shall comply with the fishing vessel inspection standards, the stability, construction and equipment requirements prescribed under these Rules, and the safety, communication requirements as may be notified by the Central Government.

## **6. Application for certificate of registry**

- (1) Every application for the grant of a certificate of registry of a Fishing vessel shall be made in **FVR Form I**, to the registrar of the port of registry nearest to the place where the owner resides or where the fishing vessel is built or based.
- (1) Every such application shall be accompanied by-
  - (a) a declaration of ownership by the applicant as specified in **FVR Form II** or **Form III** as the case may be;
  - (b) the documents of title to the vessel; and
  - (c) the builder's certificate, provided that, where the owner is unable to produce the builder's certificate due to reasonable circumstances, the Registrar may,

for reasons to be recorded in writing, dispense with the requirement, subject to submission of such alternative evidence of construction as the Registrar may consider satisfactory.

**7. Name of vessel**

- (1) The owner shall, in the application for registration, specify the name proposed to be assigned to the vessel and upon approval of such name by the Registrar, the vessel shall be registered under that name.
- (2) Where the name proposed by the owner is already borne by another registered vessel or is so similar as to be likely to cause deception or confusion, the Registrar may refuse registration and shall require the owner to propose an alternative name for the purpose of registration on vessel.

**8. Official number of the vessel**

- (1) After satisfying himself about the applicant details in accordance with sub-section (1) of Section 15 and his title to the vessel the Registrar shall assign to the vessel an official number from a consecutive series maintained at each port of registry preceded by 3 distinguishing code letters indicating the port of registry as specified in **Schedule I**.
- (2) The Official Number once assigned to a Fishing vessel shall not be changed except when the Fishing Vessel is registered again at another port of registry, nor shall the official number be assigned to another vessel.

**9. Manner of ascertainment of tonnage of fishing vessel**

Every owner of a fishing vessel shall cause to ascertain its tonnage in accordance with the merchant shipping (Tonnage Measurement of Ships) Rules, 1987. However, tonnage of Indian Fishing Vessels, less than 20 meters in length, can also be measured by the Registrar of India Fishing Vessels besides the Surveyor.

**10. Grant of Certificate of Registry**

- (1) The registrar may make such inquiry as he thinks fit with respect to the particulars contained in such application and shall enter in **FVR Form IV**, be kept for the purpose, the following particulars in respect of the Indian fishing vessel, namely:—
  - (a) the name of the fishing vessel, the place where it was built and the port to which it belongs;
  - (b) the rig, type and tonnage of the fishing vessel;
  - (c) the number assigned to the fishing vessel;
  - (d) the name, occupation and residence of the owner of the fishing vessel;
  - (e) the mortgages, if any, effected by the owner in respect of the fishing vessel;and

- (f) such other particulars as may be prescribed
- (2) After the particulars in respect of the Indian fishing vessel have been entered in the **FVR Form IV**, the registrar shall grant to the applicant a certificate of registry
- (3) The certificate of Registry shall be granted within 60 days of the application.
- (4) The Certificate of registry shall, on demand by a registrar, any officer of the customs or of the Mercantile marine Department, be produced by the owner, the skipper or the Tindal or any other person in charge of the fishing vessel.

**11. Manner of Painting of name and official number, etc.**

- (1) The distinguishing letters indicating the port of registry the name of the fishing vessel by which it is registered, and the official number assigned to it shall be painted in English in regional language and in Hindi alphabet in white oil colour against a black back ground on both quarters of the fishing vessel near the stern.
- (2) All the letters and figures painted shall be of such size as the registrar may determine in each case but shall not be less than one decimeter in height and two centimeters in width.
- (3) The letters and figures shall also be painted on the dinghies attached to the fishing vessel.

**12. Change of name**

- (1) The name under which the fishing vessel is registered shall not be altered or changed except with the prior approval of the registrar.
- (2) Every application for the change of name shall be made to the Registrar of the port of registry of that fishing vessel and shall state the reasons for the proposed change.
- (3) The registrar, where he is satisfied that the change is reasonable and necessary, may approve the change of name within 60 days from the date of receipt of application having regard to the circumstance of the case.
- (4) Where the fishing vessel is subject of a mortgage, the consent of the mortgagee shall also accompany the application for change of name.
- (5) Upon approval by the registrar, the new name shall be entered in the register and on certificate of Registry of the fishing vessel and shall be marked and painted on the vessel in the manner prescribed under these rules.

**13. Registry of alterations**

- (1) Any alteration made in respect the fishing vessel shall be notified to the registrar of the post of registry by an application in FVR Form VI, within one month of the alteration being carried out.
- (2) Where the alteration does not materially affect the principal dimensions or tonnage of the fishing vessel, the registrar shall enter the particular of such alteration in register and in the Certificate of Registry of the fishing vessel.

(3) Where the alteration materially affects the principal dimensions or tonnage of the fishing vessel, the registrar shall register the vessel De novo.

**14. Transfer of registry**

- (1) If all the person having an interest in an Indian fishing vessel, whether as owner or a mortgage, desire that the registry of the fishing vessel should be transferred from one port to another, they may apply in form VII to the registrar of the port of registry for such transfer.
- (2) The registrar of the port of the registry shall, if he is satisfied that the proposed transfer is unobjectionable, transmit the particulars of the Indian Fishing vessel and the encumbrances, if any thereon to the registrar of the intended port of registry.
- (3) The registrar at the intended port of registry, after he is satisfied that the new official number with the distinguishing letters of the port are duly marked on the fishing vessel in accordance with the provisions of rule 8, shall issue a fresh certificate of registry and communicate to the registrar of the original port of registry the official number assigned to the Indian fishing vessel and the date of its registry.

**15. Closing of registry**

- (1) Where the registry of an Indian fishing vessel is transferred under rule 14, the registrar of the original port of registry shall close the registry of the Indian fishing vessel in his register.
- (2) Where the registry of an Indian fishing vessel at any port is closed under under sub-rule (1), the registrar of the port shall forthwith submit to the Director General a statement of the particulars of the fishing vessel whose registry is closed and the circumstances in which the registry is closed.

**16. Transfer of fishing vessel or interest therein**

- (1) The owner, or in the case of joint ownership all the owners, of an Indian fishing vessel desiring to transfer such fishing vessel or any interest therein, shall apply to the registrar of the port of registry for permission to do so.
- (2) The Registrar shall, after making such enquiry as he thinks necessary, approve the transfer of ownership of fishing vessel or any interest therein within a period of 60 days from the date of receipt of application.
- (3) If the proposed transfer is approved, and after the sale has been effected, the transfer shall present to the registrar of the port a declaration of ownership the instrument of transfer and the existing certificate of registry of the fishing vessel and thereupon, the registrar shall enter the particulars of the transfer in his register and issue a fresh certificate of registry within a period of 60 days

**17. Mortgage of Indian fishing vessel**

- (1) Every instrument of mortgage of an Indian fishing vessel or any interest therein shall be in Form VIII or Form IX, as the case may be.
- (2) The registrar shall, after satisfying himself that the instrument of mortgage has been properly executed, record the same in his register with the date and hour of acceptance and shall also make an endorsement to that effect on the mortgage instrument.
- (3) Where there are two or more mortgages on the same fishing vessel, their respective priorities shall be indicated in the register in the appropriate column by the letters A, B, C ... in alphabetical order.
- (4) Where an Indian fishing vessel belonging to a company or a cooperative society is mortgaged, the registrar shall not register the mortgage unless it has also been registered with the Registrar of Companies under section 134 of the Companies Act, 1956 (1 of 1956) or, as the case may be, with the registrar of co-operative societies under the Co-operative Societies Act, 1912 (2 of 1912) or any other law relating to co-operative societies for the time being in force in any State.
- (5) When the mortgage debt is fully discharged, the registrar shall, after satisfying himself that the receipt endorsed on the mortgage instrument is in order and that it is properly witnessed and where the mortgage is by a company or a co-operative society, also that a memorandum of satisfaction has been entered in the register of changes under section 138 of the companies Act, 1956 or, as the case may be, under the Co-operative Societies Act, 1912, make an entry in the register relating to the discharge of the mortgage.
- (6) No payment of any installment of a mortgage debt shall be recorded in the register

**18. Transfer of ownership by operation of law**

- (1) Where the title to an Indian fishing vessel devolves on any person by operation of law, such person shall apply to the registrar specifying the circumstances in which he has acquired title to the fishing vessel and also adducing evidence of such acquisition.
- (2) If the registrar, after making such enquiry as he thinks fit, is satisfied about the claim of the applicant, he shall register the particulars of the change of owner ship in his register and also endorse the particulars in the certificate of registry of the fishing vessel.

**19. Fishing vessels owned by minors**

- (1) Where an Indian fishing vessel is registered in the name of a person as the guardian of a minor, the ownership of the fishing vessel shall remain with the minor, and on attainment of majority he may apply to the registrar for altering the entries in the register relating to the fishing vessel.
- (2) The registrar shall then issue a fresh certificate in the name of the applicant.



- (3) No fees shall be charged for issuing a certificate of registry under subrule (2).
- (4) Where the registrar proceeds to issue a fresh certificate in the name of the applicant as required under sub-rule (2) above, he shall do so within a period of 60 days from the date of application.

**20. Provisional certificate of registry**

- (1) Where an application for the registry or the registry a new of an Indian fishing vessel is pending before a registrar and the registrar is, having regard the circumstances of the case, of the opinion that the fishing vessel should not be detained at the port till the issue of the certificate of registry, he may issue a provisional certificate of registry in Form X.
- (2) Every provisional certificate issued under sub-rule (1) shall specify the particulars of the fishing vessel and of the owner and skipper or any other person in charge of the fishing vessel, or in any other person in charge of the fishing vessel, or in the case of registry a new, the particulars as entered in the original certificate of registry.
- (3) provisional certificate shall be valid for such period not exceeding three months as may be specified therein : Provided that the registrar may, if he is satisfied that in the circumstances of the case it is necessary to do so, extend the period of validity of a provisional certificate by a further period not exceeding two months.
- (4) The provisional certificate shall, on the expiry of the period of its validity or at the time of the issue of a regular certificate of registry, whichever is earlier, be surrendered to the registrar

**21. Issue of duplicate copies of certificates**

- (1) The registrar may, on application made by the owner in this behalf, issue a duplicate copy of a certificate of registry marked "DUPLICATE" in red ink if he is satisfied that the original certificate has been destroyed, lost, mislaid, mutilated or defaced.
- (2) Every application for a duplicate copy of a certificate of registry shall be accompanied by a declaration regarding the circumstances in which the original certificate was destroyed, lost, mislaid, mutilated or defaced.
- (3) Where a duplicate copy of a certificate of registry has been obtained on the ground that the original has been lost or mislaid, and such original is subsequently found or received by the owner, he shall forthwith surrender the original certificate to the registrar who shall cancel the same.
- (4) A duplicate copy of the certificate of registry shall not be granted on the ground that the original has been mutilated or defaced unless the mutilated or defaced certificate is surrendered to the registrar.

**22. Inspection of register and supply of copies of entries**

- (1) The register maintained by a registrar shall, on application made in this behalf and on payment of fee specified in the notification issues by the central government, be open to inspection during office hours by any person.
- (2) A certified copy of any entry in a register may be granted by the registrar to any person on application made in that behalf and on payment of fee specified in the notification.

**23. Declaration of ownership**

Every declaration of ownership under these rules shall be made before a registrar, Special executive magistrate, a Judicial Magistrate of the First Class, a Mamlatdar or a commissioner of oaths.

**CHAPTER III  
Construction**

**24. Structural Strength**

- (1) Every sea-going fishing vessel shall be designed, constructed and maintained with structural strength adequate for the operations and environmental conditions corresponding to the vessel's design category and intended service.
- (2) Without prejudice to any other requirement specified in these rules, every such vessel shall comply with the structural, mechanical and electrical standards prescribed in *Schedule II*, or with the construction rules applicable to sea-going fishing vessels promulgated by a classification society recognized by the Director-General, where such rules provide an equivalent level of safety.
- (3) A fishing vessel constructed in accordance with the standards of a recognized organization and holding a valid certificate of class or certificate of compliance issued by such organization shall be deemed to satisfy the construction requirements of this Chapter.
- (4) The intended area of operation of the vessel shall be assessed based on the type of the Vessel, the assigned design category and the builder's maximum recommended load, and the vessel shall not be operated beyond such limits.
- (5) Every fishing Vessel shall be subject to inspection, survey and certification specified in these Rules and no vessel shall proceed to sea unless it holds a valid certificate issued under these rules.

**CHAPTER IV  
Appliances and Equipment**

## 25. General

- (1) Every Indian fishing vessel, to the extent applicable, shall be equipped with: -
  - (a) Lifesaving appliances in accordance with the Merchant Shipping (Life Saving Appliances) Rules, 2025;
  - (b) Firefighting appliances, in accordance with the Merchant Shipping (Fire Fighting Appliances) Rules, 2025;
  - (c) Navigation equipment in accordance with the Merchant Shipping (Safety of Navigation) Rules, 2025;
  - (d) Light and sound signaling equipment in accordance with the Merchant Shipping (Prevention of Collision at sea) Rules, 2025
  - (e) Radio communication equipment in accordance with the Merchant Shipping (Distress and Safety Radio Communication) Rules, 2025
- (2) Save as otherwise provided in the Rules referred to under sub-rule (1) above, every fishing vessel shall, at a minimum be provided with the appliances and equipment, as prescribed in rules 27, 28, 29 and 30.

## 26. Liferafts

- (1) Design Category 1 Fishing Vessels shall be provided with liferafts which-
  - (a) are of such number and capacity that, in the event of any one liferaft being lost or rendered unserviceable, sufficient seating capacity remains for all persons on board;
  - (b) are constructed in accordance with SOLAS standards and equipped with a SOLAS Pack "A"; and
  - (c) are stowed on the weather deck or in an open stowage position and fitted with approved float-free arrangements, including hydrostatic release units, so that the liferafts float free and inflate automatically upon the vessel sinking.
- (2) Design Category 2 and Design Category 3 Fishing Vessels shall be provided with liferafts which-
  - (a) are of sufficient number and capacity to accommodate at least the total number of persons on board; and
  - (b) are equipped with equipment specified in **Schedule III**.
- (3) Design Category 4 Fishing Vessels shall not be required to carry liferafts; however may carry open reversible liferafts constructed to SOLAS standard, where practicable for the intended area and nature of operation of the vessel.
- (4) Liferafts, other than open reversible liferafts, shall be serviced at intervals not exceeding 12 months at a service station approved by the Administration and Hydrostatic release units, other than disposable types, shall be inspected and serviced annually at such approved stations.
- (5) Liferafts carried on a multihull fishing vessel shall be stowed so as to be readily accessible and capable of being launched when the vessel is upright or inverted.

**27. Lifejackets**

- (1) Every fishing vessel shall be provided with SOLAS-compliant lifejackets for not less than the total number of persons the vessel is certified to carry.
- (2) Additional lifejackets shall be carried in a quantity of 10 per cent of the total persons the vessel is certified to carry or 2, whichever is greater; and such lifejackets shall be serviced at intervals not exceeding 12 months at a service station approved by the Administration.
- (3) Lifejackets shall be readily accessible at all times and stowed in clearly marked locations in accommodation spaces or other suitable positions near muster areas.
- (4) Additional lifejackets shall be provided for persons on watch in remote locations outside accommodation spaces and at least one lifejacket at each work station on deck where crew are normally engaged in fishing operations.

**28. Lifebuoys**

- (1) Fishing vessels shall be provided with SOLAS compliant lifebuoys as specified in Table I of **Schedule III**
- (2) Design category 1 and 2 Fishing Vessels shall stow lifebuoys such that at least one lifebuoy is available on each side of the Vessel. Each lifebuoy shall be marked with the name of the vessel and port of registration.

**29. Pyrotechnics**

Every Fishing vessel shall be provided with approved type of pyrotechnics as specified in Table I of Schedule III

**30. Fire fighting appliances**

- (1) Fishing Vessels shall be provided with efficient firefighting equipment that shall be serviced at recommended service intervals at approved service station
- (2) Design category 1 shall be fitted with-
  - (a) One power driven fire pump of capacity as specified for a bilge pump in Schedule II, located outside the machinery space, with a hose of adequate length and appropriate nozzle that can direct a jet of water to any part of the Vessel;
  - (b) One portable fire extinguisher of recognized standard for use in all types of fires, each at the access to galley, the entrance to any accommodation space and the entrance to the machinery space (minimum three in total );
  - (c) One fire blanket of a recognized standard in galley;
  - (d) Two fire buckets with lanyard.
- (3) Design category 2 shall be fitted with-
  - (a) One portable fire extinguisher of recognized standard for use in all types of fires, each at access to any accommodation space and at the entrance to the machinery space (minimum two in total);

- (b) One fire blanket of a recognized standard, in galley;
- (c) Two fire buckets with lanyard
- (4) Design category 3 shall be fitted with
  - (a) three portable fire extinguishers of recognized standard for use in all types of fires;
  - (b) two fire buckets with lanyards.
- (5) Design category 4 vessels fitted with engines shall have one portable fire extinguisher of suitable type and size.
- (6) Design Category 1 Fishing Vessels shall be provided with a fixed fire extinguishing system installed in their machinery space, appropriate to the space to be protected and be installed and maintained in accordance with the manufacturer's requirements.
- (7) Design Category 1 Fishing Vessels shall be equipped with a fire or smoke detection system capable of initiating audible alarms distinct from the alarms of any other system not indicating fire, in sufficient places to ensure that the alarms are heard in all parts of the Vessel.

## **32. Radio Equipment**

- (1) Radio equipment provided on Fishing Vessels shall be of approved type as per performance standards specified by the International Maritime Organization.
- (2) Minimum number of radio equipment to be carried is prescribed in Table II of **Schedule III**
- (3) Fishing vessel shall carry a portable whip antenna on board
- (4) Where batteries are used for the electrical supply to radio equipment, appropriate charging facilities or a duplicate battery bank shall be provided. The battery capacity shall be sufficient for at least six hours for Vessels of all design categories except that the battery capacity may be one hour for Design Category 4 Fishing Vessels.
- (5) Fixed radio installations shall be clearly marked with the Vessel's call sign, MMSI number or other codes, if applicable to the use of the radio. At each installation cards giving a clear summary of the radio distress, urgency and safety procedures shall be displayed.
- (6) Brief and clear operating instructions shall be provided for all hand-held VHF radios on board.

## **33. Navigational Equipment**

- (1) All navigational equipment provided on Fishing Vessels shall be as per the performance standards specified by the International Maritime Organization.
- (2) Fishing Vessels shall be provided with an efficient hand-bearing compass.

- (3) Design Category 1, 2 and 3 Fishing Vessels shall be fitted with properly adjusted magnetic compass or other means, independent of the Vessels main power supply, to determine the ship's heading and display the reading at the main steering position. A compass light shall be provided.
- (4) For all magnetic compasses, means shall be provided for always correcting magnetic heading and bearings to true.
- (5) Design Category 1, 2 and 3 Fishing Vessels shall be fitted with an echo sounder to measure the available depth of water.
- (6) Design Category 1, 2 and 3 Fishing Vessels shall be provided with a receiver for a global navigation satellite system or a terrestrial radio navigation system, or other means suitable for use during voyage to always establish and update the position of the vessel.
- (7) Design Category 1 Fishing Vessels shall be provided with radar to assist in navigation and collision avoidance.
- (8) Design Category 1, 2 and 3 Fishing Vessels shall be provided with one 406 MHz or Inmarsat EPIRB. This will be installed in an easily accessible position ready to be manually released, capable of being placed in a liferaft, and capable of floating free and automatic activation if the Vessel sinks.
- (9) EPIRBs shall be registered with the Administration and maintained in accordance with the manufacturer's recommendations/instructions of administration.
- (10) Design Category 1, 2 and 3 Fishing Vessels shall be provided with either a SART or AIS SART that conforms to the performance standards specified by International Maritime Organization.
- (11) All Fishing Vessels shall be provided with an effective radar reflector to enable detection by other vessels navigating by radar.
- (12) Every fishing vessel shall carry nautical charts and relevant nautical publications appropriate for the intended voyage, sufficient to plan and display the vessel's route, and to plot and monitor the vessel's position throughout the voyage.
- (13) Electronic chart display and information systems or equivalent electronic chart plotting systems may be accepted in lieu of paper charts, subject to approval by the Director-General, and provided that such systems are up to date and functional throughout the voyage.
- (14) Design Category 4 fishing vessels operating within the Contiguous Zone are exempt from the carriage of printed nautical publications, unless otherwise specified by the Director-General having regard to the safety of navigation.
- (15) Design Category 1 and Design Category 2 fishing vessels shall be fitted with-
  - (a) a barometer for atmospheric pressure measurement, and
  - (b) an anemometer for continuous wind speed indication.

- (16) Every Design Category 1 vessel shall be fitted with an anemometer providing a continuous indication of apparent wind speed, with the display clearly visible from all steering and sail-handling control positions.
- (17) Fishing Vessels shall be equipped with the proper navigation lights and shapes as per the COLREG
- (18) Design Category 1 Fishing Vessels shall carry a medical kit as per the requirements of the Merchant Shipping (Medicines, Medical Stores and Appliances) Rules 2025 and Design Category 2, 3 and 4 Fishing Vessels shall carry a First Aid kit.

## **CHAPTER V**

### **Pollution Prevention**

#### **34. Obligations for Prevention of Pollution**

- (1) Every Fishing Vessel shall prevent discharge of harmful substances into the waters and shall comply with pollution prevention requirements relating to oil, oily mixtures, sewage, garbage, air emissions and underwater coatings as specified in this Chapter, based on the Vessel's Design Category and in accordance with the rules provided under this chapter.
- (2) Compliance with these Rules does not exempt the Vessel from meeting additional environmental protection requirements imposed by Coastal State, Fisheries Department, Port/Harbour Authorities or any other competent agency in the area of operation.
- (3) Nothing in this Chapter shall be construed as permitting any discharge contrary to the discharge standards, distances from land or operational conditions specified in MARPOL Annex I, IV, V or VI, as applicable

#### **35. Sewage**

- (1) Every fishing vessel to which MARPOL Annex IV applies shall be fitted with an approved sewage treatment plant, comminuting/disinfecting system, or a sewage holding tank of adequate capacity. Design Category 1 and Design Category 3 vessels shall be provided with sewage holding tanks with arrangements to discharge to an approved shore-based reception facility.
- (2) Any sewage discharged at sea shall only be from an approved sewage-treatment system or in accordance with conditions notified by the Director General.
- (3) Suitable biological / bacterial agents may be used for treatment of black / grey water in holding tanks onboard.
- (4) No discharge of sewage shall be permitted within port limits, fish landing centres, estuarine waters, coral areas, mangrove zones or other ecologically sensitive areas notified by the Central or State Government.

#### **36. Garbage**

- (1) All Fishing Vessels shall be provided with arrangements to retain all garbage onboard for discharge to an approved shore reception facility.
- (2) Plastic waste, synthetic fishing gear, packaging material, and any persistent waste shall not be disposed into the sea under any circumstances.
- (3) All garbage generated onboard, including operational waste, domestic waste and fishing-related waste, shall be collected, segregated and recorded where required, in a Garbage Record Log for delivery to reception facilities at a Fish Landing Harbour or authorised location Fishing Vessels between 100 GT-400GT shall need to maintain a Garbage management plan and Fishing Vessels of  $\geq 400$  GT shall maintain a Garbage management plan and Garbage record book as approved by the Administration.
- (4) A Garbage Placard, shall be displayed in a prominent location on vessels of 12 metres or more in length.
- (5) Any lost or discarded fishing gear that may pose a hazard to navigation or the marine environment shall be reported without delay to the nearest Fisheries Authority or the Administration

### **37. Oil and Oily Mixtures**

- (1) Fishing Vessels having machinery spaces shall be provided with arrangements to collect oily bilge water and waste oil for delivery to shore reception facilities.
- (2) Every Fishing Vessel  $\geq 400$  GT shall be fitted with oil residue (sludge) tank(s) of steel or equivalent and of adequate capacity having regard to machinery installed and voyage duration unless specifically exempted by the Administration for vessels below 100 GT
- (3) Oil residues and oily bilge water collected shall be discharged only to authorized reception facilities, and record of such disposal shall be maintained onboard for inspection.
- (4) Discharge of oily mixtures into the sea is strictly prohibited unless fitted with approved treatment equipment and complying with the discharge limits and conditions notified by the Director General.
- (5) As a minimum, Fishing Vessels up to 500 GT shall be provided with 300 liters oily bilge holding capacity, increased by 100 liters for every additional 100 GT, provided that the total required capacity shall not exceed one cubic meter plus one full charge of lubrication oil for all machinery fitted onboard.

### **38. Air Pollution/Emission**

- (1) Marine diesel engines with power output  $> 130$  kW shall comply with emission limits (NO<sub>x</sub>, SO<sub>x</sub>, particulate matter, VOCs) as specified in MARPOL Annex VI, including respective Tier standards depending on engine build date or retrofit status.



- (2) No use or deliberate discharge of ozone-depleting substances (CFCs, halons) is permitted. Any new refrigerant or fire-extinguishing installations must comply with Annex VI restrictions.
- (3) If exhaust gas cleaning systems (scrubbers) or onboard incinerators are used, residues (sludge, bleed-off water, ash) must be collected and discharged only to shore reception facilities; uncontrolled discharge at sea is prohibited.

### **39. Antifouling**

The application, renewal, or maintenance of hull anti-fouling coatings shall comply fully with the requirements of the AFS Convention. Substances prohibited under the AFS Annex I are not to be used on any underwater hull area.

### **40. Reception Facilities**

- (1) Port / harbour authorities or designated agency must provide adequate reception facilities for oily waste, sewage, garbage, wastewater, incinerator residues, and any other ship-generated waste.
- (2) Vessels shall deliver all waste to such reception facilities; when no reception facilities are available, waste must be retained on board until proper disposal ashore.
- (3) Fish Landing Harbour Authority providing waste reception facilities or an Agency providing such facilities by arrangement with the harbour Authority, may charge for the use of those facilities and may impose such conditions in respect of the use thereof.

## **CHAPTER VI**

### **Security of Fishing Vessel**

### **41. General Security Obligations**

- (1) Every Fishing Vessel shall implement security precautions appropriate to its area of operation and Design Category, with the objective of preventing unauthorized access, criminal interference, piracy or armed robbery and to protect persons onboard.
- (2) Security measures shall ensure:
  - (a) control of access to the vessel;
  - (b) surveillance of deck areas and surroundings at sea and in harbour;
  - (c) security communication readiness; and
  - (d) reporting of security incidents, threats or suspicious activities.
  - (e) Security precautions shall not unduly delay fishing, crew movements or emergency operations.

### **42. Security Watchkeeping**

- (1) A continuous watch shall be maintained 24×7 while the vessel is underway.
- (2) A lookout shall keep vigilance for unidentified or unlit small craft, especially during night fishing operations or drifting.
- (3) Harbour watch shall be maintained during port stay when unattended risks are present.

**43. Carriage of Security Personnel**

Vessels engaged in areas declared vulnerable to piracy or armed robbery may carry privately contracted security personnel.

**44. Control of Access**

- (1) No unauthorized person shall be permitted onboard.
- (2) Category 1 & 3 vessels shall:
  - (a) restrict access points;
  - (b) identify and log persons boarding while at harbour;
  - (c) secure deck and machinery access during night operations.
- (3) All fishing gear, tools and supplies shall be protected from unauthorized interference.

**45. Suspicious Activity Reporting**

- (1) Any suspicious vessel, sea activity, floating object or communications anomaly shall be reported immediately to:
  - (a) Maritime Rescue Coordination Centres (MRCC)
  - (b) District Coastal Security Authorities
  - (c) Coast Guard / Marine Police
  - (d) DG Communication Centre
  - (e) On receiving heightened alerts from authorities, the vessel shall adopt stricter precautions.

**46. Vessel Security Communication & Contact Information**

- (1) Updated 24-hour contact details of the following shall be posted prominently onboard:
  - (a) Port Facility Security Officer (PFSO) of home port and frequently visited harbours
  - (b) Coast Guard and Marine Police
  - (c) MRCC
  - (d) Administration's Communication Centre

**47. AIS Requirements**

All Fishing Vessels shall be fitted with AIS transceivers in working condition.

**48. VMS and Tracking system**

- (1) Every Vessel shall be fitted with an operational Vessel Monitoring System (VMS) or other approved satellite-based tracking device capable of automatically transmitting the vessel's position, course and speed at prescribed intervals to the designated monitoring centre.
- (2) Vessels shall carry a VMS when operating in areas or seasons notified as requiring enhanced monitoring by the Director General.
- (3) Vessels shall maintain simplified catch and position records, which shall be produced upon inspection.
- (4) The VMS and associated equipment shall be kept functional at all times when the vessel is underway.
- (5) VMS shall not be switched off without legitimate safety or technical justification, and such events shall be recorded in the Ship's Log with reasons.

**49. Security Lighting & Searchlight**

- (1) A fixed and/or portable searchlight shall be provided for effective illumination of areas surrounding the vessel and during man-overboard situations.
- (2) Category 1 & Category 3 vessels shall additionally provide deck lighting to deter unauthorized approach at night.

**50. Responsibilities of Master**

- (1) The Master shall, by applying reasonable judgement to the circumstances, take such decisions and actions as are required to ensure the safety and security of the vessel and persons onboard.
- (2) Security breaches or threats shall be recorded and reported without delay.

**51. Training & Familiarization**

- (1) All crew shall be briefed on basic security responsibilities, lookout duties and emergency communication protocols before departure.
- (2) Category 1 & 3 vessels shall conduct periodic security drills at least once every six months.

**52. Cooperation with State & Security Forces**

Vessels shall provide assistance to security or enforcement agencies when reasonably required and comply with instructions issued during security-level escalation.

**CHAPTER VII**  
**Survey and Certification**

### **53. Fishing Vessel Inspection Certificate**

- (1) Fishing Vessels registered with the Authority shall be granted a Fishing Vessel Inspection Certificate upon meeting the requirements prescribed by these Rules. The format of the Certificate of Inspection is provided at **Form FV2**.
- (2) The Fishing Vessel Inspection Certificate shall indicate the design category of the Vessel, and the Vessel shall operate only in the area of operation as specified in this certificate.
- (3) No vessel shall ply or proceed to sea unless there is in force in respect of that vessel a "Certificate of Inspection of Fishing Vessel" in Form **FV 2**, granted under this Rules, and, the same being applicable to the voyage on which she is about to ply or proceed.
- (4) For the purpose of issuance of the certificate of inspection every vessel shall be subject to a survey as specified below, by an authorized Surveyor: -
  - (a) an initial survey before the vessel is put in service or before the Certificate required under sub rule (a) is issued for the first time, which shall include a complete inspection of its structure, equipment, systems, fittings, arrangements and material so as to ensure that such structure, equipment, systems, fittings, arrangements and material fully comply with the requirements of these rules.
  - (b) a renewal survey at intervals not exceeding five years, to ensure that the structure, equipment, systems, fittings, arrangements and material fully comply with the requirements of these rules.
  - (c) an annual survey shall be conducted within three months before or after each anniversary date of the Certificate, including a general inspection of the structure, equipment, fittings, arrangements and materials referred to in these Rules, to ensure that they have been maintained in accordance with the provisions of these Rules and that they remain satisfactory for the service for which the ship is intended:
  - (d) Provided that such annual survey shall be endorsed on the Certificate issued under this rule
  - (e) An additional survey, either general or partial, according to the circumstances, shall be made after a repair resulting from any accident or whenever important repairs or renewals are made and such survey shall be such as to ensure that necessary repairs or renewals have been effectively made, that the material and workmanship of such repairs or renewals are in all respects satisfactory and that the ship complies in all respects with the requirements of these rules.

### **54. Duration and validity of Certificate of inspection**

- (1) A Certificate of inspection of an Indian sailing vessel shall be issued for a maximum period of five years.
- (2) Notwithstanding anything contained in this rule, when the renewal survey is completed;
  - (a) within three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of renewal survey for a period of five years from the date of expiry of the existing Certificate.
  - (b) after the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of such renewal survey for a period of five years from the date of expiry of the existing Certificate.
  - (c) more than three months before the expiry date of the existing Certificate, the new Certificate shall be valid from the date of completion of the renewal survey for a period of five years from the date of completion of such renewal survey.
- (3) If a Certificate is issued for a period of less than five years, the Central Government may extend the validity of the Certificate beyond the expiry date to the maximum period specified in this rule.
- (4) If a renewal survey has been completed and a new certificate cannot be issued or placed on board the ship before the expiry date of the existing certificate, the Central Government may endorse the existing certificate, and such certificate shall be accepted as valid for a further period of five months from the expiry date.
- (5) Where, at a time when the Certificate expires, a ship is not in the port in which it is to be surveyed, or in such other cases as it deems proper and reasonable so to do, the Central Government may, extend the period of validity of the certificate. Provided that such extension shall be granted only for the purpose of allowing the ship to complete its voyage to the port in which it is to be surveyed. Provided further that such extension shall not be granted for a period longer than three months. Provided also that a ship to which an extension is granted shall not, on its arrival in the port in which it is to be surveyed, be entitled to leave that port without having a new Certificate and such new Certificate issued after the renewal survey is completed, shall be valid for a maximum period of five years from the date of expiry of the existing Certificate before the extension was granted.

**55. Certification of Existing or New Fishing Vessels Built to Recognized Standard or Classification Rules of an Approved Recognized Organization**

- (1) The Owner shall provide the following valid documentation for issuance of Fishing Vessel Inspection Certificate for Existing Vessels –
  - (a) Builder's certificate.
  - (b) Certificate of compliance with Recognized Standard / Certificate of Class.
  - (c) Record of inspection and maintenance undertaken by the Owner.

- (2) An initial survey equivalent to annual survey of the Vessel will be carried out to verify that the hull, machineries, equipment generally conforms to the as fitted plans and the Vessel complies with the requirements as spelled in these Rules. The Vessel's intended area of operation will be assessed based on the Vessel type, design category and the builder's maximum recommended load.
- (3) The underwater portion of the hull, tail shaft(s), where fitted, and shaft sealing arrangement shall be inspected with the Vessel in dry dock/ slipway or over hard ground.
- (4) Every Vessel shall be subjected to at least the following tests and trials –
  - (a) Inclining test
  - (b) Load test
  - (c) Sea trial

**56. Certification of New Fishing Vessels Built as per these Rules**

- (1) Fishing Vessels will be constructed as per the requirements as provided in Chapter III of these Rules.
- (2) Plans and documentation required for certification of a New Vessel built as per these Rules shall be as specified by the Recognized Organization.
- (3) An initial examination during construction of the Vessel shall be carried out to verify the hull, machinery and equipment including the provision and arrangement of life saving, firefighting, pollution prevention and other requirements comply with the approved plans and the provisions of these Rules or equivalent standards as provided at rule 6(3) and are fit for the service in the Vessel's intended area of operation.
- (4) Every Vessel shall be inclined and sea trial carried out.

**57. Application for certificate of inspection**

- (1) Every application for the grant of a certificate shall be made by the owner, agent or skipper of an Indian fishing vessel to a Registrar in Form. FV5, prescribed in these rules.
- (2) Every such application shall be accompanied by the specified fees in these rules.
- (3) On receipt of an application, the Registrar shall cause the Indian fishing vessel to be examined by an authorized Surveyor.

**58. Preparation for inspection**

The following preliminary preparations shall be completed by the owner, agent or skipper of an Indian fishing vessel before a survey is commenced, namely-

- (a) The fishing vessel shall be made clean and free from fish or ice.
- (b) Rigging and equipment shall be in good usable condition / serviced valid.
- (c) Name and Official number, and Freeboard are properly carved and marked.
- (iv) Skipper and Crew are certified for their jobs.

(d) Pollution Prevention arrangements are provided

**59. Bottom Inspection**

- (1) Bottom of Fishing Vessels are to be inspected on hard twice in every five years.
- (2) The gap between two consecutive bottom inspections of Fishing Vessels shall not be more than 3 years,
- (3) Underwater area of hull, Anodes, overboard valves, Propeller and Rudder are to be cleaned and closely examined for any defect and get rectified. Paints used for the underwater hull area are to be non-toxic to the environment and marine life.

**60. Procedure for Survey**

- (1) The survey shall ensure that the hull, machinery and equipment are sufficient for the intended service, inter-alia:-
  - (a) hatchways and other openings in hull and superstructure have efficient means of closing and are in all respects satisfactory for the intended service.
  - (b) the ventilators, air pipes, side scuttles, scuppers, discharges and other sea connections are adequate.
  - (c) bulwarks on weather deck are efficient and have sufficient freeing ports.
  - (d) the elements of stability are determined by an inclining experiment and an approved stability information booklet is provided on board.
  - (e) it has sufficient freeboard to allow an angle of heel of at least 20 degrees at which progressive flooding of fish holds could occur thorough hatches which remain open during fishing operations, and which cannot rapidly be closed.
  - (f) the main and auxiliary machinery essential for the propulsion and safety is provided with effective means of control.
  - (g) It has sufficient power for going astern to secure proper control of the vessel in all normal circumstances.
  - (h) The arrangements for fuel oil, lubricating oil and other flammable oil are such as to ensure safety commensurate with the size and intended service of such vessel.
  - (i) adequate bilge pumping arrangements are provided,
  - (j) the main and auxiliary steering gear is adequate and sufficient for the intended service.
  - (k) it is provided with sufficient emergency source of electric power in addition to the main source of electric power and adequate precautions are taken against shock, fire and other hazards of electrical origin.
  - (l) crew are aware of the need for preventing pollution and the prescribed measures as per this Rules are effectively implemented.

- (2) In addition to the above, every sailing fishing vessel, fitted with sails, shall be inspected to ensure that
- (a) it is staunch and tight and strong enough for the service intended.
  - (b) joints in planking are in good condition and properly caulked.
  - (c) in case of decked vessel, the deck planking is in good condition and properly caulked and effective means of battening down the hatches are provided.
  - (d) sails are strong and durable and in good condition and of sufficient area to enable efficient navigation under sails alone.
  - (e) all blocks, pulleys and ropes are in good condition and of sufficient strength.
  - (f) the anchors, chains, hawsers are sufficient and efficient.
  - (g) the rudder and steering gear are efficient and in good condition.

**61. Defects**

- (1) Where during survey, any deficiency is found in the hull, machinery, equipment or rigging of a Fishing Vessel, the Surveyor shall record the deficiency and issue written notice to the Skipper or Owner detailing the corrective repairs to be undertaken.
- (2) The vessel shall not be operated until the Surveyor has verified that all such repairs are completed to his satisfaction.

**62. Issue of certificate of inspection**

- (1) On being satisfied that the vessel has complied with the provisions of these rules, the Registrar shall grant, in duplicate, a certificate of inspection as specified in Form FV 3.
- (2) Every certificate of inspection issued shall be valid from the date of its issue for a period of five years subject to annual survey of the vessel, provided that the surveyor may for reasons to be recorded in writing, issue a certificate of inspection for such shorter period and/or limitations to the effect of cargo carrying capacity and/or plying area, as may be specified therein.

**63. Upon expiry or rendering invalid of a certificate of inspection**

- (1) Any certificate of inspection issued under these rules, which has expired or has become invalid due to structural damage to the vessel or due to deficient equipment or any other cause, shall be surrendered to the Registrar of the vessel, upon reaching first port of call after such expiry.
- (2) If a vessel is calling a foreign port and situation stated in sub rule (1) arises, the vessel shall inform Port State Control officer of the port, and the owner shall inform the registrar of the vessel expeditiously.
- (3) A vessel shall not sail out from a port after a situation of sub rules (1) or (2) until certificate of inspection is restored to its effect for full term or shorter period, after a survey equivalent to survey prescribed under these rules.



**64. Alteration of vessel**

Whenever alterations have taken place in the hull or superstructure of a vessel so as to affect the safety of the vessel or the position of the free board lines, the owner shall apply for a fresh certificate of inspection.

**65. Issue of duplicate certificate of inspection**

(1) In the event being destroyed, lost, mislaid, mutilated or defaced, of an original certificate of inspection, the Registrar may, on application being made to him stating the full facts and upon being satisfied of the genuineness of the case, grant a duplicate certificate of inspection.

(2) Every such application shall be accompanied by a fee prescribed in these rules.

(3) If an original certificate of inspection stated to be mislaid, lost or destroyed shall at any subsequent time to issuance of a 'duplicate copy' thereof, be found, it shall forthwith be surrendered to the issuing authority.

**66. Trading limits**

The trading limits if any, and the conditions for such trading, shall be specified in the certificate of inspection depending upon the size, type, construction and general suitability of the vessel for which the surveyor finds the vessel to be fit in compliance of notice(s) promulgated from time to time.

**67. Production of certificate of inspection**

The owner or skipper of the vessel shall produce the certificate of inspection on demand by a surveyor or any officer of the Customs or of the Mercantile Marine Department and any Port State Control officer of the country outside India.

## **CHAPTER VIII**

### **Manning**

**68. Manning of Fishing Vessels**

(1) Minimum safe manning for mechanically propelled Fishing Vessels shall be as per Table 3 of Schedule V

(2) Sailing Fishing Vessels shall be appropriately manned with duly experienced personnel.

(3) All persons assigned Watchkeeping duties on board Fishing Vessels Category I & Category III or remaining at sea for more than three days shall be provided with rest of not less than:

(a) 10 hours in any 24-hour period; and

(b) 77 hours in any seven-day period.

- (4) The hours of rest may be divided into no more than two periods, one of which shall be at least six hours in length, and the interval between consecutive rest periods shall not exceed 14 hours.

## **CHAPTER IX**

### **Miscellaneous**

#### **69. Insurance**

- (1) Every owner of a vessel to which this Part applies shall, at all times while the vessel is in operation, maintain a policy of insurance covering every person employed as a member of the crew against death or personal injury arising out of or in the course of employment, including during embarkation, disembarkation and the handling of fishing gear or catch-related activities.
- (2) The policy of insurance under sub-rule (1) shall provide for payment of compensation of an amount not less than the minimum amount specified by the Central Government by rules in the Official Gazette, having regard to international standards wherever applicable
- (3) The insurance shall, at a minimum, cover—
- (a) death of a crew member arising out of employment onboard;
  - (b) permanent total or partial disability resulting from injury sustained in the course of employment;
  - (c) medical care and treatment for occupational injury or illness until recovery or medical stabilization;
  - (d) repatriation, including travel and subsistence expenses where discharge or treatment occurs away from the home port; and
  - (e) payment or reimbursement of wages during the period of treatment or until declaration of fitness or disability, as applicable.
- (4) The policy shall be issued by—
- (a) an insurer registered with the Insurance Regulatory and Development Authority of India, or
  - (b) a mutual protection and indemnity association or club recognised by the Director-General for this purpose.
- (5) The owner shall ensure that a Certificate of Insurance issued by the insurer is kept onboard the vessel and produced on demand to any proper officer or authority responsible for granting port clearance.
- (6) No vessel shall proceed to sea unless a valid Certificate of Insurance under sub-rule (5) is in force.

- (7) Where the Certificate of Insurance is found to be expired, invalid or not covering the crew, the vessel may be detained until compliance is ensured without prejudice to the penalty provided under Section 264(3) of the Act.
- (8) The Director-General may issue guidelines specifying—
  - (a) minimum scope and conditions of insurance;
  - (b) model policy formats;
  - (c) procedures for verification during inspection and survey; and
  - (d) additional coverage for vessels operating beyond the Contiguous Zone or on voyages exceeding fourteen days.
- (9) Until the Central Government issues the rules under sub-rule (2), the minimum compensation payable under the policy shall be not less than the amount payable under the Employees' Compensation Act, 1923, together with medical care and repatriation benefits as required under this rule.

**70. Agreement between the owner or skipper and a fisher**

- (1) Every owner, his agent, or the skipper of an Indian fishing vessel shall enter into a written agreement with each fisher engaged to man the vessel, before the commencement of employment or before the vessel proceeds to sea, whichever is earlier.
- (2) The agreement shall be executed in Form AFV 1, and shall be signed-
  - (a) by the owner or his authorised agent or the skipper; and
  - (b) by the fisher in the presence of a witness.
- (3) The agreement shall contain, at a minimum, the following particulars
  - (a) the name, date of birth, age, permanent address, and identity particulars of the fisher;
  - (b) the name, official number, and port of registry of the fishing vessel;
  - (c) the name and address of the owner or employer, and where applicable, the name of the skipper;
  - (d) the capacity in which the fisher is engaged and the duties assigned;
  - (e) the voyage or voyages for which the fisher is engaged, including the intended fishing grounds and operational limits;
  - (f) the commencement date of employment and, where applicable, the duration of the agreement;
  - (g) the wages or share of catch, mode of payment, frequency of payment, and any deductions, if permitted;
  - (h) the conditions for termination, including notice periods, special grounds for termination at sea, and circumstances of discharge;
  - (i) the entitlement of the fisher to repatriation, including return to place of engagement where required;
  - (j) the minimum hours of rest and watchkeeping obligations

- (k) the fisher's entitlement to medical care, sickness benefit, injury compensation and death benefits in accordance with the insurance
- (l) such other particulars as may be notified by the Director-General
- (4) The agreement shall be executed in duplicate, and;
  - (a) one copy shall be retained onboard the vessel and made available for inspection by any proper officer; and
  - (b) one copy shall be given to the fisher free of charge.
- (5) No fishing vessel shall proceed to sea unless
  - (a) all persons onboard are covered by valid agreements executed in accordance with this rule; and
  - (b) the crew statement required under these rules includes the particulars of each agreement
- (6) Any amendment to the agreement shall be in writing, signed by both parties, and countersigned by the skipper.
- (7) Where a fisher is a minor as permitted under applicable law, consent of the parent or legal guardian shall accompany the agreement.

**71. Crew statement to be maintained**

- (1) The owner or skipper of every vessel to which this Part applies shall maintain, in **Form CS-1**, a crew statement containing the particulars of every person onboard the vessel.
- (2) The crew statement shall include the following details for each person:
  - (a) full name;
  - (b) date of birth, age and sex;
  - (c) address and nationality;
  - (d) identity particulars including Crew Identity Document or Aadhaar or any other Government-issued identity document;
  - (e) capacity in which engaged;
  - (f) details of Certificate of Competency or Certificate of Proficiency held, if any;
  - (g) date and place of joining the vessel;
  - (h) date and place of discharge or leaving the vessel; and
  - (i) signature or thumb impression of the person engaged.
- (3) The crew statement shall be signed by the skipper before the vessel proceeds to sea and countersigned by the owner or his authorised agent.
- (4) Any change in the crew statement occurring during the voyage shall be entered immediately, with date and position of the vessel noted.
- (5) The crew statement shall be —

- (a) kept onboard the vessel at all times;
- (b) produced on demand to a proper officer; and
- (c) submitted to the port clearance authority in such manner as the Director-General may specify.

(6) The owner shall retain a duplicate copy of every signed crew statement for a period of five years for inspection by the Director-General.

(7) No vessel shall be granted port clearance unless the proper officer is satisfied that a valid and complete crew statement is carried onboard.

(8) The Director-General may require that the crew statement be uploaded electronically in such format and through such digital system as may be notified, including real-time reporting at departure and arrival.

(8) A crew statement that is false, incomplete or not updated shall be treated as a violation of these rules, without prejudice to the penalty under Section 275(2) of the Act.

## **72. Exemption**

(1) The Director General of Shipping may, with the prior approval of the Central Government under Section 300 of the act, exempt any Fishing Vessel or class of Fishing Vessels from the application of any provision of these Rules, if satisfied that:

- (a) such exemption would not adversely affect the safety of life at sea, protection of the marine environment, or security of the vessel; and
- b) the vessel is subject to alternative arrangements or measures offering equivalent levels of safety, environmental protection, or security.

(2) Any exemption granted under these Rules may be:

- (a) subject to such conditions as the Director General may consider necessary; and
- (b) altered, suspended or cancelled at any time if the basis on which the exemption was granted no longer exists.

(3) The details of exemptions granted under this Rule shall be recorded with the Registrar of Fishing Vessels and be available for verification.

## **73. Fees**

(1) Fee for various services and departmental surveyors shall be levied as per schedule of fee prescribed by the Director General of Shipping from time to time.

(2) Director General may have control over the fee charged by non-departmental surveyor, if such services are delegated

**74. Port of Registry**

Central government may by notification declare any port or places in India to be ports or places of registry for the purpose of registration of fishing vessel.

**SCHEDULE I**  
**[ Form I ]**  
**APPLICATION FOR REGISTRY OF A FISHING VESSEL**  
*[See sub – rule (1) of rule 6]*

To

THE REGISTRAR OF FISHING VESSELS,

Port.....

Sir,

I/ We ..... of .....being the owner of fishing Vessel called the.....hereby request that the said fishing vessel be registered in my/our name/s and a Certificate of Registry be issued to me/ us.

2. Details of Owner(s) of the said fishing vessel are as follows

Name	Occupation	Permanent residence or principal place of business	Share (s) held

3. Category of the ownership..... (Company/Individual/Co-operative society/Government/ Hypothecation)

4. Area of operation.....

5. Particulars of fishing vessel

(i) Name and address of building yard.....

(ii) Port of Previous Registry (if any).....

(iii) Details of previous mortgages (if any)  
.....

(iv) Year of build /re-build of fishing vessel.....

(v) Hull material (wood/Fiber glass/Steel/Composite)..... (

vi) Length...(Mtrs) (vi) Breadth.....(Mtrs) (viii) Depth.....(Mtrs)

(vii) Engine details ; Make Year of make Engine number HP

.....

Name & address of manufacturer .....

Number and diameter of cylinders.....

Length of stroke.....

Revolution per minute (RPM)/ Speed.....

Fuel Capacity.....

(ix) Type of vessel (Motorized mechanical/ Motorized nonmechanical / Non-motorized / open / semi decked / decked fitted with auxiliary engine).....

(x) Number of Masts / Bulkheads / Holds .....

(xi) Tonnage capacity (Gross Tons) .....

(xii) Details of Fishing gear .....

#### 6. Communication equipment

(i) Maritime Mobile Station Identification (MMSI) No., if allotted .....

(ii) Automatic identification System (AIS) (if fitted) Make & Model .....

(iii) Emergency Position Indicating Radio Beacon (EPIRB) (if fitted) Make & Model .....

(iv) Search & Rescue Transponder (SART) (if fitted) Make & Model ...

(v) Other communication equipment, if fitted.....

7. Number of crew .....

8. Base of operation .....

9. The following documents are enclosed herewith:-

(a) Declaration of ownership

(b) Builders certificate (in respect of registration of new vessel) or Bill of sale if purchased

10. I / We request that a name for the Fishing vessels be approved from the following:

I

II

III

Place.....

Date.....  
owner

Signature of Left thumb impression of





**[ Form II ]**  
**DECLARATION OF OWNERSHIP**  
**(By Individuals/Joint Owner/Partnership Firm)**  
*[See sub-rule (2) of rule6]*

I/we, the under signed, hereby declare that I/We am/are citizen (s) of India, residing Permanently/having the principal place of business at -----  
.....and that the Fishing vessel called .....the particulars of which are given below and built at .....in the year.....and was purchased by me/us for the sum of Rs.....was materially altered and rebuilt by me/us /was inherited by me/us from..... whose name appear in the Register as the owner of the said fishing vessel and who died at.....on the ..... and that I/We am/are the sole owner(s) of the said fishing vessel and that no person or persons has or have any interest, either legal or beneficial, right, title, share of property therein or thereto. And I/We make this solemn declaration conscientiously believing the same to be true.

**PARTICULARS OF THE FISHING VESSEL**

Official Number, date and port of registry.....

Registered	Dimensions.....	Length.....
Breadth.....	Depth.....	Gross Tonnage
.....Register	Tonnage.....	Cubic Meters
.....		

Signature (s) of  
applicant

Declared before me at.....this.....day of 20.....

Seal of Office Issued by  
Registrar

Signature and designation of

**[ Form III ]**  
**DECLARATION OF OWNERSHIP (BY COMPANY)**  
*[See sub- rule (2) of rule 6]*

I, the undersigned, permanently residing.....and being the duly authorized agent/duly constituted attorney of.....Company Limited, hereby declare as follows:- The said Company was registered under the Companies Act, 1956, on the.....and has its principal place of business at.....where all the important business is controlled and managed. The said company satisfies the requirements of clause (b) of section 21 of the Merchant Shipping Act, 1958, and is the sole owner of the Fishing Vessel called....., the particulars of which are given below. The said fishing vessel was built at .....in the year.....and/purchased by the said Company for the sum of Rs...../was materially altered and rebuilt by the said Company.

To the best of my knowledge and belief, no person or persons has or have any interest, either legal or beneficial, right, title, share of property in the said fishing vessel. And I make this solemn declaration conscientiously believing the same to be true.

**PARTICULARS OF THE FISHING VESSEL**

Official Number, date and port of registry.....

Registered. Dimensions: Length..... . Breadth ..... Depth .....  
..... Gross Tonnage ..... Registered Tonnage .....  
..... Cubic Meters .....

Declared before me at ..... This ..... Day Of ..... 20 ...

Signature for and on behalf of .....Company Ltd.

Signature

Designation

**[Form IV]**  
**Certificate of Registry of a Fishing vessel**  
*[See sub-rule (2) of rule 10]*

1. Name of fishing vessel.....
2. Registration Number & Date (KL\*).....
3. Call sign,(where applicable).....
4. Port & District where registered.....
5. Name(s) of the owner(s) Permanent residence or Principal place of business Shares held
  - (i) .....
  - (ii) .....
  - (iii) .....
6. Category of the ownership..... .(Company/ Individual/ Co-operative Society / Government/ Hypothecation)
7. Area of operation.....
8. Particulars of fishing vessel
  - (i) Name and address of building yard.....
  - (ii) Year of build/re-build of fishing vessel.....
  - (iii)Hull material (Wood/Fibre glass/Steel/composite).....
  - (iv) Length.....(Mtr)    (v) Breadth.....(Mtrs)    (vi) Depth.....(Mtrs)
  - (vii) Engine details;

Make	Year of make	Engine number	HP
.....	.....	.....	.....
.....			
- Name & address of manufacturer .....
- Number and diameter of cylinders .....
- Length of stroke .....
- Revolution    per    minute    (RPM)    /    Speed.....    Fuel capacity.....
- (viii) Type of vessel (Motorized mechanical / Motorized non mechanical / Non-motorized).....

(ix) Number of Masts / Bulkheads / Holds.....

(x) Tonnage capacity (Gross Tons).....

(xi) Fishing gear.....

9. Communication equipment:

(i) Maritime Mobile Station Identification (MMSI) No., if allotted.....

(ii) Automatic Identification System (AIS), (if fitted) Make & Model.....

(iii) Emergency Position Indication Radio Beacon (EPIRB) (if fitted) Make & Model.....

(iv) Search & Rescue Transponders (SART) (if fitted) Make & Model.....

(v) Other Communication equipment, if fitted.....

10. Life Saving appliances.....

11. Number of crew.....

12. Base of operation.....

( \* State specific prefix letters as allotted to motor vehicles in the State)

Place.....

Date.....

Signature and seal of registering  
authority

**Conditions of the certificate of registration**

1. This certificate of registration is granted under the provisions of MS Act 1958, as amended.

2. Any change in the fishing vessel's name, other markings, layout, design, capacity of the vessel should be affected only with the prior approval of the registration authority

3. The certificate must be produced for inspection on demand by any authorized person.

4. Should the vessel be lost, broken up or rendered unfit for service, this certificate should be surrendered to the registrar of the fishing vessel.

**[FORM VI]**  
**APPLICATION FOR REGISTRY OF ALTERATIONS**  
*(See sub-rule (1) of rule 13)*

To THE REGISTRAR OF FISHING VESSELS

Port of.....

Sir,

I/We, the undersigned.....being the owners of the Fishing Vessel  
called .....Official Number..... hereby report that the  
following alterations have been carried out to the fishing vessel  
on.....(Date, Month, Year)

I/We therefore request that these alterations may kindly be registered and a fresh  
Certificate of Registry, issued on payment of the prescribed fee.

The fishing vessels existing Certificate of Registry is enclosed herewith.

Signature      of  
owner(s)

**[FORM VII]**  
**APPLICATION FOR TRANSFER OF PORT OF REGISTRY**  
*[See rule 14(1)]*

To,

THE REGISTRAR OF FISHING VESSELS.

Port of -----

Sir,

I/ We ----- . being the owner(s) of Fishing Vessel called -----  
- ,Official No ----- , registered at your port hereby that the registry of the  
said fishing vessel may be transferred to the port of ----- for the following  
reasons:- \*2 The said fishing vessel has been mortgaged in favour of -----  
----- as will be verified from the Register maintained by you and the mortgagees have no  
objection to the proposed transfer. In this connection, his/their letter, dated the -----  
----- agreeing to the transfer of the port of registry to ----- . is  
enclosed in original for your record.

Yours  
faithfully,

**FORM VIII**  
**Issued by the Government of India**  
**INSTRUMENT OF MORTGAGE**  
**(TO BE EXECUTED BY INDIVIDUALS/JOINT OWNERS/PARTNERSHIP FIRM)**  
*[See rule 17(1)]*

I/we, the undersigned ----- in consideration of the sum of Rupees -----  
----- this day lent to me/us by ----- residing  
permanently/having my/our principal place of business at ----- do  
hereby for myself/ourselves and my/our heir executors, or administrators covenant with the  
said ----- firstly that I/We and/or my/our heirs, executors or administrators  
will pay to the said ----- the said sum of Rupees ----- together  
with interest thereon at the rate of ----- percent, per annum on the ----- day of  
----- year ----- and secondly that if the said Principal sum is not paid on the said  
day I/We or my/our heirs, executors or administrators, will, during such time as the same or  
any part thereof remains unpaid, pay to the said ----- interest on the whole or such  
part thereof as may for the time being remain unpaid, at the rate of ----- percent, per  
annum by equal half yearly payments on the ----- day of ----- and ----- day  
of ----- in every year; and that for better securing to the said ----- the  
repayment in manner aforesaid of the said principal sum and interest I/We hereby mortgage  
to the said ----- the fishing vessel called ----- Official Number -----  
----- . Port of Registry ----- together with all her vessels appurtenance, etc. Lastly,  
I/We for myself/ourselves and my/our heirs, executors or administrators covenant with said  
----- and his/their assigns that I/We have power, to mortgage the said fishing  
vessel in the manner aforesaid and the same is free from encumbrances save as appear  
by the Register of the said vessel.

Signed by the above named in my presence.

Signature(s)

Signature -----.

Designation -----

Seal of Office -----



Received the sum of Rupees ----- in discharge of the within written security dated this ----- day of ----- year -----.

Signed in my presence  
Mortgages(s)

Signature(s) of

Seal of office -----.

Signed in my presence

Signature.....

Designation.....

Issued by the Government of India

**[FORM IX]**  
**INSTRUMENT OF MORTGAGE**  
**(TO BE EXECUTED BY A COMPANY OR BODY CORPORATE)**  
*[See rule 17(1)]*

We, the ----- Company Limited, having our principal place of business at ----- in consideration of the sum of Rupees ----- this day lent to us for ourselves and our successors covenant with the said ----- and his/their/its assigns firstly that we/our successors will pay to the said ----- or its/their assigns the said sum of Rupees ----- together with interest thereon at the rate of ----- per cent, per annum on the ----- day of ----- -- year ----- ; secondly that if the said principal sum is not paid on the said day, we or our successors will, during such time as the same or any part thereof remains unpaid pay to the said ----- interest on the whole or such part thereof as may for the time being remain unpaid, at the rate of ----- percent, per annum by equal half yearly payments on the ----- day of ----- and ----- day ----- in every year; and that for better securing to the said ----- the repayment in the manner aforesaid of the said principal sum and interest, we hereby mortgage to the said ----- the Fishing Vessel called ----- Official Number ----- Port of Registry - ----- together with all her vessels and other appurtenances, etc. Lastly we for ourselves and our successors covenant with the said ----- and its/their assigns that we have power to mortgage the said vessel together with all her vessels and appurtenances, etc. and that the same is free from encumbrances save as appear by the Register of the said vessel.

In witnesses whereof we have subscribed our name(s) and common seal this -----  
----day of ----- year -----.

Signed by the above named in my presence  
on behalf of

Signature(s) For and

Signature

Company Limited

Designation

Company's Seal.

Seal of Office

Received the sum of Rupees ----- in discharge of the within mentioned security.

Dated ----- at ----- this ----- day of ----- year -----  
-----

Signed in my presence

Signature -----

Designation -----

Signature(s)                      of  
Mortgage(s)

**FORM X**  
**Issued by the Government of India**  
**PROVISIONAL CERTIFICATE OF REGISTRY**  
*[See rule 20(1)]*

This is to certify that Fishing Vessel ----- Official Number -----  
of -----Tons ----- belonging  
to.....  
..... is hereby  
permitted to ply pending issue of Certificate of Registry.

This Provisional Certificate shall remain in force for a period of three months or until the  
Fishing Vessel is granted a Certificate of Registry whichever is earlier.

Port of -----

Date -----

Registrar of Fishing  
Vessel

**SCHEDULE II**  
**DESIGN SAFETY & CONSTRUCTION REQUIREMENTS**  
*[See rule 25(2)]*

**1 CONSTRUCTION AND STRUCTURAL STRENGTH**

**1.1**     *General Requirements*

**1.1.1 Design Category 1, 2,3 and 4 Fishing Vessels**

A Design Category 1, 2, 3 and 4 Vessel is required to be fitted with a watertight weather deck over the length of the Vessel and be of adequate structural strength to withstand the sea and weather conditions likely to be encountered in the intended area of operation.

**1.1.2**   *Design Category 4 Vessels*

A Design Category 4 Fishing Vessel may be permitted without watertight weather deck provided reserve buoyancy and stability for the Vessel with its full complement of persons is adequate to remain afloat to survive the consequences of swamping. A Fishing Vessel with sail not provided with a watertight weather deck will be assigned as Design Category 4.

**1.2**     *Structural Strength*

**1.2.1 General**

The design of hull structure and construction shall provide strength and service life for the safe operation of a Vessel, at its service draught and maximum service speed, to withstand the sea and weather conditions likely to be encountered in the intended area of operation.

**1.2.2**   *Construction Materials*

**1.2.2.1** A Fishing Vessel may be constructed of steel, aluminum alloy, fiber reinforced plastic (FRP) or composites.

**1.2.2.2** Proposals to use any other material shall be submitted for consideration and approval.

**1.2.3**   *Weather Deck*

**1.2.3.1** A watertight weather deck referred to in Section 1.1.1 shall extend from stem to stern and have positive freeboard throughout, in any condition of loading of the Vessel.

**1.2.3.2** The weather deck may be stepped, recessed or raised provided the stepped, recessed or raised portion is of watertight construction.

**1.2.4**   *Recesses*

**1.2.4.1** For motorized Fishing Vessels, recesses in a weather deck shall be of watertight construction and have means of drainage capable of efficient operation when the Vessel is heeled to 10°. Such drainage is

to have an effective area, excluding grills and baffles, of at least 20cm<sup>2</sup> for each cubic meter of volume of recess below the weather deck.

**1.2.4.2** For sailing Fishing Vessels, recesses in the weather deck shall be of watertight construction and have –

(a) A total volume (V<sub>c</sub>) which does not exceed the value obtained from the following formula: -

$$\frac{(F_1 + F_2 + F_{...} + F_n)}{n}$$

$$V_1 + V_2 + V_{...} + V_n \leq 0.1 \times \text{length of Vessel} \times \text{breadth of Vessel} \times$$

Where:

V is the volume of the recess

F is the freeboard abreast the recess

n is the number of recesses considered

(b) Means of drainage capable of efficient operation when the Vessel is heeled to 30°. Such drainage to have an effective area, excluding grills and baffles, of at least –

For Design Category 1, 2 or 3 Fishing Vessels – 20 cm<sup>2</sup>  
For Design Category 4 Fishing Vessels – 10cm<sup>2</sup>

**1.2.4.3** Alternative arrangements for the size and drainage of a recess may be accepted provided it can be demonstrated that, with the Vessel upright and at its deepest draught, the recess drains from a swamped condition within 3 minutes; or the cockpit or recess shall comply with ISO 11812 (Fishing Vessel – Watertight and Quick Draining Cockpits)

**1.2.4.4** If a recess is provided with a locker that gives direct access to the interior of the hull, the locker shall be fitted with weather tight cover(s). In addition, the cover(s) to the locker shall be permanently attached to the Vessel's structure and fitted with efficient locking devices to secure the cover(s) in the closed position.

### **1.2.5 Watertight Bulkheads**

**1.2.5.1** The strength of a watertight bulkhead and the effectiveness of any alternative means shall be adequate for the intended purpose and to the satisfaction of the Administration.

**1.2.5.2** When pipes, cables, etc penetrate watertight bulkheads, they shall be provided with valves and/or watertight glands, as appropriate.

**1.2.5.3** A doorway fitted in a watertight bulkhead shall be constructed so as to be watertight from both sides and be kept closed at sea, unless opened for access only, at the discretion of the skipper. A notice shall be fitted to both sides of the door "To be kept closed at sea, open for access only". Sliding watertight doors, where fitted, are to be provided with suitable safety provision to avoid injury to personnel by closure of the door.

## 1.3 *Weather Tight Integrity*

### 1.3.1 **General**

A Vessel shall be designed and constructed in a manner that will prevent the ready ingress of seawater and in particular comply with the following requirements. For strength and water tightness purposes only, the requirements of ISO 12213 are considered acceptable.

#### 1.3.2 *Hatchways and Hatches*

##### 1.3.2.1 **General requirements**

1.3.2.1.1 A hatchway that gives access to spaces below the weather deck shall be of efficient construction and be provided with efficient means of weather tight closure.

1.3.2.1.2 A cover to a hatchway shall be hinged, sliding, or permanently secured by other equivalent means to the structure of the Vessel and be provided with sufficient locking devices to enable it to be positively secured in the closed position.

1.3.2.1.3 A hatchway with a hinged cover which is located in the forward portion of the Vessel shall normally have the hinges fitted to the forward side of the hatch, as protection of the opening from boarding seas. A hatch with the hinges on the after side of the hatch shall be secured closed at sea and be provided with a suitable blank. This is not intended to apply to Fishing spaces drained directly overboard, e.g. anchor lockers.

1.3.2.1.4 Hatches which are used for escape purposes shall be capable of being opened from both sides.

1.3.2.1.5 Hatches in recessed or stepped decks of Vessels, that provide access to sea inlet valves, shall have access openings at least 300mm above the minimum freeboard to deck, or the sea inlet valves fitted with remote closing devices.

##### 1.3.2.2 *Hatchways that are open at sea*

In general, hatches shall be kept secured closed at sea. However, a hatch (other than a companion hatch) that is to be open at sea for lengthy periods shall be -

- (a) Kept as enclosed as practicable, but never more than 1m<sup>2</sup> in plane area at the top of the coaming.
- (b) Located on the Centre line of the Vessel or as close thereto as practicable.
- (c) Fitted such that the access opening is at least 300mm above the top of the adjacent weather deck at side.

#### 1.3.3 *Doorways and Companionways*

##### 1.3.3.1 **Doorways Located Above the Weather Deck**

**1.3.3.1.1** A doorway located above the weather deck that gives access to spaces below shall be provided with a weather tight door. The door shall be of efficient construction, permanently attached to the bulkhead, not open inwards, and sized such that the door overlaps the clear opening on all sides and has efficient means of closure which can be operated from either side.

**1.3.3.1.2** A doorway shall be located as close as practicable to the centre line of the Vessel. However, if hinged and located in the side of a house, the door shall be hinged on the forward edge. Doors using articulated systems shall be specially considered, in order to provide an equivalent arrangement.

**1.3.3.1.3** A doorway that is either forward or side facing shall be provided with a coaming, the top of which is at least 300mm above the weather deck. A coaming may be portable provided it can be permanently secured to the structure of the Vessel and can be locked in position whilst at sea.

#### **1.3.3.2** *Companion Hatch Openings*

**1.3.3.2.1** A companion hatch opening from a cockpit or recess that gives access to spaces below the weather deck shall be fitted with a coaming or washboard, the top of which is at least 300mm above the sole of the cockpit or recess.

**1.3.3.2.2** When washboards are used to close a vertical opening, they shall be so arranged and fitted that they will not become dislodged.

**1.3.3.2.3** The maximum breadth of the opening of a companion hatch shall not exceed 1m.

#### **1.3.4** *Skylights*

**1.3.4.1** The skylight shall be of efficient weather tight construction and shall be located on the Centre line of the Vessel, or as near thereto as practicable, unless it is required to provide a means of escape from a compartment below deck.

**1.3.4.2** When a skylight is an opening type, it shall be provided with efficient means whereby it can be secured in the closed position.

**1.3.4.3** A skylight that is provided as a means of escape shall be capable of being opened from both sides.

**1.3.4.4** Unless the glazing material and its method of fixing in the frame is equivalent in strength to that required for the structure in which it is fitted, a portable "blank" shall be provided which can be efficiently secured in place in event of breakage of the glazing.

#### **1.3.5** *Portlights and Windows*

**1.3.5.1** The portlight or window to a space below the weather deck or in a step, recess, raised deck structure, deckhouse or superstructure protecting openings



leading below the weather deck shall be of efficient construction which provides weather tight integrity (and be of strength compatible with size) for the intended area of operation of the Vessel.

**1.3.5.2** A portlight or window shall not be fitted in the main hull below the weather deck, unless the glazing material and its method of fixing in the frame are equivalent in strength, with regard to design pressure, to that required for the structure in which it is fitted.

**1.3.5.3** Portlights fitted in the hull of the Vessel below the level of the weather deck shall be either non-opening or of a non-readily opening type, have a glazed diameter of not more than 250mm, or equivalent area, and be in accordance with a standard recognized by the Administration. Portlights of the non-readily opening type must be secured closed when the Vessel is in navigation.

**1.3.5.4** Portlights, windows and their frames shall meet an appropriate National or International Standards.

**1.3.5.5** A portlight fitted below the weather deck and not provided with an attached deadlight shall be provided with a "blank" (the number of blanks shall be sufficient for at least half of the number of such portlights of each different size in the Vessel), which can be efficiently secured in place in the event of breakage of the portlight. The blank shall be of suitable material and strength to the satisfaction of the Administration.

**1.3.5.6** A window fitted in the main hull below the weather deck shall meet the requirements of Section 1.3.4.2 or be provided with a blank meeting the requirements of Section 1.3.4.7.

**1.3.5.7** In a Vessel which operates more than 24 miles from a safe haven, portable "blanks" for windows shall be provided (the number of blanks shall be sufficient for at least half of the number of such windows of each different size in the Vessel) which can be efficiently secured in place in the event of breakage of a window. Such a "blank" is not required for a window which satisfies Section 1.3.5.2.

**1.3.5.8** Wheelhouse windows and their frames shall meet the requirements of Section 1.3.4.4, having due regard to the increased thickness of windows comprising one or more laminations in order to achieve equivalent strength; shall not be of polarized or tinted glass when provided for navigational visibility (although portable tinted screens may be provided for nominated windows)

### **1.3.6** *Ventilators and Exhausts*

**1.3.6.1** A ventilator shall be of efficient construction and, where situated on the weather deck and not complying with Section 1.3.5.3, shall be provided with a readily available means of weather tight closure, with due consideration to requirements of Fire Protection.

**1.3.6.2** A ventilator shall be kept as far inboard as practicable and the height above the deck of the ventilator opening shall be sufficient to prevent the ready admission of water when the Vessel is heeled.

**1.3.6.3** A ventilator which must be kept open, e.g. for the supply of air to machinery or for the discharge of noxious or flammable gases, shall be specially considered with respect to its location and height above deck having regard to Section 1.3.5.2 and the down flooding angle.

**1.3.6.4** Motorized Fishing Vessels that are fitted with engine air intakes in the hull side, which do not satisfy the requirements of this notification, may be accepted, but with restrictions on operations imposed after an assessment by the Administration.

**1.3.6.5** An engine exhaust outlet that penetrates the hull below the weather deck shall be provided with means to prevent back flooding into the hull through the exhaust system. The means may be provided by system design and/or arrangement, built-in valve or a portable fitting which can be applied readily in an emergency.

### **1.3.7 Air Pipes**

**1.3.7.1** When located on the weather deck, an air pipe shall be kept as far inboard as possible and have a height above deck sufficient to prevent inadvertent down flooding when the Vessel is heeled.

**1.3.7.2** An air pipe, of greater than 10mm inside diameter, serving a fuel or other tank shall be provided with a permanently attached means of weather tight closure. Means of closure may be omitted if it can be shown that the open end of the air pipe is afforded adequate protection by other means, which will prevent the ingress of water.

**1.3.7.3** An air pipe serving a fuel tank or other tank, where provided with a closing appliance, shall be of a type that will prevent excessive pressure on the tank boundaries. Provision shall be made for relieving a vacuum when tanks are being drawn from or emptied.

### **1.3.8 Sea Inlets and Discharges**

**1.3.8.1** An opening below the weather deck shall be provided with an efficient means of closure.

**1.3.8.2** When an opening is for the purpose of an inlet or discharge below the waterline it shall be fitted with a seacock, valve or other effective means of closure that is readily accessible.

**1.3.8.3** When an opening is for a log or other sensor, which is capable of being withdrawn, it shall be fitted in an efficient watertight manner and provided with an effective means of closure when such a fitting is removed.

**1.3.8.4** Inlet and discharge pipes from marine toilets shall be provided with shell fittings as required by Section 1.3.7.2. When the rim of a marine toilet is less than 300mm above the deepest waterline of the Vessel, unless otherwise indicated by manufacturer's recommendations, anti - syphon measures shall be provided.

**1.3.8.5** For Fishing Vessels fitted with sails, overboard inlet and

discharge pipes from marine toilets or holding tanks shall be looped up within the hull to the underside of the deck.

### **1.3.9 *Materials for Valves and Associated Piping***

**1.3.9.1** A valve or similar fitting attached to the side of the Vessel below the waterline, within an engine space or other high fire risk area, shall be normally of steel, bronze, copper, or other non-brittle fire-resistant material or equivalent.

**1.3.9.2** When plastic/PVC piping is used it shall be of good quality and of a type suitable for the intended purpose.

**1.3.9.3** Flexible or non-metallic piping, which presents a risk of flooding, fitted in an engine space or fire risk area shall be efficiently insulated against fire, or be of fire-resistant material, e.g. ISO Standard 7840 or a means shall be provided to stop the ingress of water in the event of the pipe being damaged, operable from outside the space.

## **1.4 *Water Freeing Arrangements***

### **1.4.1 *General***

When a deck is fitted with bulwarks such that shipped water may be trapped behind them, the bulwarks shall be provided with efficient freeing ports that will ensure the deck can be effectively drained.

### **1.4.2 *Motorized Fishing Vessels***

**1.4.2.1** In a motorized Fishing Vessel, the area of freeing ports shall be at least 4% of the bulwark area and be situated in the lower third of the bulwark height, as close to the deck as practicable.

**1.4.2.2** A Vessel of less than 12 meters in length, having a well deck aft which is fitted with bulwarks all round and which is intended to operate in Area Category 1, 2 & 3, shall be provided with freeing ports required by Section 1.4.2.1 or may be provided with a minimum of two ports fitted (one port and one starboard), which may be in the transom, each having a clear area of at least 225 cm<sup>2</sup>. Ports may only be fitted in the transom on Vessels where the shipping of water will not result in a trim by the head such that water will not drain.

### **1.4.3 *Sailing Fishing Vessels***

**1.4.3.1** In a sailing Fishing Vessel, the area of freeing ports shall be at least 10% of that part of the bulwark area that extends for 2/3 of the Vessel's length amidships. A freeing port shall be located in the lower third of the bulwark height, as close to the deck as practicable. A freeing port shall be fitted with a grid that has a spacing of not more than 50 mm in any direction.

**1.4.3.2** Where the average height of the bulwark over its length does not exceed 150 mm, freeing ports will not be required, however attention shall be paid to suitable drainage arrangements.

#### **1.4.4 General - All Fishing Vessels**

**1.4.4.1** Smaller ports may however be accepted in a Vessel having only Fishing side deck areas in which water can be trapped, the reduced area being based on the volume of water which is likely to become so trapped.

**1.4.4.2** When a non-return shutter or flap is fitted to a freeing port it shall have sufficient clearance to prevent jamming, and any hinges shall have pins or bearings of non-corrodible material.

**1.4.4.3** An open Fishing Vessel shall be provided with bilge pumping arrangement.

**1.4.4.4** In a Vessel where freeing ports cannot be fitted, other efficient means of clearing trapped water from the Vessel shall be provided to the satisfaction of the Administration.

**1.4.4.5** Structures and spaces considered to be non-weather tight shall be provided with efficient drainage.

**1.4.4.6** A Vessel intended to operate in sea areas where ice accretion can occur shall be specially considered with regard to water freeing arrangements.

## **2 STABILITY**

### **2.1 All Vessels**

**2.1.1** The standard of stability to be achieved by a new Vessel shall be dependent on the maximum number of persons permitted to be carried and the intended area of operation.

**2.1.2** All Design Category 1, and 3 Fishing Vessels shall be provided with stability information booklet / stability compliance certificate, which is approved by the Administration, as applicable.

**2.1.3** For Design Category 2 and 4 Fishing Vessels of length between 6 m and 24 m, the stability may be assessed using ISO 12217. Non-sailing vessels of hull length greater than or equal to 6 meters as an alternative to compliance with Section 2.3 below.

**2.1.4** The stability of sailing Fishing Vessel with non-fore and aft rigs, or moveable / variable ballast is to be specifically considered on application to the Administration.

**2.1.5** Stability of a Vessel that will operate in sea areas where ice accretion can occur shall be specially considered by the Administration with regard to icing allowance and stability standard.

**2.1.6** Where a mono-hull Fishing Vessel cannot comply with the specified criteria, due to its hull form displaying stability characteristics similar to that of a multihull Vessel, the stability criteria for a multihull Vessel may be applied, as appropriate for sailing or motorized Vessels.

**2.1.7** A motorized multihull type Fishing Vessel failing to comply with the

specified criteria, may be given special consideration. In such a case, calculations shall be submitted for assessment.

## **2.2**    *Damage Survivability*

### **2.2.1**    **General**

This section applies to Design Category 1 and 3 Fishing Vessels.

**2.2.1.1** Vessels shall be so arranged that after minor hull damage or failure of any one hull fitting in any one watertight compartment, it would satisfy the residual stability criteria below. This may be achieved by fitting watertight subdivision or alternative methods to the satisfaction of the Administration. Minor damage shall be assumed to occur anywhere in the length of the Vessel but not on a watertight subdivision.

**2.2.1.2** In assessing survivability, the following standard permeability shall be used: -

<i>Space Permeability:</i>	<i>%</i>
Appropriated for stores:	60
Appropriated for stores but not by a substantial quantity thereof:	95
Appropriated for accommodation:	95
Appropriated for machinery:	85
Appropriated for liquids: or 95	0

(whichever results in the more onerous requirements)

Other methods of assessing floodable volume may be considered, to the satisfaction of the Administration.

**2.2.1.3** In the damaged condition, the residual stability shall be such that the angle of equilibrium does not exceed 7 degrees from the upright, the resulting righting lever curve has a range to the down flooding angle of at least 15 degrees beyond the angle of equilibrium, the maximum righting lever within that range is not less than 100mm and the area under the curve is not less than 0.015 metre radians. This damage shall not cause the Vessel to float at a waterline less than 75mm from the weather deck at any point. Proposals to accept reduced freeboard or immersion of the margin line may be accepted subject to special consideration.

### **2.2.2**    *Multihull Vessels*

Generally, the requirements of Section 2.2.1 for a mono-hull Fishing Vessel shall apply to a Design Category 1,2 or 3 multihull motorized Fishing Vessel. If a multihull Vessel is of unconventional design or cannot meet the damage criteria, the results of the calculations shall be submitted to the Administration for assessment.

## **2.3**     *Intact Stability of Motorized Fishing Vessels Complying with Section 2.1.2*

**2.3.1** The lightship weight, vertical center of gravity (KG) and longitudinal center of gravity (LCG) of a mono-hull Vessel shall be determined from the results of an inclining experiment.

**2.3.2** The LCG of a multihull Fishing Vessel shall be obtained by a displacement check or by weighing. The KG shall be determined either by calculation or by experimental means, if a conventional inclining experiment may not produce satisfactory results.

**2.3.3** The lightship weight may include a margin for growth, up to 5% of the lightship weight at the discretion of the Administration, positioned at the LCG and vertical centre of the weather deck amidships or KG, whichever is the higher. (The lightweight margin shall not be used in practice to increase maximum cargo-deadweight.)

**2.3.4** Curves of static stability (GZ curves) shall be produced for –

- (a) Loaded departure, 100% consumables.
- (b) Loaded arrival, 10% consumables.
- (c) Anticipated service conditions; and
- (d) Conditions involving lifting appliances (when appropriate).

**2.3.5** In addition, simplified stability information in the form of a Maximum KG Curve shall be provided, including a worked example to illustrate its use. Maximum free surface moments shall be included within the Loaded Departure condition, and as a minimum, factored according to tank percentage fill for all other conditions.

**2.3.6** Buoyant structures intended to increase the range of positive stability shall not be provided by fixtures to superstructures, deckhouse, masts or rigging.

**2.3.7** The curves of static stability for the loaded conditions shall meet the following criteria -

- (a) The area under the righting lever curve (GZ curve) shall be not less than 0.055 metre - radians up to 30 degrees angle of heel and not less than 0.09 metre - radians up to 40 degrees angle of heel or the angle of down flooding if this angle is less.
- (b) The area under the GZ curve between the angles of heel of 30 and 40 degrees or between 30 degrees and the angle of down flooding if this less than 40 degrees, shall be not less than 0.03 metre – radians.
- (c) The righting lever (GZ) shall be at least 0.20 metres at an angle of heel equal to or greater than 30 degrees.
- (d) The maximum GZ shall occur at an angle of heel of not less than 25 degrees.
- (e) After correction for free surface effects, the initial metacentric height (GM) shall not be less than 0.35 metres.

**2.3.8** If a Fishing Vessel of catamaran or multihull type does not meet the stability criteria given in Section 2.3.7, the Vessel shall meet the following criteria: -

- (a) The area under the righting lever curve (GZ Curve) shall not be less than 0.085 metre radians up to  $\theta$  GZmax when  $\theta$  GZmax = 15° and 0.055 metre-radians up to  $\theta$  GZmax when  $\theta$  GZmax = 30°.

When the maximum righting lever, GZmax, occurs between  $\theta$  = 15° and  $\theta$  = 30° the required area under the GZ Curve up to  $\theta$  GZmax shall not be less than:

$A = 0.055 + 0.002(30^\circ - \theta \text{ GZmax})$  metre-radians where:  $\theta$  GZmax is the angle of heel in degrees at which the righting lever curve reaches its maximum.

- (b) The area under the righting lever curve between  $\theta$  = 30° and  $\theta$  = 40° or between  $\theta$  = 30° and the angle of down flooding  $\theta_f$ , if this angle is less than 40°, shall not be less than 0.03 metre-radians.

- (c) The righting lever GZ shall not be less than 0.2 metre at an angle of heel of 30 degrees.

- (d) The maximum righting lever shall occur at an angle not less than 15 degrees.

- (e) The initial metacentric height GMo shall not be less than 0.35 metres.

## **2.4** *Intact Stability of Sailing Mono-hull Fishing Vessels Complying with Section 2.1.2*

**2.4.1** The centre of gravity (KG) of a Vessel shall be established by an inclining experiment and curves of static stability (GZ curve) for the loaded departure 100% consumables and loaded arrival 10% consumables shall be produced.

[Notes:-

1. The above conditions may include a margin for growth up to 5% of the lightweight, at the discretion of the Administration, with the VCG positioned at the upper deck amidships.
2. Buoyant structures intended to increase the range of positive stability shall not be provided by fixtures to either a mast, rigging, or superstructure.
3. For standard production series-built Vessels, the statical stability (GZ) may be derived from an inclining experiment conducted on another Vessel of the series, subject to corrections for differences in outfit, to the satisfaction of the Administration.
4. Maximum free surface moments shall be included within the loaded departure condition, and as a minimum, factored according to tank percentage fill for the loaded arrival condition.]



**2.4.2** The GZ curves required by Section 2.4.1 shall have a positive range, 90° or higher.

**2.4.3** In addition to the requirements of Section 2.4.2, the angle of steady heel obtained from the intersection of a “derived wind heeling lever” curve with the GZ curves referred to in Section 2.4.1 above shall be greater than 15 degrees (see Figu.

In Figure ‘DWHL’ = the “derived wind heeling lever” at any angle  $\theta$  degrees

$$= 0.5 \times WL0 \times \cos 1.3 \theta$$

where  $WL0 = GZ_f / \cos 1.3 \theta_f$

Noting that, when using this method:-

$WL0$ - is the magnitude of the actual wind heeling lever at 0 degrees which would cause the Vessel to heel to the ‘down flooding angle’ ( $\theta_f$ ) or 60 degrees whichever is least.

$GZ_f$  is the lever of the Vessel’s GZ at the ‘down flooding angle’ ( $\theta_f$ ) or 60 degrees whichever is least.

$\theta_d$ - is the angle at which the ‘derived wind heeling’ curve intersects the GZ curve. (If  $\theta_d$  is less than 15 degrees the Vessel will be considered as having insufficient stability for the purpose of these rules).

$\theta_f$ - is the ‘critical down flooding angle’ and is deemed to occur when openings having an aggregate area, in square metres, greater than: - Vessel’s displacement in tonnes / 1500 are immersed.

Moreover, it is the angle at which the lower edge of the actual opening those results in critical flooding becomes immersed. All openings regularly used for crew access and for ventilation shall be considered when determining the down flooding angle. No opening regardless of size that may lead to progressive flooding shall be immersed at an angle of heel of less than 40 degrees. Air pipes to tanks can, however, be disregarded.

If as a result of immersion of openings in a deckhouse a Vessel cannot meet the required standard, those deckhouse openings may be ignored and the openings in the weather deck used instead to determine  $\theta_f$ . In such cases the GZ curve shall be derived without the benefit of the buoyancy of the deckhouse.

It might be noted that provided that the Vessel complies with the requirements of Section 2.4.1, 2.4.2 and 2.4.3 and it is sailed with an angle of heel which is no greater than the ‘derived angle of heel’, it shall be capable of withstanding a wind gust equal to

1.4 times the actual wind velocity (i.e. twice the actual wind pressure) without immersing the ‘down flooding openings’ or heeling to an angle greater than 60 degrees.

**2.4.4** A Stability Information Booklet, based on the Administration’s model



booklet, shall be submitted to the Administration and once approved, shall be placed on-board the Vessel. The booklet shall include details of the maximum steady angle of heel for the worst sailing condition. The steady angle of heel is to be calculated in accordance with Section 2.4.3

**2.4.5** The booklet shall also include curves of maximum recommended steady angle of heel for the prevention of down flooding in the event of squall conditions. Details of the development of such curves are given in the Model Stability Information Booklet.

## **2.5 Approval of Intact and Damage Stability**

### **2.5.1 Fishing Vessels Not Requiring Approved Stability Information Booklet.**

A Fishing Vessel, for which stability is assessed on the basis of practical tests or simplified methods, shall be approved. A detailed record of the procedure of the tests or calculations and the results that were accepted is to be kept and these details are to be entered on the certificate.

#### ***2.5.2 Fishing Vessels Requiring Approved Stability Information Booklet.***

**2.5.2.1** The Owner(s) shall be responsible for the inclining test of a Vessel to be undertaken and for the calculation of the lightship particulars, which are used in the stability calculations.

**2.5.2.2** The Administration shall witness the inclining test of a Vessel and be satisfied as to conditions and the manner in which the test is conducted.

**2.5.2.3** The owner(s) of a Vessel shall be responsible for the submission of the Stability Information Booklet for approval.

#### ***2.5.3 Fishing Vessels Requiring Approved Damage Stability Information***

The Owner(s) of a Fishing Vessel shall be responsible for the submission of the damage stability calculations for approval.

### **2.5.4 Guidance on Stability Assessment**

It shall be noted that the Administration may require a full stability analysis for a Vessel which has been modified from the original design, particularly if the freeboard has been significantly reduced or the modification has involved the addition of, for example, a mast-furled main sail, a roller-reefing headsail, a radar antenna or any other item of equipment which may have caused the position of the vertical centre of gravity to be situated at a higher level than that intended by the designer.

## **3 FREEBOARD AND FREEBOARD MARKING**

### **3.1 Sailing Fishing Vessels**

**3.1.1** Sailing Fishing Vessels are required to be provided with an approved

Stability Information Booklet/ stability compliance certificate shall have a freeboard mark placed on each side of the hull at the longitudinal position of the longitudinal centre of flotation for the maximum draught at which the stability of the Vessel has been determined. In no case shall this draught be greater than the draught corresponding to the maximum displacement for which the scantlings have been approved.

**3.1.2** The freeboard mark referred to above shall measure 300mm in length and 25mm in depth. The marking shall be permanent and painted black on a light background or in white or yellow on a dark background.

**3.1.3** A Fishing Vessel shall not operate in any condition that can result in its freeboard marks being totally submerged when it is at rest and upright in calm seawater.

**3.1.4** Sailing Fishing Vessels with variable ballast shall be accordingly considered by the Administration.

### **3.2** *Motorized Fishing Vessels*

**3.2.1** Section 3.3 defines the requirements for minimum freeboard for a motorized Fishing Vessel whose stability assessment is not based on ISO 12217 'Fishing Vessel - Stability and buoyancy assessment and categorization' Part 1 and has an approved stability booklet. Section

3.4 defines how and when the freeboard mark, and deck line, shall be applied.

**3.2.2** For Fishing Vessels whose freeboard is not determined and are not provided with an approved stability information booklet, the loading of the Vessel is governed by the maximum permissible weight, as identified on the Vessel's certificate.

### **3.3** *Minimum Freeboard*

**3.3.1** The freeboard, for a motorized Fishing Vessel which have an approved stability booklet, shall be not less than that determined by the following requirements –

A Fishing Vessel, when fully loaded (each person taken as 75kg) shall be upright, and -

- in the case of a Vessel with a continuous watertight weather deck, which is neither stepped or recessed or raised, have a freeboard measured down from the lowest point of the weather deck of not less than 300 mm for Vessels of 7 metres in length or under and not less than 750 mm for Vessels of 18 metres in length or over. For a Vessel of intermediate length, the freeboard shall be determined by linear interpolation;
- in the case of a Vessel with a continuous watertight weather deck, which may be stepped, recessed, or raised, have a freeboard measured down from the lowest point of the weather deck, of not less than 200 mm for Vessels of 7 metres in length or under and not less than 400 mm for Vessels of 18 metres in length or over. For a

Vessel of intermediate length the freeboard shall be determined by linear interpolation.;

- in the case of an open Vessel, have a clear height of side (i.e. the distance between the waterline and the lowest point of the gunwale\*) of not less than 400mm for Vessels of 7 metres in length or under and not less than 800mm for Vessels of 18 metres in length or over. For a Vessel of intermediate length, the clear height shall be determined by linear interpolation.

\* (The clear height of the side shall be measured to the top of the gunwale or capping or to the top of the wash strake if one is fitted above the capping.)

**3.3.2** A Vessel required to be provided with an approved Stability Information Booklet shall be assigned a freeboard which corresponds to the draught of the Vessel in sea water when fully loaded (each person taken as 75kg), but which in no case shall be less than the freeboard required by Section 3.3.1, nor that corresponding to the scantling draught.

#### **3.4** *Freeboard Mark*

**3.4.1** A Vessel assigned a freeboard in accordance with Section 3.3 shall be marked with a freeboard mark and have a scale of draught marks marked clearly at the bow and stern, on both sides of the Vessel. The longitudinal position of the draught marks, relative to the longitudinal datum for the hydrostatic data, shall be recorded in the Stability Information Booklet, where provided.

**3.4.2** Where it is considered that the addition of a scale of draught marks is neither practicable nor meaningful, for example, due to restricted loading variations, application for special consideration shall be made to the Administration. Additionally, where the line of the deck is not immediately discernible, a vessel shall be provided with a deck line. The deck line and freeboard mark shall be permanent and painted on a contrasting background.

**3.4.3** The freeboard mark shall consist of a ring 300 millimeters in outside diameter and 25 millimeters wide, intersected by a horizontal line 450 millimeters long and 25 millimeters wide the upper edge of which passes through the center of the ring. The top of the intersecting line shall be positioned at the waterline corresponding to the assigned freeboard to deck edge at amidships. No mark shall be applied for freshwater allowance. The assigning letter shall be marked on the bar of the ring.

**3.4.4** The freeboard mark for a Fishing Vessel not requiring an approved Stability Information Booklet, other than a Vessel complying with Section 3.4.1, shall be a bar of 300mm in length and 25mm in depth.

**3.4.5** The marking shall be permanent and painted black on a light background or in white or yellow on a dark background. (No assigning letter marking shall be placed on the bar marking.) The top of the mark shall be positioned at the waterline corresponding to the maximum draught, at amidships. Additionally, where the line of the deck is not immediately

discernible, a Vessel shall be provided with a deck line. The deck-line shall be marked amidships on each side of the ship so as to indicate the position of the freeboard deck. The mark need not be of contrasting color to the surrounding hull.

**3.4.6** Where the design of the Vessel, or other circumstances, render it impracticable to mark the deck line, the Administration may direct that it be marked by reference to another fixed point as near as practicable to the position described above.

**3.4.7** A Vessel shall not operate in a condition that will result in its freeboard marks being totally submerged when it is at rest and upright in calm sea water.

## **4** **MACHINERY**

### **4.1** *General Requirement*

**4.1.1** Machinery installations shall comply with the requirements given below. Other installations proposed may be accordingly considered, provided that full information is presented to and approved by the Administration. In motor Vessels, the main propulsion machinery and all auxiliary machinery essential to the propulsion and the safety of the Vessel shall be designed to operate when the Vessel is upright and when inclined at any angle of heel and trim up to and including 15 degrees and 7.5 degrees respectively either way under static conditions.

**4.1.2** In sailing Fishing Vessels, the main propulsion machinery and all auxiliary machinery essential to the propulsion and the safety of the Vessel shall be designed to operate when the Vessel is upright and when inclined at any angle of heel up to and including 15 degrees either way under static conditions and 22.5 degrees either way under dynamic rolling conditions and simultaneously inclined 7.5 degrees by bow or stern under dynamic pitching conditions.

### **4.2** *Diesel Engines*

A Fishing Vessel fitted with either an inboard or an outboard diesel engine shall be provided with an engine suitable for marine use and with sufficient fuel tankage for its area of operation.

### **4.3** *Petrol Engines*

**4.3.1** A petrol engine may be accepted provided that the engine is a suitable outboard type.

**4.3.1.1** A Fishing Vessel of any type may be fitted with a Fishing engine (usually less than 5 horsepower) manufactured with an integral fuel tank, provided a safety warning sign is displayed with details of appropriate precautions to be taken when filling the fuel tank.

**4.3.1.2** Vessels shall supply fuel to the engine from either of the following

—

- (a) A permanently installed fuel tank constructed to an appropriate standard

and in the case of Vessels fitted with a watertight weather deck shall have arrangements such that spillage during fuel handling will not drain directly overboard.

(b) A portable tank of 27 litres or less in capacity complying to an appropriate standard.

**4.3.2** In locations where an accumulation of hydrocarbon vapours is likely to occur, a suitable hydrocarbon gas detector shall be fitted under or adjacent to the tank (located in a safe place). The detector components, and any other electrical equipment residing in the vapour area shall not be capable of causing ignition.

**4.3.3** A Fishing Vessel shall be provided with sufficient fuel tankage for its area of operation.

## **4.2** *Installation*

**4.2.1** The machinery, fuel tank(s) and associated piping systems and fittings shall be of a design and construction adequate for the service for which they are intended. These shall be installed and protected so as to reduce to a minimum danger to persons during normal movement about the Vessel, with due regard being paid to moving parts, hot surfaces and other hazards.

**4.2.2** Means shall be provided to isolate a source of fuel which may feed a fire in an engine space. A valve or cock, which is capable of being closed from a position outside the engine space, shall be fitted in the fuel feed pipe as close as possible to the fuel tank.

**4.2.3** Fuel filling and venting pipes shall be constructed of fuel compatible non-kinking material, adequately supported and of sufficient dimensions to prevent spillage during filling.

**4.2.4** A venting pipe shall be led to the open air, terminating in a position level with or higher than the fuel filling mouth and its open end protected against water ingress by means of a goose neck or other efficient means. For petrol engines or where there is a risk from flame ingress a suitable gauze diaphragm shall be used (which can be detached for cleaning).

**4.2.5** In a fuel supply system unit, where a flexible section of piping is introduced, the flexible pipes shall be fire resistant / metal reinforced or otherwise protected from fire. The flexible pipes shall be secured by either metal hose clamps or permanently attached end fittings (e.g. swaged sleeve or sleeve and threaded insert). Where hose clamps are used, the fitting to which the flexible pipe attaches shall have a bead, flare, annular grooves or other means of preventing slippage, the anti-slippage arrangement shall not provide a path for fuel leakage.

**4.2.6** When the main engine(s) oil fuel system is provided with water separator filter(s) of a type that has plastic or glass bowl(s), it shall be located so that it can be easily seen and protected against heat and accidental damage.

### 4.3 *Engine Starting and Stopping*

4.3.1 Engines shall be provided with either mechanical, hand starting or electric starting with independent batteries, or other means of starting acceptable to the Administration.

4.3.2 When the sole means of starting is by battery, the battery shall be in duplicate and connected to the starter motor via a 'change over switch' so that either battery can be used for starting the engine. Charging facilities for the batteries shall be available. Under normal circumstances it is not recommended to discharge both batteries in parallel.

4.3.3 All internal combustion machinery shall have a secure means of remote stopping from outside the engine space.

### 4.4 *Portable Equipment*

4.4.1 When portable equipment powered by a petrol engine is provided, the unit, unless fully drained of fuel, shall normally be stored on the weather deck.

4.4.2 Portable equipment may also be stowed in a deck locker or protective enclosure that is to the satisfaction of the Administration and meets the following requirements –

- (a) Vapour tight to the Vessel's interior.
- (b) Not openable from the Vessel's interior
- (c) Adequately drained overboard and ventilated to atmosphere.

4.4.3 A safety warning sign shall be displayed with details of appropriate precautions to be taken when filling the fuel tank.

4.4.4 Gas welding and cutting equipment bottles, if carried, shall be stowed in a secure manner on the open deck at a safe distance away from any potential source of fire and shall have the capability of being readily jettisoned overboard if necessary.

## 5 ELECTRICAL ARRANGEMENT

### 5.1 *General*

5.1.1 Electrical arrangements shall be such as to minimize the risk of fire and electric shock. Tanks, machinery or other metallic objects that do not have proper electrical continuity with the water surrounding the Vessel shall have special earthing arrangements to reduce such risks.

5.1.2 The electrical systems described in this section are the most common types suitable for Fishing Vessels, i.e. 12V to 24V direct current systems. However, a Vessel may have alternated current electrical equipment of much higher voltage, in which case compliance with an applicable standard or the Classification rules of the Recognized Organization will be required

5.1.3 Where battery is provided as the main source, adequate means of charging shall be provided, and the battery system shall be duplicated. The

charging provisions on Category 4 Fishing vessels may be dispensed by the Administration, if it is demonstrated that the source of energy is adequate for the nature of operation undertaken by such vessels.

**5.1.4** Electrical load shall take into account and to be sufficient to provide all lighting including navigational and search light, navigational equipment, GMDSS equipment, firefighting, bilge transfer, steering, control and alarm system loads unless separate/individual source of energy (prime movers) are provided to the satisfaction of the administration.

## **5.2**     *Systems*

**5.2.1** Systems shall be two conductors; except that single conductor systems are acceptable for engine circuits comprising engine-mounted equipment that have a return connection made at the engine itself.

**5.2.2** A system in which there is no intentional connection of the circuit to earth (an insulated system) shall be provided with double pole switches, except that single pole switches may be used in the final sub-circuit.

**5.2.3** Single pole switches are only acceptable when used in the 'live' (+) conductor in a system with one pole earthed. Fuses shall not be installed in an earthed conductor.

**5.2.4** All circuits, except the main supply from the battery to the starter motor and electrically driven steering motors, shall be provided with electrical protection against overload and short circuit, (i.e. fuses or circuit breakers shall be installed). The rating of over current protection devices shall not exceed the rated current capacity of the conductor being protected. Short circuit protection shall be suitable for the total rated current of the consumers in the circuit protected. Where a single outboard engine is installed, and fitted with in-line fuses, suitable procedures shall be established to enable the engine to be started in the event of a damaged fuse.

**5.2.5** Steering circuits, the loss of which would lead to steering failure, shall have an overload alarm in lieu of overload protection (this does not apply to auto-pilot motors). However all circuits shall be protected against short circuit events.

## **5.3**     *Lighting*

When general lighting within a Vessel is provided by a centralized electrical system, an alternative source of lighting (which may be a suitable portable battery-operated lamp(s) if practical, taking into consideration the size and complexity of the Vessel) shall be provided. This alternative source of lighting shall be sufficient for the following –

- (a) Enable persons to make their way to the open deck.
- (b) Illuminate survival Vessel launching and embarkation.
- (c) Illuminate man-overboard rescue equipment and rescue areas.
- (d) Permit work on essential machinery.



## **5.4** *Batteries*

### **5.4.1 Battery System Requirements**

**5.4.1.1** Battery terminals shall be protected against accidental contact with metallic objects.

**5.4.1.2** Battery charging systems shall be fitted with circuitry to prevent overcharging.

**5.4.1.3** A battery cut-out switch shall be provided for all systems. It is preferred that this switch acts as an isolator, i.e. it is double pole, however, single pole is acceptable on the positive conductor. If a battery changeover switch is fitted and is provided with an “off” position, this may serve as the cut-out switch also.

**5.4.1.4** Batteries supplying essential services (emergency lighting, steering systems, navigation and communications equipment) shall be located in a position not likely to flood in normal operations or in the event of minor damage.

**5.4.1.5** In the case of a sailing Vessel, batteries shall be of the sealed type to prevent electrolytic loss in the event of a knockdown or immersion.

### **5.4.2 Battery Stowage**

**5.4.2.1** All batteries shall be secured firmly to avoid movement when the Vessel is subjected to sudden acceleration or deceleration, a large angle of heel, trim and in the case of sailing Vessels, knockdown or inversion.

**5.4.2.2** Where the maximum charging power output is less than 0.2 kW the batteries may be located in any suitable space without any special container requirements.

**5.4.2.3** Where the maximum charging power output is between 0.2 and 2.0 kW the batteries shall be located in the machinery space or other well-ventilated space in a box or locker.

**5.4.2.4** Where the maximum charging power output exceeds 2 kW the batteries shall be placed in a suitably ventilated dedicated compartment within the Vessel or a locker on the open deck, in either case stowage space is to be for batteries only.

### **5.4.3 Ventilation**

**5.4.3.1** To ensure that any evolved hydrogen is expelled, battery compartments, lockers and containers shall be exhausted from the highest point of the space and air supplied at a level below the top of the batteries.

**5.4.3.2** If mechanical means are employed to ventilate a battery compartment directly, then the components must not be a potential source of ignition.



## 5.5 *Electric Cables*

**5.5.1** Electric cables shall be constructed to a recognized standard for marine use in Fishing Vessels.

**5.5.2** Cables which are not provided with electrical protection shall be kept as short as possible and shall be “short circuit proofed”, e.g. single core with an additional insulated sleeve over the insulation of each core. Normal marine cable, which is single core, will meet this requirement without an additional sleeve, since it has both conductor insulation and a sheath.

**5.5.3** Note that when selecting cables, particular attention shall be given to environmental factors such as temperature and contact with damaging substances, e.g. polystyrene, which degrades PVC insulation.

**5.5.4** Adequate provision shall be made for securing electrical connections, e.g. by use of locking washers.

## 5.6 *Hazardous Spaces*

**5.6.1** Where practicable, electrical equipment shall not be installed in a space where petroleum vapour or other hydrocarbon gas is likely to accumulate. When equipment is installed in such a space it must comply with a recognized standard for prevention of ignition of a flammable atmosphere.

**5.6.2** Any compartment that contains a gas consuming appliance or any compartment into which flammable gas may leak or accumulate, shall be provided with a hydrocarbon gas detector and alarm. The detector and alarm shall be designed to comply with a recognized standard in accordance with Section 5.6.1.

## 5.7 *Lightning Protection*

Where a considerable risk of lightning strike is identified, it is recommended that attention is paid to lightning strike protection. Reference shall be made to ISO 10134 ‘Fishing Vessels – Electrical Devices – Lightning Protection’

# 6 STEERING GEAR, RUDDER AND PROPELLER SYSTEMS

## 6.1 *Steering*

**6.1.1** Fishing Vessels shall be provided with efficient means of steering.

**6.1.2** The control position shall be located so that the person conning the Vessel has a clear view for the safe navigation of the Vessel.

**6.1.3** When steering gear is fitted with remote control, arrangements shall be made for emergency steering in the event of failure of the control. Arrangements may take the form of the following, and be to the satisfaction of the Administration –

- (a) A tiller to fit the head of the rudderstock.
- (b) A rod attachment that may be fitted to a Z-drive framework.
- (c) A steering oar.

(d) In the case of twin screw Fishing Vessels manipulation of power distribution between the drives. In the case of twin stern-drive arrangements, means shall be provided to lock the drives in the amidships position.

(e) In the case of a Fishing Vessel fitted with outboard(s), a means to control the direction of thrust.

**6.1.4** If emergency steering is impractical, the Administration may permit equivalent alternative safety measures and/or procedures (e.g. restriction in the area of operation etc.) to deal with any steering failure situations.

**6.1.5** Steering systems shall comply with an appropriate national / international standard for Fishing Vessel steering systems.

## **6.2** *Rudder System*

**6.2.1** As appropriate to the Vessel, the rudder and rudder stock construction materials, design in total (including tiller head attachments, bearings and pintles) and the supporting structures shall be adequate for the operating conditions of the Vessel.

**6.2.2** Construction and fittings shall be to an appropriate national/international standard, to the satisfaction of the Administration.

## **6.3** *Propeller System*

**6.3.1** As appropriate to the Vessel, propeller line shaft(s) construction materials and design in total (including shaft brackets, propeller securing, bearings, sterntube and thrust block) and supporting structures shall be adequate for the operating conditions for the Vessel.

**6.3.2** Construction and fittings shall be to an appropriate national/international standard, to the satisfaction of the Administration.

# **7** *BILGE PUMPING*

## **7.1** *General System Requirements*

**7.1.1** A Vessel shall have a suitable bilge pumping system, with suction pipes so arranged that any compartment (other than a tank permanently used for the carriage of liquids which is provided with efficient means of pumping or drainage) can be drained.

**7.1.2** Provided the safety of a Vessel is not impaired, the Administration may permit dispensation from the means of pumping or drainage of particular compartments.

**7.1.3** A bilge pump (other than a portable pump) shall be capable of being operated with all hatchways and companionways closed.

**7.1.4** Where considered necessary to protect the bilge suction line from obstruction, an efficient strum box shall be provided.

**7.1.5** The bilge suction valves shall be of non-return type, to prevent back flooding .

**7.1.6** Means of providing efficient bilge pumping other than those described in this text may be considered provided that full information is submitted to and approved.

**7.1.7** Unless otherwise stated, pump capacities shall meet the following minimum requirements –

- (a) 10 litres per minute for Vessels of 6 metres in length or less
- (b) 15 litres per minute for Vessels of between 6 and 12 metres in length
- (c) 30 litres per minute for Vessels of 12 metres in length or greater

## **7.2** *Design Category 1 and 3 Fishing Vessels*

Unless otherwise specified in Section 7.4, a Vessel shall be provided with at least two bilge pumps, one of which may be power driven situated in two separate spaces. All pumped spaces shall be capable of being drained in the event of failure of one pump.

## **7.3** *Design Category 3 & 4 Fishing Vessels*

**7.3.1** A Vessel shall have at least one hand bilge pump and one engine driven or independent power bilge pump, situated in not less than two separate spaces. All pumped spaces shall be capable of being drained after the failure of one pump.

**7.3.2** For motorised Vessels, all compartments shall be able to be drained when the Vessel is heeled up to an angle of +/- 10 degrees.

## **7.4** *Open Vessels*

**7.4.1** All open Fishing Vessels, of 6 metres in length and over, shall carry a hand bailer or bucket in addition to the bilge pumping requirements in Section 7.2 and 7.3.

**7.4.2** For Vessels of less than 6 metres in length, operating in Category 3, a minimum of one hand powered bilge pump or a bailer or a bucket is to be provided.

## **7.5** *Bilge Alarm*

**7.5.1** A bilge alarm shall be fitted in any watertight compartment containing propulsion machinery or other compartment likely to accumulate bilge water, i.e. where a skin fitting is present, excluding void spaces, where the bilge level cannot be readily seen

**7.5.2** To prevent pollution, compartments containing potential pollutants shall not be fitted with auto-start bilge pumps.

**7.5.3** An auto-start bilge pump serving a clean compartment where a significant quantity of water could accumulate unnoticed, shall be fitted with an audible alarm at the control position(s). Shall a number of such locations/alarms be present, then visual alarm indication shall also be fitted to enable rapid location of the source of the alarm.

7.5.4 The alarm shall provide an audible warning, and preferably a visual warning also, at the control position.

## 8 ANCHORS AND CABLES

### 8.1 *General*

8.1.1 The requirements given in Table in this section are for a Vessel of normal form which may be expected to ride-out storms whilst at anchor. The anchors and cables are not designed to hold a Vessel off exposed coasts in rough weather nor stop a Vessel that is moving.

8.1.2 Provision is to be made for the secure storage of the anchor and its cable.

### 8.2 *Anchors*

8.2.1 The tabulated values given below for anchor masses refer to High Holding Power anchors. Anchors of other designs may be accepted based on the stated holding power.

8.2.2 When a fisherman type of anchor is provided, the mass given in the table shall be increased by 75% but the diameter of the anchor cable need not be increased.

8.2.3 For Fishing Vessels with an unusually high windage, due to high freeboard, a large rig, large deckhouses or superstructures, the mass of the anchor and the anchor cable diameter shall be increased above that required in Table to correspond to the increased wind loading. The increase in anchor mass and corresponding cable strength is to be to the satisfaction of the Administration.

8.2.4 For Fishing Vessels of unusual form, the anchor and cable size shall be to the satisfaction of the Administration.

8.2.5 Anchors are to be rigged ready for use, unless the particular operating patterns dictate otherwise.

8.2.6 The design of the anchor is to be acceptable to the Administration.

8.2.7 Stainless steel and aluminum anchors will be separately considered dependent upon the test loads for which the anchor has been designed.

### 8.3 *Anchor Cables*

8.3.1 The length of anchor cable attached to an anchor shall be appropriate to the area of operation but generally shall be not less than 4 x the Vessel's mean length or 30 metres, whichever is the longer, for each of the main and kedge anchors.

8.3.2 The cable for main anchors and for kedge anchors may be of chain or rope.

8.3.3 When the anchor cable is of fibre rope or wire, there shall be not less than 10 metres or 20% of the minimum required cable length, whichever is the greater, of chain between the rope and the anchor. Where the anchor cable is wire, then proposals to substitute the chain tail by an anchor and/or chain of

enhanced mass will be considered to the satisfaction of the Administration, with special attention paid to the anchor performance, i.e. catenary.

**8.3.4** The strength, form and material of the anchor cable and its attachments to the anchor and the Vessel shall be approved type.

**8.3.5** Anchoring systems incorporating a windlass shall have the bitter end of the cable secured to the Vessel's structure and capable of being released in an emergency.

**8.3.6** Anchor steel wire rope is to be fitted with thimbles at both ends.

#### **8.4** *Towline*

A Vessel shall be provided with a towline of not less than the length and diameter of the kedge anchor cable. The towline may be the warp for the second anchor.

#### **8.5** *Operations*

**8.5.1** When an anchor mass is more than 30kg, an efficient mechanical means shall be provided for handling the anchor.

**8.5.2** There shall be a strong securing point on the foredeck or equivalent structure and where appropriate a fairlead or roller at the stem head.

**8.5.3** Design Category 1, 2 or 3 Fishing Vessels shall be provided with at least two anchors (one main and one kedge or two main) and cables, in accordance with the requirements of Table below. Anchors of equivalent holding power may be proposed and provided, subject to approval by the Administration.

**8.5.4** Design Category 4 Fishing Vessels shall be provided with an anchor of sufficient mass for the size and type of the Vessel and as a minimum, the mass shall correspond to that of a kedge, as illustrated in the table.

Mean Length *	Anchor Mass		Anchor Cable Diameter			
	Main	Kedge	Main Chain Rope	Kedge Chain	Rope	
(metres)	(kg)	(kg)	(mm)	(mm)	(mm)	(mm)
6	8	4	6	12	6	10
7	9	4	8	12	6	10
8	10	5	8	12	6	10
9	11	5	8	12	6	10
10	13	6	8	12	6	10
11	15	7	8	12	6	10
12	18	9	8	14	8	12
13	21	10	10	14	8	12
14	24	12	10	14	8	12
15	27	13	10	14	8	12
13	30	15	10	14	8	12
17	34	17	10	14	8	14
18	38	19	10	13	8	14
19	42	21	12	13	10	14
20	47	23	12	13	10	14

	Anchor Mass		Anchor Cable Diameter			
Mean Length *	Main	Kedge	Main Chain Rope	Kedge Chain	Rope	
(metres)	(kg)	(kg)	(mm)	(mm)	(mm)	(mm)
21	52	26	12	13	10	14
22	57	28	12	19	10	13
23	62	31	12	19	10	13
24	68	34	12	19	10	13

\* For the purposes of this section, mean length is defined as: (Length + Length on waterline)/2

## 9 PROTECTION OF PERSONNEL

### 9.1 Deckhouses

A deckhouse used for the accommodation of persons must be constructed of adequate strength to withstand the forces of weather and sea to which it will be subjected in use.

### 9.2 Bulwarks, Guard Rails and Handrails (General)

**9.2.1** Bulwarks, guardrails and guard wires shall be supported efficiently by stays or stanchions. When application of such measures would impede the proper working of the Vessel, alternative safety measures shall be considered.

**9.2.2** To protect persons from falling overboard, and when the proper working of the Vessel is not impeded and there are persons frequently on the deck, bulwarks or three courses of rails or taut wires shall be provided, and the bulwark top or top course shall be not less than 1000mm above the deck. The distance between the lowest course and the deck shall not exceed 230mm and the distance between other courses shall not exceed 380mm.

**9.2.3** In a Vessel fitted with a cockpit that opens aft to the sea, additional guardrails shall be fitted so that there is no unprotected vertical opening (i.e. between vertical 'members') greater than 500mm in width.

**9.2.4** Where it is impractical and unnecessary to fit guardrails, alternative arrangements may be acceptable subject to the Administration being satisfied as to the adequacy of the proposed arrangements. For example, on Fishing motor Vessels with narrow side decks alongside a deck house, a handrail on the side of the deckhouse may be fitted. On the foredeck, a centre line handrail may be considered more workable.

**9.2.5** Handrails shall be provided for access stairways, ladder ways, passageways and for decks without bulwarks or guardrails. This provision shall not be used in lieu of guardrails and bulwarks where required by this notification.

## 10 REQUIREMENTS SPECIFIC TO SAILING FISHING VESSELS

### 10.1 Sails and Rigging

**10.1.1** Efficient storm sails shall be carried which are capable of taking the

Vessel to windward in heavy weather. Where one of the required storm sails is a foresail, and roller furling gear and associated sails are fitted, a means of setting a separate taut luff storm jib shall be provided. Each storm weather jib shall have a means to attach the luff to a stay independent of any luff groove device, which shall be permanently attached to the sail. Such sails may use the taught luff of a furled sail.

**10.1.2** Storm sails need not be provided for a Design Category 4 sailing Fishing Vessel that is limited to operate in fair weather and daylight only.

**10.1.3** The condition of spars and rigging shall be examined during annual surveys. A detailed spars and standing rigging visual inspection shall be carried out at the time of renewal survey. Chain plates and their attachments to hull structure shall be visually examined at least every annual survey.

## **10.2** *Rails and Wires*

**10.2.1** When the proper working of a sailing Fishing Vessel may otherwise be impeded, bulwarks or two courses of rails or taut wires shall be fitted around the working deck and the height of the protection shall be not less than 600mm above the deck. Rails or wires shall be supported at intervals not exceeding 2.2 meters.

**10.2.2** When the proper working of a sailing Fishing Vessel of less than 9 meters in length may otherwise be impeded, and for Vessels in which the crew do not leave the cockpit, bulwarks or a single rail or taut wire may be fitted around the working deck with the height of the protection being not less than 450mm above the deck but with no vertical opening greater than 560mm.

**10.2.3** In a Vessel fitted with a headstay, a fixed or drop-nosed bow pulpit shall be provided forward of the headstay of at least the same height as the guardrails, except in way of a substantial bowsprit. A drop-nosed pulpit with an opening wider than 250mm shall be provided with a means of closure at guardrail height, for use at sea.

## **10.3** *Pulpit Arrangement*

When it is desired to move forward of a pulpit to access a bowsprit or to assist with docking operations, it shall be permissible to arrange the pulpit with an opening in its forward most part. In this case, an efficient means of closure of the opening shall be fitted, and jackstays provided.

## **10.4** *Toe Rails*

When appropriate to the working of a sailing Vessel, a toe rail of not less than 25 mm in height shall be fitted around the working deck.

# **11** **SAFETY HARNESSSES**

## **11.1** *Requirements*

**11.1.1** Fishing Vessels shall be provided with safety harnesses as necessary for all persons who may be required to work on deck, minimum number required being two.



**11.1.2** Efficient means for securing the lifelines of safety harnesses shall be provided on exposed decks, and grab rails provided on the sides and ends of a deckhouse.

**11.1.3** Fastening points for the attachment of safety harness lifelines shall be arranged having regard to the likely need for work on or above deck. Securing points shall be provided close to a companionway and on both sides of a cockpit.

**11.1.4** When guardrails or wires are not otherwise provided, jackstays (that may be fixed or portable) secured to strong points, shall be provided on each side of the Vessel to enable crewmembers to traverse the length of the weather deck in bad weather.

- 11.2** Jackstays will be provided for in Design Category 1,2 and 3 sailing Fishing Vessels. When a Vessel with sail is provided with an open fronted pulpit, jackstays shall be carried sufficiently far forward to protect persons working in the vicinity of the pulpit.

## **12** WORKING DECKS

### **12.1** *Surface of Working Decks*

**12.1.1** The surface of a working deck shall be non-slip.

**12.1.2** Acceptable surfaces are chequered plate, unpainted wood; a non-skid pattern moulded into FRP; non-slip deck paint; or an efficient non-slip covering.

**12.1.3** Particular attention shall be paid to the surface finish of a hatch cover when it is fitted on a working deck and, for sailing Vessels, to sloping coach roof sides where these effectively constitute a working deck when the Vessel is heeled.

- 12.2** In an inflatable or rigid inflatable Vessel the upper surface of the inflatable buoyancy tube shall be provided with a non-slip finish.

## **13** FIRE SAFETY

### **13.1** *General*

**13.1.1** The boundary of the engine space shall, with special consideration given to fire flaps, be arranged to contain the fire-extinguishing medium i.e. the engine space shall be capable of being closed down in order that the fire-extinguishing medium cannot escape. Any fans located within or feeding a machinery space shall be capable of being stopped from outside the space in the event of a fire. Systems compromising automatic stopping of fans in the event of a fire shall be supplemented with a manual override.

**13.1.2** Where it is not practical to have a machinery space, the engine shall be enclosed in a box. The box shall perform the same function as the machinery space boundaries in Section

1.1 above.

**13.1.3** Combustible materials and liquids shall not be stowed in the engine space. If non-combustible materials are stowed in the engine space, they shall



be adequately secured against falling on machinery and shall cause no obstruction to access to or from the space.

**13.1.4** Portlights or windows shall not be fitted in the boundary of the engine space except that an observation port having a maximum diameter of 150mm may be fitted in an internal boundary bulkhead, provided that the port is of the non-opening type, the frame is constructed of steel or other equivalent material, and the port is fitted with a permanently attached cover with securing arrangements. Only fire rated toughened safety glass (rated A0 in accordance with the FTP Code) shall be used in an observation port.

## **13.2 Structural Fire Protection**

**13.2.1** The hull, superstructure, structural bulkheads, decks and deckhouses of Fishing Vessels shall be constructed of steel, FRP or other equivalent material. Material other than steel, in case used shall be insulated to the same fire-retardant properties as steel. In case alternate arrangements are proposed, the same shall be submitted to the Administration for approval, along with details and calculation substantiating the equivalence of the material used.

**13.2.2** For all Design Categories of Fishing Vessels constructed in steel, the bulkheads and decks separating the engine room from the accommodation spaces and the wheelhouse and accommodation spaces shall be constructed of steel suitably insulated by fire retardant covering as per IS standards. Fishing Vessels that have the machinery space boundaries constructed of steel require no additional fire protection. However, surfaces on the opposite side of the machinery space shall only be coated with finishes which have a Class 1 surface spread of flame rating when tested in accordance with FTP Code.

**13.2.3** For all Design Categories of Fishing Vessels constructed in Fibre Reinforced Plastic (FRP), machinery space boundaries shall prevent the passage of smoke and flame for 15 minutes, when tested in accordance with the FTP Code. Fire resistance of FRP may be achieved by the use of woven roving glass layers or additives (which must be added strictly in accordance with the manufacturer's requirements) to the resin. Intumescent polyester, epoxy, vinyl ester or phenolic resin surface coatings may also be used; however, solvent borne intumescent paints are not acceptable. The requirement for the fire test may be waived if the construction complies with an ISO or equivalent standard to give at least the same level of protection.

**13.2.4** For all Design Categories of Fishing Vessels, the bulkheads and decks separating the machinery spaces from control stations, corridors, accommodation spaces, stairways, service spaces and cargo spaces shall be so constructed as to be capable of preventing the spread of fire to the unexposed side. A general guidance as indicated in the table below shall be followed between adjacent bulkheads and decks –

	1	2	3	4	5
Control Stations (1)	A0	A60	A60	A60	A0
Accommodation spaces (2)		C	A0	A60	A0
Service Spaces (3)			A0	A60	*
Machinery Spaces (4)				*	A0

Other Spaces (5)					*
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[\* - The division requires to be of steel or other equivalent material, not of "A" class standard.]

**13.2.4** Interior stairways below the weather deck shall be of steel or other material having acceptable fire resisting properties.

### **13.3** *Insulation*

**13.3.1** Thermal or acoustic insulation fitted inside the engine space shall be of non- combustible material.

**13.3.2** Insulation shall be protected against impregnation by flammable vapours and liquids. Where insulation is cut, the edges shall be protected against such impregnation, e.g. by the use of non-combustible tape. Where the insulation is vulnerable to damage it shall be protected.

**13.3.3** Insulation materials in accommodation spaces, service spaces (except domestic refrigeration compartments), control stations and machinery spaces shall be non-combustible. Vapour barriers and adhesive used in conjunction with insulation, as well as insulation of pipes fittings, for cold service systems, need not be non-combustible materials, but they shall be kept to the minimum quantity practicable, and their exposed surfaces shall have qualities of resistance to the propagation of flame to the satisfaction of Administration.

### **13.4** *Cleanliness*

**13.4.1** Provision shall be made to retain any oil leakage within the confines of the engine space.

**13.4.2** When it is impracticable to fit a metal drip tray in way of the engine, the use of the engine bearers as a means of containment of the oil may be accepted when they are of sufficient height and have no limber holes. Provision shall be made for the clearing of spillage and drainage collected in the engine space.

**13.4.3** Efficient means shall be provided to ensure that all residues of persistent oils are collected and retained on-board for discharge to collection facilities ashore.

**13.4.4** The engine space shall be kept clean and clear of oily waste and combustible materials.

### **13.5** *Open Flame Gas Appliances*

**13.5.1** Open flame gas appliances provided for cooking, heating or any other purposes including their installation shall comply with the requirements of a recognized standard so far as the requirements apply to any particular appliance and be suitable for marine use and installation in Vessels.

**13.5.2** Materials which are in the vicinity of open flame cooking or heating appliances shall be non-combustible, except that these materials may be faced with any surface finish having a Class 1 surface spread of flame rating when tested in accordance with a recognised standard.

**13.5.3** Combustible materials and other surfaces which do not have a surface spread of flame rating shall not be left unprotected within the following distances of a standard cooker –

- (a) 400mm vertically above the cooker, for horizontal surfaces, when the Vessel is upright.
- (b) 125mm horizontally from the cooker, for vertical surfaces.

**13.5.4** Curtains or any other suspended textile materials shall not be fitted within 600mm of any open flame cooking, heating or other appliance.

### **13.6** *Furnishing Materials*

**13.6.1** It is recommended that Combustion Modified High Resilient (CMHR) foams are used in upholstered furniture and mattresses.

**13.6.2** Upholstery covering fabrics shall satisfy the cigarette and butane flame tests of a recognized standard.

### **13.7** *Fire Detection*

**13.7.1** In Fishing Vessels where the total installed power (propulsion and electrical generation) is greater than 750 kW efficient fire detectors shall be fitted in the engine space(s).

**13.7.2** Design Category 1 and 3 Fishing Vessels shall be fitted efficient fire detectors in the engine space(s) and spaces containing open flame devices.

**13.7.3** On board any Fishing Vessel, where an area is identified as posing a fire risk to guests or crew (e.g. galleys, sleeping accommodation), fire detection equipment shall be installed to protect that area.

**13.7.4** The fire detectors shall be appropriate to the hazard identified and shall give an audible warning that can be heard in the space concerned and in the control position when the Vessel is in operation.

### **13.8** *Means of Escape*

**13.8.1** Two means of escape shall be provided in the following areas –

- (a) accommodation spaces used for sleeping or rest.
- (b) Other accommodation spaces affected by a fire risk.
- (c) Machinery spaces affected by a fire risk except those spaces visited only occasionally or unmanned during normal operation, and where the single access gives ready escape, at all times, in the event of fire; or those spaces where any person entering and moving about the space is within 5 metres of the single entrance, at all times.

**13.8.2** The means of escape shall be such that any single hazardous event will not cut-off both escape routes.

**13.8.2** In the exceptional case where a single means of escape from accommodation spaces is accepted; efficient fire detectors shall be provided as necessary to give early warning of a fire emergency that could cut off that single means of escape.

**13.8.3** Means of escape shall be clearly marked for their purpose on both sides, and the function of each escape route demonstrated by practical tests to the satisfaction of the Administration.

**13.8.4** All sailing multihull Fishing Vessels over 12 metres length shall be fitted with an emergency escape hatch in each main inhabited watertight compartment to permit the exit of personnel in the event of an inversion. Such escape hatches shall be located above both upright and inverted waterlines.

### **13.9** *Restricted Use of Combustible Material*

**13.9.1** All exposed surfaces in corridors and stairway enclosures and surfaces including decks in concealed or inaccessible spaces in accommodation spaces, service spaces and control stations shall have low flame-spread characteristics. Exposed surfaces of ceilings in accommodation spaces, service spaces and control stations shall have low flame-spread characteristics.

**13.9.2** Paints, varnishes and other finishes used on exposed interior surfaces shall not offer an undue fire hazard in the judgment of the Administration and shall not be capable of producing excessive quantities of smoke.

## **SCHEDULE III**

### **List of Equipment with Liferafts**

**[See rule 27 (2b)]**

- (a) one buoyant rescue quoit attached to not less than 30 m of buoyant line;
- (b) one non-folding safety knife with a buoyant handle and hand guard, attached and stowed in  
a pocket on the exterior of the canopy adjacent to the painter;
- (c) for each life raft that has a complement of more than 12 persons, one safety knife, in addition to that required by paragraph (b), that is not required to be non-folding;
- (d) two buoyant bailers for a life raft that has a complement of more than 12 persons and one  
buoyant bailer in any other case;
- (e) two sponges;
- (f) two sea anchors,
- (i) one spare and the other permanently attached to the life raft in such a way that, when the life raft inflates and is waterborne, the sea anchor causes the life raft to lie oriented to the wind in a stable manner, and

- (ii) each with a shock-resistant hawser and a tripping line, both the hawser and the line being strong enough for all sea conditions;
- (g) two buoyant paddles;
- (h) one whistle or equivalent sound signalling device;
- (i) the following distress signals:
  - (i) six pyrotechnic distress signals, of which two are rocket parachute flares, three are hand flares and one is a buoyant smoke signal, or
  - (ii) until the first servicing of the life raft after April 27, 1996, six red hand flares;
- (j) one watertight electric flashlight suitable for Morse signalling and, in a watertight container,
  - one spare set of batteries and one spare bulb for the flashlight;
- (k) for each member of the complement, six doses of anti-seasickness medicine and one seasickness bag;
- (l) one heliograph for signalling to ships and aircraft, with instructions for its use;
- (m) one first aid kit that meets the requirements of section 4;
- (n) a copy of life saving signals set out on a waterproof card or in a watertight container;
- (o) instructions on
  - how to survive until rescued, and
  - the steps to be taken by members of the complement immediately after boarding the life raft;
- (p) thermal protective aids for two persons or 10 per cent of the complement, whichever is greater;
- (q) for each life raft with inflatable compartments, one repair kit for repairing punctures and one
  - topping-up bellows or pump; and
- (r) one radar reflector.

**SCHEDULE III**  
**Life saving appliances and Radio equipment**  
**[See rule 29(1), 30(1), and 32(2)]**

<b>TABLE 1 – MINIMUM LIFE SAVING APPLIANCES REQUIRED</b>				
	<b>Category 1</b>	<b>Category 2</b>	<b>Category 3</b>	<b>Category 4</b>
Liferafts	2	1	1	Optional
Lifejackets (adult size)	100%	100%	100%	100%
Lifebuoys without attachments	1	1	1	1
Lifebuoy with light	2	1	NA	NA
Lifebuoy with buoyant lifeline	1	1	NA	NA
Parachute flares	4	2	NA	NA
Red hand flares	4	4	2	NA
Smoke signals	2	2	1	NA

<b>TABLE 2 – RADIO EQUIPMENT REQUIREMENTS</b>				
	<b>Category 1*</b>	<b>Category 2</b>	<b>Category 3</b>	<b>Category 4</b>
VHF radio with DSC - fixed installation	1	1	-	-
VHF radio - hand portable	2	1	1	1
INMARSAT SES or MF/HF radio with DSC	1	-	-	-
*Design Category 1 Fishing Vessels shall be as per GMDSS requirement.				

## SCHEDULE IV

[See rule 68]

<b>TABLE 3 – SAFE MANNING FOR MECHANICALLY PROPELLED FISHING VESSELS</b>								
<b>Designation</b>	<b>Category 1</b>		<b>Category 2</b>		<b>Category 3</b>		<b>Category 4</b>	
	<b>No</b>	<b>Min Grade</b>	<b>No</b>	<b>Min Grade</b>	<b>No</b>	<b>Min Grade</b>	<b>No</b>	<b>Min Grade</b>
Master	1	Skipper Gr.I ( <i>With GMDSS Certificate</i> )	1	Mate of a Fishing Vessel	1	Skipper Gr.II Or Mate of a Fishing Vessel with 1yr experience	1	Holder of an Approved Fishing Boat certificate.
Chief Officer	1	Mate of a Fishing Vessel	-	-	-	-		
Engineer	1	FV Engineer	1	FV Engine Driver	1	FV Engine Driver		Holder of an Approved Fishing Boat certificate.
Crew	1	Basic STCW Courses	1	Basic STCW Courses	1	Basic STCW Courses		
Total	4		3		3		2	

**SCHEDULE V**  
**Form DFV-1**  
**Application for Determination Whether a Vessel is a Fishing Vessel**  
*[See rule 4(1)]*

1. Applicant Details

- a) Full Name of Owner / Operator: \_\_\_\_\_
- b) Address: \_\_\_\_\_
- c) Contact Details: Phone \_\_\_\_\_ Email \_\_\_\_\_

2. Vessel Particulars

- a) Proposed / Existing Port of Registry: \_\_\_\_\_
- b) Name of Vessel (if any): \_\_\_\_\_
- c) Proof of Ownership / Lawful Possession enclosed:
- ☐ Yes ☐ No
- d) Tonnage (GT / NT): \_\_\_\_\_
- e) Principal Dimensions:
- Length Overall (LOA): \_\_\_\_\_ m
  - Breadth: \_\_\_\_\_ m
  - Depth / Draft: \_\_\_\_\_ m
- f) Hull Construction Material: ☐ Steel ☐ FRP ☐ Aluminium ☐ Wood ☐ Other \_\_\_\_\_
- g) Propulsion: ☐ Inboard Engine Power: \_\_\_\_\_ kW
- ☐ Outboard Engine Power: \_\_\_\_\_ kW
- ☐ Sail ☐ Hybrid

3. Fishing Operations Details

- a) Intended Fishing Method / Gear:
- ☐ Gillnets ☐ Trawl ☐ Longline ☐ Purse Seine ☐ Other \_\_\_\_\_



Details (Winches / Hauling / Net Drums / Tanks):

b) Fish Handling & Preservation Arrangements (ice storage / RSW / etc.):

#### 4. Area of Operation

a) Operational Limits:

☐ Within Territorial Waters (12 NM)

☐ Beyond Territorial Waters

b) Proposed Fishing Grounds:

#### 5. Communication & Navigation Equipment

(Attach copies of certificates where applicable)

☐ VHF Radiotelephone

☐ AIS Transponder

☐ EPIRB

☐ GPS / GNSS Receiver

☐ Radar

☐ GMDSS Equipment (specify area): \_\_\_\_\_

☐ Other \_\_\_\_\_

#### 6. Manning Details

Crew Statement enclosed: ☐ Yes ☐ No

Form CS-1 Reference No.: \_\_\_\_\_

Number of Fishers Proposed: \_\_\_\_\_

## 7. Declaration

I hereby declare that the information furnished above is true and correct.

I request a determination that the vessel is a Fishing Vessel for the purposes of Part XIII of the Merchant Shipping Act, 2025.

Place: \_\_\_\_\_

Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Signature of Owner / Operator: \_\_\_\_\_

### For Office Use Only

#### A. Surveyor's Verification

Survey conducted on: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Surveyor Name: \_\_\_\_\_

Findings:

- ☐ Vessel suitable for fishing operations
- ☐ Complies with seaworthiness and equipment requirements
- ☐ Fit for classification as Fishing Vessel
- ☐ NOT suitable for fishing vessel classification

Remarks:

Signature of Surveyor: \_\_\_\_\_ Seal: \_\_\_\_\_

#### B. Order of the Director-General

Based on inspection and submissions:

- ☐ Determined as a Fishing Vessel
- ☐ Not Determined as a Fishing Vessel

Reasons (if rejected): \_\_\_\_\_

Order Issued in Form DFV-2 on: \_\_\_\_ / \_\_\_\_ / \_\_\_\_\_

Signature of Authorised Officer: \_\_\_\_\_

**Form DFV 2**  
**Order of Determination — Fishing Vessel Status**  
*[See Rule 4(5)]*

Reference Details

Application No.: \_\_\_\_\_

Date of Application: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Form Submitted: DFV-1

Survey Report Reference: \_\_\_\_\_

Date of Survey: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Order of Director-General

Upon consideration of the documents and survey report, it is hereby ordered that—

☐ The vessel IS determined to be a Fishing Vessel for the purposes of Part XIII of the Merchant Shipping Act, 2025.

☐ The vessel IS NOT determined to be a Fishing Vessel for the purposes of Part XIII of the Merchant Shipping Act, 2025.

If NOT Determined — Reasons

(Reasons must be recorded in writing)

Right to Review

The owner/operator may apply to the Central Government for review within 60 days from the date of communication of this order.

#### Issue Details

Place: \_\_\_\_\_

Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_\_

Signature of Authorised Officer: \_\_\_\_\_

Name & Designation: \_\_\_\_\_

Seal: \_\_\_\_\_

Issued under the authority of the Director-General of Shipping

## Form FV2

[See rule 53(1)]

### FISHING VESSEL INSPECTION CERTIFICATE

This Certificate should be supplemented by a Record of Equipment and Ship Information Issued under the provisions of the

*Merchant Shipping (Fishing Vessel) Rules- 2025*

under the authority of the  
Government of India by

.....

#### *Particulars of Fishing Vessel*

Name of Vessel :

Vessel Identification Number :

Registration Number :

Port of Registry :

Date of Build (dd/mm/yyyy) :

Propulsion Power (kW) :

Design Category (See note below) : Category 1/ Category 2/ Category 3/  
Category 4

*(Delete as appropriate)*

Number of persons certified to carry:

#### *This is to Certify:*

1. That the Fishing Vessel has been surveyed in accordance with the applicable provisions of the Merchant Shipping (Fishing Vessel) Rules-XXXX
2. That the survey showed that the Vessel complied with the requirements

of the Merchant Shipping (Fishing Vessel) Rules- XXXX as regards –

- i. the structure, stability, machinery and electrical installations.
- ii. the safety equipment, safety navigation and radio communication equipment.
- iii. all relevant requirements of prevention of marine pollution.

3. A freeboard of \_\_\_\_\_mm was assigned and marked on the Vessel's side at amidships.

4. In all other respects the Fishing Vessel complied with the relevant requirements of the Merchant Shipping (Fishing Vessel) Rules- XXXX.

Completion date of the survey on which this certificate is based:

.....

(dd / mm / yyyy)

This certificate is valid until (dd/mm/yyyy)..... subject to the annual surveys and inspection of the outside of the ship's bottom in accordance with the Merchant Shipping (Fishing Vessel) Rules- XXXX.

Issued at .....the.....day of .....20.....

The undersigned declares he is duly authorized by the said Government to issue this certificate.

.....

***(Authorized Signatory)***

**Official Seal**

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**NOTE :-**

Category 1 – Unrestricted service.

Category 2 – Less than 24 mtrs length, Unrestricted service.

Category 3 – To sea, up to 12 nautical miles from nearest land.

Category 4 –Less than 24 mtrs length and operate to sea up to 12 nautical mile from nearest land.



*Endorsement For Annual Survey Relating to Condition of Structure, Machinery And Equipment  
As Required By Merchant Shipping (Fishing Vessel) Rules- XXXX*

THIS IS TO CERTIFY that, at an annual survey required Merchant Shipping (Fishing Vessel) Rules- 2013, the Vessel was found to comply with the relevant requirements of the said Rule.

Annual Survey: Signed: .....

(Signature of authorized official)

Place: .....

Date: .....

(Seal or stamp of the authority, as appropriate)

Annual Survey: Signed: .....

(Signature of authorized official)

Place: .....

Date: .....

(Seal or stamp of the authority, as appropriate)

Annual Survey: Signed: .....

(Signature of authorized official)

Place: .....

Date: .....

(Seal or stamp of the authority, as appropriate)

Annual Survey: Signed: .....

(Signature of authorized official)

Place: .....

Date: .....

(Seal or stamp of the authority, as appropriate)

*Endorsement for Inspection of the outside of the Fishing Vessel's Bottom*

THIS IS TO CERTIFY that inspections of the outside of the Vessel's bottom as required by Merchant Shipping (Fishing Vessel) Rules- XXXX, the Vessel was found to comply with the relevant requirements of the said Rule.

First Inspection: Signed: .....

(Signature of authorized official)

Place: .....

Date: .....

(Seal or stamp of the authority, as appropriate)

Second Inspection: Signed: .....

(Signature of authorized official)

Place: .....

Date: .....

(Seal or stamp of the authority, as appropriate)

*Endorsement where the Renewal Survey has been Extended*

THIS ISTO CERTIFY that the validity of this certificate is hereby extended until ..... as the Vessel was considered to comply with the relevant provision of the Merchant Shipping (Fishing Vessel) Rules- XXXX for the period of extension.

Signed: .....

(Signature of authorized official)

Place: .....

Date: .....

(Seal or stamp of the authority, as appropriate)

*Endorsement where the Renewal Survey has been Completed*

THIS ISTO CERTIFY that the validity of this certificate is hereby extended until ..... as the Vessel was considered to comply with the relevant provision of the Merchant Shipping (Fishing Vessel) Rules- XXXX for the period of extension.

Signed: .....

(Signature of authorized official)

Place: .....

Date: .....

(Seal or stamp of the authority, as appropriate)

### Form FV3

#### RECORD OF EQUIPMENT AND FISHING VESSEL INFORMATION

(This Record shall be permanently attached to the Fishing Vessel Inspection Certificate.)

#### FOR COMPLIANCE WITH

#### THE MERCHANT SHIPPING (FISHING VESSEL) RULES XXXX

##### 1. Particulars of Vessel

Name of Vessel .....

Registration Number.....

Port of Registry.....

2. **Details of lifesaving appliances** *(Against each row below, mark "Provided ( Nos.)" where equipment/provision exists or "Nil /"NA", as the case may be, if not)*

1.	Liferafts	
2.	Lifebuoys with light	
3.	Lifebuoys with buoyant line	
4.	Lifebuoys without attachments	
5.	Lifejackets (adult size)	
6.	Lifejackets (child size)	
5	Radar reflector	
6	Parachute flares	
7	Red hand flares	
8	Smoke signals	

3. **Details of navigational systems and equipment** *(Against each row below,*

mark "Provided ( Nos.)" where equipment/provision exists or "Nil /"NA", as the case may be, if not)

1	Magnetic compass	
2	Means of correcting heading and bearing (i.e. valid deviation card)	
3	Echo sounder	
4	Receiver of global navigation satellite system or a terrestrial radio navigation system	
5	Distance measuring Log	
6	9GHz radar	
7	EPIRB (406MHz/ Inmarsat E)	
8	SART	
9	AIS	
10	Signaling lamp	
11	Radar reflector	
12	Aneroid barometer	
13	Searchlight	
14	Anemometer	
15	Nautical charts for the intended voyage	
13	Nautical publications	

**4. Details of radio facilities** (Against each row below, mark “Provided (....Nos.)” where equipment/provision exists or “Nil /”NA”, as the case may be, if not)

1	VHF fixed radio installation with DSC	
2	Two-way VHF radio (portable walkie-talkies)	
3	Automatic Identification Systems (AIS)	
4	MF/HF transceiver with DSC	
5	Inmarsat SES (Nos. provided: .....)	
6	Duplication of equipment	

**5. Details of oil pollution prevention equipment** (Other than rows where specific data is to be filled, mark “Yes” in the right-hand box against the row to indicate the equipment/provision exists. In case the equipment/provision is not applicable, leave it blank).

1	Oil filtering equipment		...
	1.1	Make and model.....	
	1.2	Maximum throughput m <sup>3</sup> /h.....	
	1.3	Approval standard.....	
2	Holding tank for oily bilge:		...
	Tank identification	Tank location	Volume (m3)
		Total Volume (m3)	
3	Holding tank for waste oil:		...
	Tank identification	Tank location	Volume (m3)

		Total Volume (m3)	
4	Standard discharge connection		...

**6. Details of sewage treatment plant and equipment** (*Other than rows where specific data is to be filled, mark “Yes” in the right-hand box against the row to indicate the equipment/provision exists. In case the equipment/provision is not applicable, leave it blank*)

1	Sewage Treatment Plant		...
	1.1	Make and model.....	
	1.2	Capacity (no. of persons) .....	
	1.3	Approval standard.....	
2	Sewage commuting and disinfecting system		...
	2.1	Make and model.....	
	2.2	Approved by.....	
3	Holding tank for sewage:		...
	3.1	Capacity (m <sup>3</sup> ) .....	
4	Standard discharge connection		...

*7.Details of Control of Emission Limit under Regulation 13, NOx Technical Code 2008*

	<i>Engine1</i>	<i>Engine 2</i>	<i>Engine3</i>	<i>Engine 4</i>	<i>Engine 5</i>
Name and model					
Serial number					
Power output (kW)					
Rated speed (RPM)					
Tier I (Mark "Yes" if compliant)					
Tier II (Mark "Yes" if compliant)					
Tier III (Mark "Yes" if compliant)					

**8. Details of anti-fouling system(s) applied**

(1) Type(s) of anti-fouling system(s) used

.....

(2) Date(s) of application of anti-fouling system(s)

.....

(3) Name(s) of company(ies) and facility(ies)/location(s) where applied

.....

(4) Name(s) of anti-fouling system manufacturer(s)

.....

.....

(5) Name(s) and colour(s) of anti-fouling system(s)

.....

.....

(6) Active ingredient(s) and their Chemical Abstract Service Registry Number(s) (CAS number(s))

(7) Type(s) of sealer coat, if applicable .....

(8) Name(s) and colour(s) of sealer coat applied, if applicable

(9) Date of application of sealer coat

.....

*THIS IS TO CERTIFY that this Record is correct in all respects*

**Issued at ..... the ..... day of .....  
20.....**



*(Official Seal)*

*(Authorized Signatory)*

**FORM CS-1:**

*[See rule 71(1)]*

**CREW STATEMENT**

1. Vessel Name: \_\_\_\_\_
2. Official Number / Registration Number: \_\_\_\_\_
3. Port of Registry: \_\_\_\_\_
4. Voyage Details (From/To): \_\_\_\_\_
5. Date of Departure: \_\_\_\_\_

**Crew Details:**

Full Name	Date of Birth / Age / Sex	Address & Nationality	ID Particulars	Capacity Engaged	CoC/CoP Details	Date & Place Joined	Date & Place Discharged	Signature / Thumb Impression

Signed by Skipper: \_\_\_\_\_ Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Countersigned by Owner / Authorised Agent: \_\_\_\_\_ Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Changes During Voyage: (Enter date & vessel position when updating crew details)

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**FORM – AFV-1**  
**AGREEMENT BETWEEN OWNER / SKIPPER AND FISHER**  
*[See Rule 70(2)]*

**PART A – FISHER DETAILS**

Full Name of Fisher: \_\_\_\_\_

Date of Birth: \_\_\_\_ / \_\_\_\_ / \_\_\_\_\_ Age: \_\_\_\_\_ Sex: \_\_\_\_\_

Permanent Address: \_\_\_\_\_

Identity Particulars

(Crew Identity Document / Aadhaar / Other Govt. ID):

Type: \_\_\_\_\_ Number: \_\_\_\_\_

**PART B – VESSEL & EMPLOYER DETAILS**

Name of Fishing Vessel: \_\_\_\_\_

Official Number / Registration Number: \_\_\_\_\_

Port of Registry: \_\_\_\_\_

Name and Address of Owner / Employer: \_\_\_\_\_

Name of Skipper (if different from Owner/Employer): \_\_\_\_\_

**PART C – TERMS OF ENGAGEMENT**

Capacity in which the fisher is engaged (rank/role): \_\_\_\_\_

Duties assigned: \_\_\_\_\_

Voyage / Voyages for which the fisher is engaged: \_\_\_\_\_

Intended fishing grounds: \_\_\_\_\_

Operational limits: \_\_\_\_\_

Commencement date of employment: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Duration of this agreement (if applicable):

From \_\_\_\_ / \_\_\_\_ / \_\_\_\_ to \_\_\_\_ / \_\_\_\_ / \_\_\_\_

☐ Indefinite / Until revoked

#### **PART D – WAGES / SHARE OF CATCH**

Mode of payment (tick ✓ as applicable):

☐ Fixed monthly wages

☐ Share of catch

☐ Combination of wages and share

Details of wages and/or share of catch:

Frequency of payment:

☐ Weekly ☐ Fortnightly ☐ Monthly ☐ Per voyage ☐ Other: \_\_\_\_\_

Permitted deductions, if any (as per applicable law):

#### **PART E – REST, WATCHKEEPING, MEDICAL & INSURANCE**

Minimum hours of rest (per day / per week):

Watchkeeping obligations (if any):

Entitlement to medical care & sickness benefit (brief description as per policy / scheme):

Injury compensation and death benefits (as per insurance policy / scheme):

Name of insurance / scheme: \_\_\_\_\_

Policy / Scheme No.: \_\_\_\_\_

Brief coverage description: \_\_\_\_\_

Repatriation entitlement (including return to place of engagement where required):

#### **PART F – TERMINATION, DISCHARGE & AMENDMENT**

Notice period for termination by either party:

Special grounds for termination at sea (e.g., serious misconduct, incapacity, etc.):

Circumstances of discharge (end of voyage, mutual consent, etc.):

Amendment of agreement:

Any amendment to this agreement shall be in writing, signed by both parties and countersigned by the skipper.

### **PART G – MINOR FISHER (IF APPLICABLE)**

(Complete only where fisher is a minor as permitted under applicable law)

Name of Parent / Legal Guardian: \_\_\_\_\_

Relationship to Fisher: \_\_\_\_\_

Address of Parent / Legal Guardian:

Consent:

I, the undersigned parent / legal guardian, hereby give my consent to the above fisher to be engaged under this agreement.

Signature of Parent / Legal Guardian: \_\_\_\_\_

Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

### **PART H – DECLARATION & SIGNATURES**

This agreement is made and executed before the commencement of employment / before the vessel proceeds to sea (whichever is earlier).

We hereby declare that we have read and understood the terms of this agreement and agree to be bound by them.

Fisher

Name: \_\_\_\_\_

Signature / Thumb impression: \_\_\_\_\_

Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Witness

Name of Witness: \_\_\_\_\_

Address of Witness: \_\_\_\_\_

Signature of Witness: \_\_\_\_\_

Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

Owner / Authorised Agent / Skipper

Name: \_\_\_\_\_

Capacity (Owner / Agent / Skipper): \_\_\_\_\_

Signature: \_\_\_\_\_

Date: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

