

PROVISIONAL LOCAL VESSELS ADVISORY COMMITTEE

Amendments to the Draft Code of Practice – Safety Standard for Class I, II and III Vessels (2005 revised)

1. Purpose

Following the previous paper No. 23/2004 and 2/2005 relating to subject, this paper is prepared for comments and endorsement by this Committee for implementation under the Merchant Shipping (Local Vessels) Ordinance. Subject to the endorsement of this paper, a revised full version will be issued accordingly.

2. Background

2.1 The Code is issued under section 8 of the Merchant Shipping (Local Vessels) Ordinance (“LVO”), which stipulates that the Director of Marine may approve and issue such codes of practice as in his opinion are suitable for that purpose; and approve different codes of practice for different classes of local vessels.

2.2 Since the draft Code issued in November 2004, a number of amendments were made in 27 May 2005. Consultation was circulated in PLVAC via Paper No. 2/2005. There was no comments for the Paper apart from requesting clarifications on Annex P “Minimum Safe Manning requirements for Hong Kong licensed vessels operating in Hong Kong waters and river trade limits”. This revised draft Code was made with additional necessary amendments the following main topics:

- (i) Introducing a method on measuring black smoke emissions (PLVAC paper 8/2000 refers);
- (ii) quoting the relevant requirements of fire fighting appliances and life saving appliances which are stipulated in the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation (“Survey Reg”);
- (iii) Upgrading and rationalized the safety requirements of fishing vessels with relevant amendments (background information are in Annex 2 refers and also the concern of accident statistics on fishing wooden vessels remains at a high level annually in past years, i.e. over 50% of the total accident cases);

- (iv) introducing the additional survey requirements and cycles for wooden vessels and GRP vessels with relevant amendments (for reasons of safety and fairness in control, also refers to above para (iii));
- (v) introducing inspection and safety requirements for landing platform and large cargo vessels;
- (vi) modifying Annex P - “Minimum Safe Manning requirements for Hong Kong licensed vessels operating in Hong Kong waters and river trade limits” (a follow-up action after recent consultation on the subject);
- (vii) making clear interpretation for technical requirements;
- (viii) aligning the terms and requirements in the under LVO and its sub-legislations;

3. Amendments introduced

The amendments introduced / made to the draft Code are summarized and highlighted in Annex 1.

4. Consultation

- 4.1 The proposed amendments to the draft Code were consulted the Technical Sub-committee under this Committee, relevant owners and operators associations.
- 4.2 Members are welcome to give comment on the contents of this paper and will be asked whether the contents of this paper should be endorsed.

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September 2005*

The amendments introduced/made to the revised draft Code are summarized and highlighted as follows:

Item	Section	Description	Remarks
1	Index	Amend the section and annex indice	Update content and annex list
2	Chapter II Sect. 6	Amend para. 6.1 and added para. 6.3	List out the drawing/plans required to be carried onboard
3	Chapter II Sect.8	Added para.8 – introduce relevant equipment and installation required for Large Cargo Vessel	List out the additional relevant equipments required on Large Cargo Vessel
4	Chapter IIIA Sect.7	Added para. 7.5 and para. 7.6	Introducing method on measuring the emission of black smoke from vessels (PLVAC paper 8/2000 refers)
5	Chapter IIIA Sect 23	Added para. 23	List out the requirements for refrigerating chamber and refrigerating machinery
6	Chapter V	Added table to determine maximum carrying capacity of Kaito	More detailed interpretation
7	Chapter VI Sect. 2	Added para. 2.2 and 2.3	List out the type and quantity of fire fighting equipment required for Class I, II and III vessel
8	Chapter VII Sect. 2	Added para. 2.2 and para. 2.3	List out the type and quantity of life saving equipment required for Class I, II and III vessel
9	Chapter VII Sect. 14	Added para. 14	List out the requirement for provision of inflatable liferaft on vessels operating in Safe Navigation Limits I, II & III
10	Annex I-7 (A) to I-7 (G) (Old version of I-7 “CONSTRUCTION AND LICENSING OF GRP FISHING VESSELS” has been moved to Annex N)	Original Annex I-11 has been changed to I-7(D) and add Annex I-7(A) to I-7(G)	To present the construction, inspection requirements, periodic survey schedule and survey cycle of class II vessels

11	Annex I-10	Delete “Emission table of exhaust from diesel engines” and add remark	Redundant description, delete
12	Annex I-11 (old version “CONSTRUCTION AND LICENSING OF WOODEN FISHING VESSELS” has been moved to Annex N)	New Annex “Landing Platform” was changed to I-11	Introduce the inspection requirement for landing platform
13	Annex J-1	Add new Annex to “Construction of New Wooden Vessels”	Content of licensing requirements for newly built wooden vessels
14	Annex J-2	Add new Annex to “Construction of Wooden Vessels”	Requirement of wooden type vessel (inspection during operation)
15	Annex L	New paragraph relevant to recent issue of Marine Department Notice 53/2005	To reflect the contents relevant to recent issue of of Marine Department Notice 53/2005
16	Annex N	Rewrite and re-grouping this Annex	To rationalize and consolidate the construction, survey schedule, safety installation requirement of each type of fishing vessels under the same annex
17	Annex P – minimum safety manning standard	Contents revised after recent consultation	Edit the content based on document PLVAC Paper 05/2004 dated 5 Jan 2005 and relevant regulations
18	Annex S – simple plan for “LSS installation and arrangement plan”	To increase content of “LSS installation and arrangement plan”	To depict and identify the position of navigation lights more clearly

BRIEF INFORMATION FOR
SAFETY REQUIREMENTS OF FISHING VESSELS

1. The safety standards for fishing vessels was laid in the Torremolinos International Convention for the Safety of Fishing Vessels, 1977 and its Protocol in 1993. Two relevant Articles quoted below are the prime reference for attention:

“Article 3

Application

- (3) *Unless expressly provided otherwise, then provisions of the annex shall apply to fishing vessels of 24 metres in length and over.*
- (4) *In case where a limit of the vessel’s length is prescribed as greater than 24 metres in a chapter for the application of that chapter, the Administration shall determine which regulations of that chapter should apply, wholly or in part, to a fishing vessel of 24 metres in length and over but less than the length limit prescribed in that chapter and entitled to fly the flag of that State, having regard to the type, size and mode of operation of such a vessel.*
- (5) *Parties shall endeavour to establish, as a matter of high priority, uniform standards to be applied by Administration to fishing vessels referred to in paragraph (4), which operate in the same region, taking into account the mode of operation, sheltered nature and climatic conditions in such region. Such uniform regional standards shall be communicated to the Organization for circulation to other Parties for information.*

Article 10

Entry into force

- (1) *The present Protocol shall enter into force 12 months after the date on which not less than 15 States have either signed it without reservation as to ratification, acceptance or approval or have deposited the requisite instruments of ratification, acceptance, approval or accession in accordance with article 9, the aggregate number of whose fishing vessels of 24 metres in length and over is not less than 14,000.”*

2. Subsequently, “Guidelines for the safety of fishing vessels of 24 metres and over but less than 45 metres in length operating in the East and South-East Asia Region” was formulated after IMO discussion, meetings in Tokyo in 1997 and in Beijing in 2004. In early 2005, the Convention also has promulgated proposal on the safety standards for fishing vessels of less than 24 metres in length.

3. Presently, there are 11 countries signatory to the Convention which makes the enactment of the Convention quite imminent. In fact, the East or South-East Asia region countries (about 12 to 15 countries with fishing activities) are administering nearly 50,000 vessels of length 24 metres and over, and China has the share of about 60% of them. While upholding Hong Kong’s status as an international maritime centre, Hong Kong is committed to ensuring that locally certificated fishing vessels

comply with internationally accepted safety standards for the waters in which they are operating. It is also in the interest of these fishing vessels to meet such standards otherwise they may not be allowed entry by adjacent jurisdictions which adopt the international standards in accordance with the Convention.

4. Based on the spirit of Article 3(5) of the Convention, the People's Republic of China (PRC) has set out and promulgated "Construction and Safety Standard for Fishing Vessels 2000 by Register of Fishing Vessel of the PRC " and few technical series which prescribe safety requirements for fishing vessel operating in different Mainland coastal waters. Mainland fishing vessels are required to meet these standards and it is expected that Hong Kong fishing vessels should follow similar safety requirements.

5. The revised requirements for fishing vessels in this amended version are in line with the principles of the Convention in order to narrow the gap on safety requirements gradually. Therefore, there will be further revised requirements in the coming years to upgrade the standards set out for Mainland coastal waters for Hong Kong local licensed fishing vessels operating in those waters.

**CODE OF PRACTICE -
SAFETY STANDARDS FOR CLASS I, II AND III VESSELS**

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(Item 2)

- 2) Rigging diagrams that should include all rigging arrangements used in all modes of operation of the cranes.
 - 3) As fitted drawings including the scantling and dimensions of the of the derrick boom, mast and permanent attachments, and the arrangements for preventing the lifting of the foot of the derrick boom out of its support
- *12 For high risk vessels that are not classed, all plans and data to be submitted to Marine Department for approval.

<6 Plans to be retained onboard

- 6.1 Every Class I, II and III vessel should be provided onboard one copy of the plan(s) at least with the following information indicated thereon :
 - (a) general arrangement of vessel with seating arrangement and escape routes if passengers are carried;
 - (b) types and dispositions of life saving appliance, fire fighting appliance, light and sound signals.
- 6.2 For every Class I vessel carrying more than 100 passengers, safety plan showing arrangement of life saving appliances, fire fighting appliances, light and sound signals and means of escape, escape installation and arrangement should be exhibited in conspicuous places throughout the vessel.
- 6.3 For Class II and III vessels, stability / loading & unloading information where applicable should be provided on board. >

8 Large Cargo Vessel

- 8.1 “Large Cargo Vessel”: means local licensed cargo vessel of overall length exceeding 50 metres. These vessels are prohibited to enter the typhoon shelter and must be anchored or leave Hong Kong Waters during typhoon period, consequently reinforcement of relevant shipboard equipment and installation as stated the para. 8.2 and 8.3 are required.
- 8.2 In addition to the requirements as stated in this Code of Practice, following equipment and installation are also required :
- (a) Non-mechanically propelled vessel : one kind of communication equipment, anchor and anchoring machine;
 - (b) Mechanically propelled vessel : compass, sonic detector, radar, VHF(Very High Frequency) radio telephone(with licence issued by Telecommunication Authority, Hong Kong), anchor, anchoring machine and inclinaor.
- 8.3 Standard of anchor and anchoring machine must comply with relevant strength and calculation requirements of Classification Societies or a National Standard.

(Item 4)

data on engine model, type and identification number; the fuel injection pump model and size should be clear and adequate for accurate assessment of the engine power. The reconditioning reports should give adequate details similar or same as the items and format given on checklist of engine and gearbox inspection in Annex I-3. For new engine requirements, owners are drawn attention to the recommendation in Annex I-10.

7.4 For main engine and gear box fitted on vessel other than that stated in 7.1 above, documentation provided by manufacturer indicating that the main engines are of marine type is sufficient.

7.5. Any engine fitted on a vessel should be properly maintained at all time free from dark smoke emission. In this regard, during the final survey for initial and periodic survey, engine performance condition check would include smoke emission test using Ringelmann Chart. Shade 2 of the Ringelmann Chart and a continuous period of 3 minutes are the upper limits. The emission beyond this limit is considered not acceptable.

7.6 Any vessel if found or reported emitting excessive dark smoke, owners would be requested to present vessel's engine(s) for special inspection and smoke test to ensure compliance. Any non-compliance will be pursued in accordance with relevant legislation requirement.

8 Engine Fittings

8.1 Main engine and generator engine should be provided with effective means of control and indication.

8.2 If remote control of main engine is provided from the wheelhouse, local control should also be provided at engine side.

<8.3 Emergency stopping device for main engine should be provided in wheelhouse. >

8.4 Main engine installed on any

- (a) <launch or ferry vessel carrying more than 60 passengers>;
- (b) <oil tanker carrying cargo oil having a flash point not exceeding 61°C (closed cup test)>;
- (c) <dangerous goods carrier>;
- (d) <noxious liquid substances carrier>;
- (e) <tug>; or
- (f) <Category A vessel that may ply beyond Hong Kong waters>

should be provided with means of protection due to engine faults as follows:

(Item 5)

- 22.8 (a) The housing of accumulator batteries should be properly stowed in a locker which should be well ventilated.
- (b) Accumulator batteries should not be located in the crew or passenger spaces.
- <22.9 A lightning conductor is recommended to be fitted for a vessel which hull or mast is constructed of nonconductive materials. The lightning conductor might be connected to a copper plate fixed to the vessel's hull well below the lightship waterline. >

PART 5 REFRIGERATION INSTALLATION

23. Refrigerating Chamber and Refrigerating Machinery

23.1 Refrigerating Chamber

- 23.1.1 The insulation layer should be intact and properly fixed.
- 23.1.2 Effective drainage arrangement should be provided for the refrigerating chamber and evaporator.
- 23.1.3 All accessories of the system including the thermometer, pressure gauge should be properly maintained to indicate the correct parameters.
- 23.1.4 Door alarm or manual call point, if provided, should be properly maintained and routine testing is necessary to ensure their correct functioning.
- 23.1.5 The chamber should be well lit and evaporator fan, if provided, should be fitted with protective guard.

23.2 Refrigerating Machinery

- 23.2.1 All the accessories including the thermometer, pressure gauge, relief valve, liquid indicator should be properly maintained.
- 23.2.2 The relief valves and bursting disc should not be blanked and damaged. Blow test would be required if the stamp seal has been damage.
- 23.2.3 The high pressure (discharge) and low pressure (suction) cut-out of the refrigerating compressor should be properly maintained. Periodic testing is necessary to ensure their normal functioning.
- 23.2.4 Insulation resistance of the electrical supply of the system should not be less than 1 mega ohms.
- 23.2.5 Safety protective device of switchgear should be properly maintained and tested to ensure their normal functioning.
- 23.2.6 Control and safety cut-out of the system should be properly maintained and tested to ensure their normal functioning.

(Item 6)

- (k) spaces where noise level exceeds 85 dB(A), measured at maximum operating speed of propulsion engines.

2.2 A guidance plan showing areas to be excluded for measuring passenger space is at Annex G.

3 Maximum Carrying Capacity and Seating

3.1 The maximum number of passengers which may be carried in any vessel other than primitive transportation vessel (kaito) should be determined having regard to the clear space properly available in such vessels and to the following scales:

- (a) Launch, Ferry Vessel and mechanically propelled Class II vessels

passengers no. = the number of fixed passenger seats provided onboard.

The measurement of passenger seating should be guided by the method given on the plan at Annex G;

- (b) Floating Restaurant

passengers no. = the total areas of clear space (m²) divided by 1.1.

Mechanically propelled Class II vessels operating within typhoon shelter only.

Passenger no. = the number of fixed passenger seats provided onboard.

Maximum passenger no. = 0.35 x L x B and not greater than 10;
with an additional crew allowance of 4 persons.

<3.2 The maximum carrying capacity (including passengers and crew) in any primitive transportation vessel (kaito) of single deck should be determined by the following :

Maximum carrying capacity (including passenger and crew) for Kaito of single deck		
Total number of persons = L × B × Cnp		
(a) if no simple inclining test is carried		(b) subject to a simple inclining test and operate in favorable weather condition.
Cnp = 0.35		Cnp = 0.35~ 0.85
Total number of persons = L × B × 0.35		Total number of persons = L × B × Cnp
where	L	: vessel's (deck) length overall in metres
	B	: vessel's maximum breadth in metres

>

The carrying capacity of primitive transportation vessels (kaitos) with more than one deck should be specially considered depending on the situation.

3.3 The maximum number of passengers on each deck of **existing vessels** have been determined as follows:

(Item 7)

- 1.4 “cargo pump room” () means a room in which any pumps used for loading, discharging or transferring cargoes are located;
- 1.5 “cargo spaces” () are all spaces used for cargo including cargo oil tanks, slop tanks and trunks to such spaces;
- 1.6 “engine room” () means a space which contains propulsion machinery and generators;
- 1.7 “machinery space” () means a space which contains internal combustion engines, electrical machinery, ventilation and air conditioning machinery and similar spaces;
- 1.8 “non-combustible material” () means a material which neither burns nor gives off flammable vapours in sufficient quantity for self-ignition when heated to a temperature of 750°C, and the expression “combustible material” shall be construed accordingly;
- 1.9 “service spaces” () include galleys, pantries containing cooking appliances, lockers and store rooms, workshops (other than those forming part of machinery spaces) and similar spaces and trunks to such spaces.

2. Acceptance of Appliances Fire fighting appliances, type and quantity

- 2.1 <Fire fighting appliances and structural fire protection items should be of approved types. Appliances approved by the maritime administration of a convention country or classification society in accordance with the recommendations of the International Maritime Organization are acceptable. >

For existing vessels other than high risk vessels, fire fighting appliances which have been approved by the national maritime authority of their country of manufacture in accordance with the national standard or have been approved or accepted by the Department are also considered acceptable.

- 2.2 Fire fighting appliances, type and quantity of Class I and II vessels should comply with table 1, 2, 3, 4, 5 and 6 in attached Schedule 5 of Merchant Shipping (Local Vessel)(Safety and Survey) Regulation.

- 2.3 Fire fighting appliances, type and quantity of Class III vessels should comply with table 7 in attached Schedule 5 of Merchant Shipping (Local Vessel)(Safety and Survey) Regulation. An extract of the regulation can also be found at Annex N-9 of this COP

3. Fire pumps

- 3.1. In a vessel which is required to be provided with fire pumps operated by power, such fire pumps (other than any emergency fire pumps) shall together be capable of delivering for fire fighting purposes a quantity of water, under the conditions and at the pressure specified in section 4 of this Part of not less than that obtained from the following formula -

$$Q = cd^2 \text{ m}^3/\text{hour}$$

where

CHAPTER VII

LIFE SAVING APPLIANCES AND ARRANGEMENTS

1. Definitions

- 1.1 “Survival craft” means lifeboat and liferaft.
- 1.2 “LSA Code” means the International Life-Saving Appliance (LSA) Code adopted by the Maritime Safety Committee of the Organization by Resolution MSC.48(66).
- 1.3 “SOLAS A Pack Liferafts” are the liferafts provided with normal equipment prescribed by the abovementioned LSA Code.
- 1.4 “SOLAS B Pack Liferafts” are the liferafts provided with normal equipment prescribed by the LSA Code less the following equipment:
 - (a) half number of rocket parachute flares, hand flares and buoyant smoke signals;
 - (b) tin openers;
 - (c) fishing tacklers;
 - (d) food ration;
 - (e) water tank; and
 - (f) graduated drinking vessels

2. General

<2.1 Acceptance of Appliances

Life saving appliances should be of approved types. Appliances which conform to the International Life Saving Appliances (LSA) Code, adopted by the Maritime Safety Committee of IMO by resolution MSC.48(66) and approved by the maritime administration of a convention country or a classification society are acceptable. >

For existing vessels other than high risk vessels, life saving appliances which have been approved by the national maritime authority of their country of manufacture in accordance with the national standard or have been approved or accepted by the Department are also considered acceptable.

2.2 Very high frequency (VHF) radio equipment should be of a type approved by Office of the Telecommunications Authority, Hong Kong.

2.3 One lifebuoy is deemed to support two persons.

2.4 Each of the buoyant lifelines, self-igniting lights and self-activating smoke signals required to be provided by the Regulation should be attached to a lifebuoy and be placed

12. Stowage and packing of pyrotechnic distress signals

- 12.1 Pyrotechnic distress signals provided for use on board vessel shall be stowed on or near the navigating bridge.
- 12.2 All pyrotechnic distress signals provided for use on board vessels or for use in a lifeboat shall be packed in a water-resistant casing and stowed.

13. Manning of survival craft

There shall be a sufficient number of crew members to operate the survival craft and launching arrangements required for abandonment by the total number of persons on board. The crew should acquaint with their duties.

- 14. ~~Class II Vessels operating in safe navigation limits I, II and III carrying are required to carry inflatable liferaft, please refer to Annex N-8 for detail means "SOLAS B Pack Liferafts"~~.

Annex I-7(A)

(New consultation paper, Aug 2005 drafted)

PERIODICAL SURVEY FOR CLASS II VESSEL

- (A) Steel vessel or GRP vessel 8 metres and above in length or newly licensed⁽³⁾ wooden vessel (operating within Hong Kong waters or River Trade limits)[Refer requirements in Annex I-7(E)]
- (I) Annual Survey (afloat)
 - (II) Biennial Survey (periodical or on slipway)
 - (III) Quadrennial Survey (full survey on slipway)
- (B) Existing licensed⁽⁴⁾ wooden vessel 8 metres and above in length (operating within Hong Kong waters or River Trade limits)[Refer requirements in Annex I-7(E)]
- (I) Annual Survey (afloat)
 - (II) Quadrennial Survey (full survey on slipway)^{(2) & (5)} (only applicable to vessels 24 metres and above in length and operating within Hong Kong waters or River Trade limits)
 - (III) Sixth annual Survey(full survey on slipway)^{(2) & (5)} (only applicable to vessels 8 metres to less than 24 metres in length and operating within Hong Kong waters)
- (C) GRP vessel less than 8 metres in length or newly licensed⁽³⁾ wooden vessel (operating within Hong Kong waters)[Refer requirements in Annex I-7(F)]
- (I) Annual Survey (afloat)
 - (II) Triennial Survey (periodical or on slipway)
 - (III) Sixth annual Survey(full survey on slipway)⁽⁵⁾
- (D) Existing mechanically propelled wooden vessel less than 8 metres in length⁽⁴⁾ (operating within Hong Kong waters)[Refer requirements in Annex I-7(F)]
- (I) Annual Survey (afloat)
- (E) Non mechanically propelled wooden vessel or GRP vessel, including steel landing pontoon/platform (operating within Hong Kong waters)[Refer requirements in Annex I-7(F)]
- (I) Produce a safety declaration during annual licence renewal (declaration of annual inspection on CLASS II vessel safety and equipment)[Refer requirement in Annex I-7(B)]
 - (II) Biennial Survey (afloat)⁽⁷⁾
 - (III) Triennial Survey (afloat)⁽⁶⁾

Note: (1) The survey items relating to annual or biennial survey(afloat), periodical and full survey of above survey programme are the same as Annex I-7(E)

- (2) The date of full survey on slipway of wooden vessel will begin on the first licensed date, effective two years after the commencement of the 《Merchant Shipping (local vessel) Regulation》

- (3) Newly licensed vessel: means vessel first licensed on or after the commencement of the 《Merchant Shipping (local vessel) Regulation》
- (4) Existing licensed vessel: means vessel which are already licensed before the commencement of the 《Merchant Shipping (local vessel) Regulation》
- (5) The requirement related to full survey during quadrennial and sixth annual survey in paragraph (B) & (C) are flexible; ship owner if at any time had undergone a survey on slipway, the fore mentioned survey requirement can be restart from the beginning; moreover, the open up inspection of relevant machineries can be extended if a good performance record can be produced
- (6) Applicable to vessel type – Ice Boat, Fish Drying Barge, Waste Water Treatment Barge and Live Fish Dealing Boat. (Refer Remarks *1(a) in Table 3 of Chapter II paragraph 7 : applicable to vessel with the product of overall length(L) x (B)maximum breath not exceeding 25m^2)
- (7) The following vessel with product (L) x (B) not exceeding 25m^2 are not required to be surveyed: (Refer Chapter II para 1.2 of this COP) namely Transportation Sampan and Dry Cargo Vessel)

**DECLARATION ON ANNUAL INSPECTION
OF SAFETY AND EQUIPMENT FOR CLASS II B VESSEL**

(Applicable to non-mechanised wooden vessel or existing licensed mechanised wooden vessel
less than 8 metres in length and operating in Hong Kong Waters)(To be completed before licence renewal)

- 1. This declaration must be completed according to the 《Code of practice – Safety Standard for Class I, II and III vessel》, it should be made before the expiry of the last annual inspection certificate, and must be produced together with the inspection certificate at the time of annual licence renewal or issuance of licence.

船隻名稱 Name of Vessel		船隻擁有權證明書號碼 Certificate of Ownership No
級別 Class	類別 Category	類型 Type
總長度 (米) Overall Length (m)	最大寬度 (米) Extreme Breadth (m)	船身材料 Hull Material
總噸 Tonnage Gross	淨噸 Tonnage Nett.	長 x 闊度 (米 ²) L x B numeral

Name of Owner : _____
Last inspection date of certificate : _____
Expiry date of inspection
certificate : _____

- 2. Declare by Owner / * Master (Name) _____ :

I hereby verify that the following items are in order:

- (a) All the life saving and fire fighting appliances fulfil in quantity with the requirement according to the length of the vessel as mentioned in the above survey certificate, properly maintained not exceeding the expiry date of such equipment; (if such equipment have expiry date);
- (b) The radio communication equipment (if fitted) are functioning properly;
- (c) The navigation equipment, light, shape and sound signal fulfil the COLREG 1972 requirements, properly maintained and functioning properly
- (d) The vessel condition, structure, machinery, electrical appliance, other equipment and escape passage etc. are in good condition and poses no adverse effect to the vessel safety and stability
- (e) The vessel do not have any modification without the approval by the Director of Marine
- (f) The watertight doors and hatches are intact and in good condition; and
- (g) The operators onboard hold valid certificate of competency. (Fill in name of Master, Engineer and their certificate number)

Name of Master _____ Certificate No. _____
Name of Engineer _____ Certificate No, _____

Last inspection date of _____ Signed by _____
Inspection Certificate(First _____ Owner /* Master : _____ Date : _____

Annual) :

- Remarks : (1) The original copy of this Declaration must be kept together with the Inspection Certificate for future inspection
- (2) / delete if not applicable
- (3) * If the Owner is not the Master, he may also inspect the above items with the Master and make and sign the declaration

(New consultation paper, Aug 2005 drafted)

**INITIAL SURVEY FOR FIRST LICENSED STEEL VESSEL OR
GRP VESSEL OF 8 METRES AND ABOVE IN LENGTH OR NEW WOODEN VESSEL⁽¹⁾ –
(APPLICABLE TO VESSEL OPERATING IN HONG KONG WATER
OR RIVER TRADE LIMIT)**

(A) Plans approval requirements for initial survey of above mentioned vessel

New vessel, according to its safety navigation limits, and based on a recognized design and construction standard, should be inspected by officer from this Department at different stages during construction. Before carry out such inspections, the vessel owner should apply and submit to this Department the following plans (in duplicate copies) for approval (address: Local Vessel Safety Section, 23/F Harbour Building. Tel: 2852 4444) :-

1)	General Arrangement
2)	Tonnage Measurement and Calculation
3)	Hull
	a) Midship Sections
	b) Scantling Calculation
	c) Profile, Decks and Bulkheads
	d) Shell Expansion
	e) Rudder/Kort Nozzle, Rudder Stock, Skeg and Sole Piece
4)	Freeboard calculation
5)	Weathertight/watertight Closing Appliances Arrangement
6)	Stability information
	a) Lines Plan including details of draft marks and offsets tables (for record)
	b) Hydrostatic Curves
	c) Cross Curves of Stability
	d) Preliminary Intact Stability Information
7)	Cabin arrangement
8)	Safety Plan showing means of escape, escape installation and arrangement
9)	Fuel Oil, Machinert and Electrical Installation, including:
	a) Engine Room Arrangement
	b) Propeller Shafting, Stern Tube and Coupling
	c) Fuel Oil System (incl. tanks, piping)
	d) Fire-fighting Piping Arrangement (incl. fire main, fixed fire extinguishing system)
	e) Bilge Pumping Arrangement
	f) Air Receiver (if fitted)
	g) Compressed Air Piping System (for pressure ≥ 10 bar) (if fitted)
	h) Steering Gear Hydraulic Piping System
	i) Filling, sounding and air vent system
	j) Domestic LPG Installation
	k) Electrical System Line diagram
	l) Wiring Diagram of Main Switchboard
	m) Layout of Main Switchboard
	n) Electrical Arrangement
	o) Wiring Diagram of Distribution Board
10)	life saving appliances, fire fighting appliances, light and sound signals arrangement
11)	Structural Fire Protection Arrangement

12)	Navigational equipment and Radio Communication equipment and arrangement
13)	Prevention of Air and Oil Pollution Installation
14)	Prevention measure against potential danger to vessel or shipboard personnel or properties

- Remark: (1) New wooden Vessel : means wooden vessel first licensed after the commencement of the 《Merchant Shipping (local vessel) Regulation》
- (2) Prevention and control of pollution installation for new vessel less than 400 Gross Ton can be waived, however, basic and effective pollution prevention arrangement should be provided
- (3) Under normal procedure, plan approval by Marine Department normally require two months, Ship owner must ensure that the drawing and plans are approved before arranging any survey work. In order not to cause any undue delay in the surveying work, ships owner are requested to submit their drawings and plans as early as possible.

(B) Initial survey items for licence of above vessel

- (1) On completion of drawing and plans approval, ship owner may apply for survey arrangement by officers of Marine Department or by authorized surveyors
- (2) Under the 《Merchant Shipping (local vessel) Regulation》, owner may employ a authorized surveyor/organization or recognized government authority to carry out the drawing and plans approval. [According to authorization or recognized inspection time plan] 《Merchant Shipping (local vessel) Regulation》

(To be amended as per Chinese version)

**CONSTRUCTION AND SURVEY REQUIREMENTS FOR
CLASS II-B WOODEN VESSELS AND GRP VESSELS OF LENGTH BELOW 8 METRES**

1 Interpretation

“new vessel” means a vessel in respect of which an application for an operating licence is made for the first time on or after the commencement of the Merchant Shipping (Local Vessels) Ordinance.

2 Construction and Survey Requirements

~~2.1 Existing Vessels of all lengths~~ New vessel of overall length exceeding 15 metres (including new constructed vessel and first time licensed vessel)

~~2.1.1 Hull construction~~ Design and Construction standard

Any vessel must be designed and constructed in compliance to a Classification Society or a National Standard according to its size, usage and intended operating waters. ~~licensed for less than 5 years should provide evidence showing that its design and construction was based on an empirical design or design and construction of similar type of vessel having evidence of not less than 5 years safe operation history in the same intended operation waters; and.~~

~~2.1.2 Vessel Machinery installation and equipment, etc.~~

~~Suitable means or device should be provided to machinery, equipment, lifting gear, winches, etc. so as to reduce to minimize any danger to persons on board. Special attention should be paid to moving parts, hot surfaces and other dangers. From the machinery installation, electrical apparatus, escape arrangement, life-saving, fire fighting, lights and sound signals and the equipment etc. provided for the extinction of fire on the vessel there is not undue risk of fire or explosion if the conditions of the licence are fully complied with.~~

~~2.1.3 Photo/Plan record~~

~~Photos of 4R size, or relevant/simple plans showing the elevation and side elevation of the vessel should be submitted for record.~~

~~2.2 New Vessels of Length Overall exceeding 15 m (including new constructions and first licensed existing vessels)~~

~~2.2.1 Design and building standard~~

~~Every vessel should be designed and built to the requirements of rules and regulations of a~~

classification society or national standard having regard the size, use and intended operation area of the vessel.

2.1.2 Plan approval

The following plans/information should be submitted for approval:

- (1) General Arrangement Plan (incl. layout of life-saving and fire fighting appliances);
- (2) Cross-section plan and structural plan (including the side and deck);
- (3) Propeller shafting and stern tube plan;
- (4) Oil fuel tank and oil fuel piping plan;
- (5) Fire fighting piping and bilge pumping system;
- (6) Electrical wiring diagram and electrical installation plan (if fitted with generator exceeding 220 volts);
- (7) Inclining Experiment Report and Stability Information Booklet.

2.1.3 Survey

The following items should be presented for survey (for new constructions - during the construction stage):

- (1) Hull construction (incl. material test, verification of scantling of hull structural members, inspection of planking connections, etc.);
- (2) Machinery installation (incl. engines and gear boxes, fuel tanks construction, etc.);
- (3) Electrical installation (incl. insulation test);
- (4) Verification of principal dimensions and draft marks;
- (5) Inclining test;
- (6) Final survey (safety equipment etc.).

2.2 Vessels (may adapt protocol design) of Length Overall not exceeding 15 metres

- (1) The first vessel of an approved series should be subject to plan approval and surveys as per the requirements listed in para. 2.1 above.
- (2) For the second or subsequent to the twelve vessels being constructed with the same design in the same workshop, the following relevant requirements are suffice::
 - (i) Submission of the certificate of manufacture, construction inspection and test records, photos etc issued by the inspected workshop. ~~together with photos;~~
 - (ii) Lightship weight confirmation;
 - (iii) Final survey (safety equipment etc.).

Note: The requirements of this Annex are same as that in Annex N-6 for wooden fishing vessels.

2.3 Survey requirement for first licensing of above vessel

- (1) Under normal procedure, plan approval by Marine Department normally require two months, Ship owner must ensure that the drawing and plans are approved before arranging any survey work. In order not to cause any undue delay in the surveying work, ships owner are requested to submit their drawings and plans as early as possible.
- (2) On completion of drawing and plans approval, ship owner may apply for survey arrangement by officers of Marine Department or by authorized surveyors
- (3) Under the 《Merchant Shipping (local vessel) Regulation》, owner may employ a authorized surveyor/organization or recognized government authority to carry out the drawing and plans approval. [According to authorization or recognized inspection time plan]

3. Survey for existing vessel and submission of supplementary plan

3.1 Existing vessel of any length

3.1.1 Hull Construction

Existing licensed vessel of any length with good hull condition, inspection requirement according to Annex J-2 should be referred

3.1.2 Vessel installation and equipment etc

Any machinery, equipment, lifting appliance and winch etc must be provided with appropriate measure or installation, to minimize danger to personnel onboard. Attention should be drawn to revolving and moving parts, hot surfaces and other possible danger. The machinery, electrical appliances, escape arrangement, lifesaving, fight fighting and light and sound equipments, must comply with safety and licensing condition, and avoid fire and explosion risk etc.

3.1.3 Photo or plan record

Owner must provide photos of 4R size showing the front and side view etc and relevant simple plan for record.

4. Survey under running condition

Refer Annex I-7(E), I-(7F) and J-2 for information

Note : (1) For new vessel of overall length less than 12 metres and to fulfill the requirement in para. 2.1.2 and 2.2(1), the owner may provide relevant simple plan for approval

- (2) For new vessel of overall length less than 12 metres and operate only in Hong Kong Waters, a simple incling test and report in lieu of the requirement in para 2.1.2(7) and 2.1.3(5) is sufficient
- (3) For newly constructed wooden vessel, please refer Annex J-1 for the special survey requirement for first licensing

Annex I-7(E)

PERIODIC SURVEYS REQUIREMENT for Steel vessel or GRP or new wooden vessel 8 metres and above in length or existing licensed wooden vessel

Detailed requirements for the annual, biennial, triennial, quadrennial and sixth annual inspection of a steel vessel or GRP or a new wooden vessel of not less than 8m in length (applicable to vessel operating in Hong Kong and River Trade limits) and for renewal of a Certificate of Survey, are as follows :

- (A) The periodical survey requirement in paragraph (B) are applicable to:
- (i) Steel vessel or GRP vessel or newly licensed⁽³⁾ wooden vessel 8 metres and above in length (applicable to vessel operating within Hong Kong waters or River Trade limits)
 - (a) Annual survey (afloat)
 - (b) Biennial survey (periodical or on slipway)
 - (c) Quadrennial survey (full survey on slipway)
 - (ii) Existing licensed⁽⁴⁾ wooden vessel 8 metres and above in length (applicable to vessel operating within Hong Kong waters or River Trade limits)
 - (a) Annual survey (afloat)
 - (b) Quadrennial survey (full survey on slipway)⁽²⁾ and ⁽⁵⁾ (applicable to vessel 24 metres and above in length and operating within Hong Kong waters or River Trade limits)
 - (c) Sixth annual survey (full survey on slipway)⁽²⁾ and ⁽⁵⁾ (applicable to vessel 8 metres and less than 24 metres in length and operating within Hong Kong waters)

(B) Periodical Survey Procedure

(i) Annual Survey (Afloat)

- (a) General inspection of the condition of hull, closing appliances, air vents etc.
- (b) Inspection of fire-fighting appliances, life saving-appliances, lights and sound signals, etc.
- (c) Operation tests of all equipment on board including running tests of main and auxiliary engines, and function tests of all other equipment including remote control devices and oil pollution prevention installations, etc.
- (d) Setting of relief valves for the air receivers.
- (e) Megger tests of all A.C. electrical circuits, function tests of the meters etc. on the switchboards and earthing tests.
- (f) L.P.G. system for domestic use to be checked, if fitted.
- (g) Fire and abandon ship drills to be conducted, as appropriate.

Note : Megger test report issued by RPE or technician registered in EMSD are acceptable.

(ii) Biennial Survey on slipway

- (a) The vessel is to be slipped and cleaned for examination of the external hull. Internal examination will also be conducted.
- (b) All cargo tanks including oil tanks, water tanks, and ballast tanks are to be gas freed, as appropriate, for internal inspection.
- (c) Air receivers are to undergo a hydraulic test.
- (d) Tailshaft(s) of the water bath type is to be drawn out for inspection and examination.
- (e) Rudder stock(s) is to be lifted for inspection at the same time the tailshaft(s) is withdrawn.
- (f) All sea water suction and discharge valves are to be opened up for inspection.
- (g) All fuel oil tanks must be cleaned for internal inspection.
- (h) According to (B)(i) above.

(iii) Quadrennial survey on slipway

- (a) The vessel is to be slipped and cleaned for examination of the external hull. Internal examination will also be conducted.
- (b) All cargo tanks including oil tanks, water tanks, and ballast tanks are to be gas freed, as appropriate, for internal inspection.
- (c) Air receivers are to undergo a hydraulic test.
- (d) Tailshaft(s) of the oil or water bath type is to be drawn out for inspection and examination.
- (e) Rudder stock(s) is to be lifted for inspection at the same time the tailshaft(s) is withdrawn.
- (f) All sea suction and discharge valves are to be opened up for inspection.
- (g) All fuel oil tanks are to be hydraulically tested to the appropriate heads.
- (h) Function tests of auxiliaries, such as steering gears, windlass or capstain, anchor and chains, auxiliary pumps, and communication devices between engine room and wheel house, etc.
- (i) Gauging of the thickness of the keel, bottom, shell, deck and bulkhead plates shall be conducted when the vessel is eight (8) years old and the shell expansion plan is to be updated. Gauging shall then be carried out in the subsequent quadrennial survey.
- (j) According to (B)(i) above.
- (k) For the renewal of HKOPP certificates, oil pollution prevention installations shall be opened up for inspection.
- (l) For fixed fire fighting installations, such as CO₂ system, blow test shall be carried out.

(iv) Sixth annual survey on slipway

- (a) Survey items according to (iii) above excluding (iii)(i); and
- (b) If (new wooden vessel) vessel aged 12 years or above, full inspection of hull condition and on subsequent sixth annual survey is required.
[Please refer requirement in Annex J-2]

- (v) Additional Requirements – it should be noted, however, that the Surveyor or Ship Inspector has the authority to, and may at his discretion, require any item of machinery or equipment to be opened up at any annual survey or any other time.

- Note :
- (1) The following vessel with product (L) x (B) not exceeding 25m² are not required to be surveyed: (Refer Chapter II para 1.2 of this COP) namely Transportation Sampan and Dry Cargo Vessel)
 - (2) The date of full survey on slipway of wooden vessel will begin on the first licensed date, effective two years after the commencement of the 《Merchant Shipping (local vessel) Regulation》
 - (3) Newly licensed vessel: means vessel first licensed on or after the commencement of the 《Merchant Shipping (local vessel) Regulation》
 - (4) Existing licensed vessel: means vessel which are already licensed before the commencement of the 《Merchant Shipping (local vessel) Regulation》
 - (5) The requirement related to full survey during quadrennial and sixth annual survey in paragraph (A) are flexible; ship owner if at any time had undergone a survey on slipway, the fore mentioned survey requirement can be restart from the beginning; moreover, the open up inspection of relevant machineries can be extended if a good performance record can be produced

Annex I-7(F)

PERIODIC SURVEYS REQUIREMENT for GRP or newly licensed wooden vessel and existing licensed mechanically propelled wooden vessel less than 8 metres in length - (applicable to vessel operating in Hong Kong Waters)

Detailed requirements for the annual, triennial and sixth annual inspection of GRP or wooden vessel or newly licensed wooden vessel and existing licensed mechanically propelled wooden vessel (applicable to vessel in Hong Kong waters) of less than 8m in length and for renewal of a Certificate of Survey, are as follows :

- (A) The periodical survey requirement in paragraph (B) are applicable to: ⁽¹⁾
- (i) GRP vessel or newly licensed⁽³⁾ wooden vessel less than 8 metres in length (applicable to vessel operating within Hong Kong waters)
 - (a) Annual survey (afloat)
 - (b) Triennial survey (periodical or on slipway)
 - (c) Sixth annual survey (full survey on slipway) ⁽⁵⁾
 - (ii) Existing licensed⁽⁴⁾ mechanically propelled wooden vessel less than 8 metres in length (applicable to vessel operating within Hong Kong waters)
 - (a) Annual survey (afloat)
 - (iii) Non mechanically propelled wooden vessel or GRP vessel, including steel hulled landing barge / platform (applicable to vessel operating in Hong Kong Waters)
 - (a) Produce a safety declaration during annual renewal of licence (Declaration of Annual Inspection of Safety and Equipment for Class II vessel) [Refer Annex I-7(B)]
 - (b) Biennial Survey (afloat) ⁽⁷⁾
 - (c) Triennial Survey (afloat) ⁽⁶⁾

(B) Periodical Survey Procedure

(i) Annual / biennial / triennial survey (Afloat)

Surveying officer will exercise following duties:

- (a) General inspection of the condition of hull, closing appliances, air vents etc.
- (b) Inspection of fire-fighting appliances, life saving-appliances, lights and sound signals, etc.
- (c) Operation tests of all equipment on board including running tests of main and auxiliary engines, and function tests of all other equipment including remote control devices and oil pollution prevention installations, etc.
- (d) Setting of relief valves for the air receivers.
- (e) Megger tests ^(note) of all A.C. electrical circuits, function tests of the meters etc. on the switchboards and earthing tests.
- (f) L.P.G. system for domestic use to be checked, if fitted.
- (g) Fire and abandon ship drills to be conducted, as appropriate.

Note : Megger test report issued by RPE or technician registered in EMSD are acceptable.

- (ii) Triennial Survey on slipway (periodical or intermediate survey on slipway)
 - (a) The vessel is to be slipped and cleaned for examination of the external hull. Internal examination will also be conducted.
 - (b) All cargo tanks including oil tanks, water tanks, and ballast tanks are to be gas freed, as appropriate, for internal inspection.
 - (c) Air receivers are to undergo a hydraulic test.
 - (d) Tailshaft(s) of the water bath type is to be drawn out for inspection and examination.
 - (e) Rudder stock(s) is to be lifted for inspection at the same time the tailshaft(s) is withdrawn.
 - (f) All sea water suction and discharge valves are to be opened up for inspection.
 - (g) All fuel oil tanks are to be cleaned for internal inspection.
 - (h) According to Section (B) (i) above.
- (iii) Sixth annual survey on slipway (full survey on slipway)
 - (a) The vessel is to be slipped and cleaned for examination of the external hull. Internal examination will also be conducted.
 - (b) All cargo tanks including oil tanks, water tanks, and ballast tanks are to be gas freed, as appropriate, for internal inspection.
 - (c) Air receivers are to undergo a hydraulic test.
 - (d) Tailshaft(s) of the oil or water bath type is to be drawn out for inspection and examination.
 - (e) Rudder stock(s) is to be lifted for inspection at the same time the tailshaft(s) is withdrawn.
 - (f) All sea water suction and discharge valves are to be opened up for inspection.
 - (g) All fuel oil tanks are to be hydraulically tested to the appropriate heads.
 - (h) Function tests of auxiliaries, such as steering gears, windlass or capstain, anchor and chains, auxiliary pumps, and communication devices between engine room and wheel house, etc.
 - (i) If the GRP vessel is twelve (12) years or over twelve (12) years old, thorough inspection of the hull condition and gauging of the hull thickness is required and to be carried on subsequent sixth annual survey. If a wooden vessel is twelve (12) years or above old, thorough inspection of the hull condition is required and to be carried on subsequent sixth annual survey.
 - (j) According to Section (B)(i) above.
 - (k) For the renewal of HKOPP certificates, oil pollution prevention installations shall be opened up for inspection.
 - (l) For fixed fire fighting installations, such as CO₂ or Halon system, blow test shall be carried out.
- (iv) Additional Requirements – it should be noted, however, that the Surveyor or Ship Inspector has the authority to, and may at his discretion, require any item of machinery or equipment to be opened up at any annual survey or any other time.

- Note :
- (1) The following vessel with product (L) x (B) not exceeding 25m² are not required to be surveyed: (Refer Chapter II para 1.2 of this COP) namely Transportation Sampan and Dry Cargo Vessel)
 - (2) The date of full survey on slipway of wooden vessel will begin on the first licensed date, effective two years after the commencement of the 《Merchant Shipping (local vessel) Regulation》
 - (3) Newly licensed vessel: means vessel first licensed on or after the commencement of the 《Merchant Shipping (local vessel) Regulation》
 - (4) Existing licensed vessel: means vessel which are already licensed before the commencement of the 《Merchant Shipping (local vessel) Regulation》
 - (5) The requirement related to full survey during quadrennial and sixth annual survey in paragraph (A) are flexible; ship owner if at any time had undergone a survey on slipway, the fore mentioned survey requirement can be restart from the beginning; moreover, the open up inspection of relevant machineries can be extended if a good performance record can be produced
 - (6) Applicable to ice boat, fish drying barge, waste water treatment barge and live fish dealing boat

**PERIODICAL SURVEY REQUIREMENTS FOR
NON-MECHANISED DUMB LIGHTER AND HOPPER BARGES**

Detailed requirements for the annual, biennial, triennial or quadrennial inspection of a dumb lighter and a dumb hopper barge for renewal of an Assignment of Freeboard Certificate and also for the renewal of a Certificate of Survey if an auxiliary engine(s) is fitted, are as follows :

(i) **ANNUAL INSPECTION AFLOAT**

The inspector will carry out the following duties:

- (a) A general inspection of the condition of the hull, closing appliances, air vents etc, to ensure the conditions of assignment are complied with. (internal inspection of void spaces, tanks and double bottoms are **not** required);
- (b) an inspection of fire-fighting appliances, life-saving appliances, light and sound signals, etc.;
- (c) an inspection and functional test of the cargo hold bilge pumping system;
- (d) an inspection of the fuel oil system of auxiliaries for fire and oil pollution hazards prevention , and a running test of auxiliary and winch engines (if fitted), etc.;
- (e) checking the relief valves setting for the air receivers (if fitted);
- (f) witness megger tests of all A.C. electric circuits^(*1), function tests of the meters on the switchboard, and earthing tests (if fitted);
- (g) checking the domestic LPG system, if fitted;
- (h) checking the Freeboard Marks are legible.

(ii) **BIENNIAL INSPECTION ON SLIPWAY**

(A) Dumb Lighter

- (a) The vessel is to be slipped and cleaned for inspection of the external hull (internal inspection of void spaces, tanks and double bottoms are **not** required);
- (b) Verification of Freeboard Marks;
- (c) Items in Section (i) above.

(B) Dumb Hopper Barge

- (a) The vessel is to be slipped and cleaned for inspection of the external hull. Internal inspection of the hull including void spaces, tanks and double bottoms will also be conducted.
- (b) All sea and overboard discharge valves are to be opened up for inspection.
- (c) Verification of Freeboard Marks;
- (d) Air receivers to undergo a hydraulic test (if fitted);
- (e) Items in Section (i) above.

(iii) **TRIENNIAL INSPECTION AFLOAT**

- (a) Items in Section (i) above.

(iv) **QUADRENNIAL SURVEY ON SLIPWAY**

- (a) The vessel is to be slipped and cleaned for inspection of the external hull. Internal inspection of the hull including void spaces, tanks and double bottoms will also be conducted.

(b) All sea and overboard discharge valves are to be opened up for inspection.

(c) Gauging of the thickness of the keel, bottom, shell, deck and bulkhead plates (if the vessel is eight (8) or more years old);

(d) Verification of Freeboard Marks;

(e) Verification of Draft Marks;

(f) Air receivers to undergo a hydraulic test plus an internal inspection where appropriate (if fitted);

(g) Items in Section (i) above.

(v) **ADDITIONAL REQUIREMENTS**

It should be noted, however, that the Surveyor or Ship Inspector has the authority to, and may at his discretion, inspect any space, or require any item of machinery or equipment to be opened up, at an annual inspection or any other time.

Remark

(*1) Electric circuits insulation test reports issued from EMSD qualified registered engineers or electricians are also acceptable

Annex I-10
Implementation of the Requirements of
《Annex VI of MARPOL 73/78》 to Locally Licensed Vessels

《Annex VI of MARPOL 73/78》 for the Prevention of Air Pollution from Ships together with the requirement for diesel engines with EAIPP are both expected to come into force internationally on 19 May 2005. The following relevant requirements will be applied to all locally licensed vessels when the above annex of the conventions are enforced.

2. The Requirements of Annex VI of MARPOL 73/78 contains wide-ranging regulations covering the following areas:-
 - (a) Prohibition of the use or release of ozone depleting substances
 - (b) Nitrogen oxide (NO_x) emission from diesel engines
 - (c) Sulphur oxide (SO_x) emissions from ships
 - (d) Volatile organic compound emission from cargo tanks of oil tankers
 - (e) Shipboard incineration of waste
 - (f) Fuel oil quality

3. The contents relating to the control of Nitrogen oxide (NO_x) emission from exhaust gas of diesel engines fitted onboard vessels are prescribed under Reg. 13 of the Annex, of which the control NO_x limits are summarised as follows :-

	Rated Engine Speed (rpm) (n)	Maximum allowable NO _x -emissions (g/kWh)
a.	n < 130	17
b.	130 ≤ n < 2000	45n ^{-0.2}
c.	n ≥ 2000	9.8

4. The control measures on air pollution prevention to vessels under Annex VI of MARPOL 73/78 applied to locally licensed vessels which are operated solely within Hong Kong waters are as follows:-
 - (a) For vessels of 400 gross tonnage and above
 Surveys and inspections on these vessels should be in accordance with Regulation 5 of Annex VI. Upon satisfactory completion of the survey, a Hong Kong Air Pollution Prevention (HKAPP) Certificate is to be issued.

(b) For vessels of less than 400 gross tonnage

As required by the Administration, a simple and effective visual inspection will be carried out to ensure no unauthorized modifications or installation of equipment in respect of Annex VI during the annual safety survey of the vessel for the issuance of the Certificate of Survey.

5. The requirement of diesel engines with a power output of more than 130 kW to be issued with Engine International Air Pollution Prevention Certificate (EIAPP)
 - (a) An EIAPP Certificate is not required as far as the engine has been certified by engine maker that it is in full compliance with Regulation 13 and the NOx Technical Code or the Euro Emission Standards with record of information containing detailed parameters, including components and setting of the engine.
 - (b) Diesel engine fitted on board any locally licensed vessel shall be inspected annually by officer of the Department or authorized surveyor /organization during the annual survey of the vessel for the issuance of the Certificate of Survey to ensure that engines are in compliance with the requirement of para.5 (a) above. NOx compliance verification could be determined by checking the engine parameter and component to verify that the component, setting and operating values have not deviated from the specifications in the engine maker's record of information.
 - (c) The above-mentioned requirements of NOx emission control on marine diesel engines are only applicable to those new engines installed on board vessel on or after the enforcement date of the 《Annex VI of MARPOL 73/78》
6. The implementation schedules of the relevant Annex VI requirement as indicated in above para. 4 are as follows:-
 - (a) new vessels constructed on or after 19 May 2005 shall comply.
 - (b) existing vessels (i.e. vessels constructed prior to 19 May 2005) are required to comply no later than their first scheduled drydock after 19 May 2005 but in no case later than three years, i.e. 19 May 2008.
 - (c) The measures in above para 5 will be applicable to vessels which are installed with marine diesel engines constructed on or after 19 May 2005 i.e. the entry into force date of the Annex VI.
7. This requirements does not apply to emergency generator engines, lifeboat engines and any engine installation intended to be used solely for emergency purpose.

Remarks : The aforementioned information will be subject to the consent from Environmental Protection Department, relevant Policy Bureaux and Department of Justice.

ANNEX I-11

**THE GUIDANCE NOTES FOR INSPECTION OF
LANDING PLATFORM**

(Landing Platform is defined as a floating structure having construction in the form of floating bridge or overhang platform supported by objects with sufficient flotation, used for embarking and disembarking of any people from vessels other than ferries, Primitive vessels (kaitos) and floating restaurants)

1. At the first time of licensing, photos and drawings of general arrangement of Landing Platform should be submitted for record purpose
2. At least one life buoy for each platform should be provided for marine work or landing purposes
3. At least one fire extinguisher for each platform should be fitted for marine work or machinery fitted on board
4. If the platforms are used in the night time, adequate illumination should be provided. An all round white light should be installed if a location of platform is within the marine traffic area.
5. If two or more platforms chained together to form a single walkway, the requirement of provision of life buoy may be reduced appropriately to suit the conditions.
6. A notice board for the maximum allowable passengers on transit to be installed on board or adjacent to landing area.
7. The lightship freeboard at four corners will be recorded in the licence book
8. A visual inspection for structure will be carried out. The structural scantling for deck loading may be submitted for approval subject to the working condition, shape and size of the landing platform.
9. A simple inclining experiment for the landing platform may be carried out for approval in the present of authorized surveyor. The simple inclining experiment requires that the angle of heel should not be greater than 7° and the deck edge should not be immersed, when the passengers distributed on the platform with 2/3 of the passengers standing on one side of the platform and 1/3 on the other side. The simple inclining experiment can be replaced by an acceptable Naval Architecture calculation.
10. The landing platform is to be surveyed by authorized surveyor every two years. A written declaration from owner stating the landing platform is in good operating condition is to be provided in the alternate year when survey is not carried out.

Note : Fire Fighting and Life Saving requirements are indicated in the Merchant Shipping (Local Vessels) (Safety and Survey) Regulations.

(Consultation paper) (Draft August 2005)

**Special requirements of initial inspection for licensing
of newly built wooden fishing vessels**

1. General requirement

Due to the difference in hull form and the structure pattern, if the arrangement of main longitudinal structural component and the section scantling satisfy the total section area of the various components in the midship region, it is allowed to adequately adjust the section scantling of various components in the deck and the ship's bottom part (below bilge keel).

2. Inspection before commencement of work

2.1. Examination of raw material

2.1.1. Examine whether the material quality, strength and performance of primary structural components for the construction of ship are conformed to the requirements of drawings, rules and standards.

2.1.2. Besides the natural contorted material used in the curving shape structure, the timber wood used on ship should be fully exsiccated.

2.1.3. According to the toughness of different types of tree, it may be divided into hard wood (如坤甸、紅稠、柞、櫟、榆、水曲柳、黃菠蘿、樟、槐、柚、柯、梢等) and soft wood (如紅松、落葉松、馬尾松、杉柏、桉等) two major types.

The components of bulkhead base, stem, stern frame, rudder post, stern centre girder, stern side girder, bracket, bulkhead stiffeners etc should used hard wood. Keel plate, side planking and engine bed plate should used hard wood or high quality pine wood

2.1.4. Whether it is planking or batten, the front side should be facing outward when installed. And the reverse side (tree ring side) should be facing inward

2.1.5. Defects and limitation of usage of timber material can refer to the relevant requirements of recognized classification societies or flag administrations.

2.1.6. Building yard should submit the important construction workmanship to Marine Department for approval.

2.1.7. Examine the workshop for pre-fabrication of frames and ensure the workshop is neat and solid.

3. Hull inspection

- 3.1. According to approved drawing, inspect whether the material and dimensions of all components and shell plate are conformed to the approved drawing or the relevant requirements of recognized classification societies or flag administrations. Keel plate, engine bed and rubbing strake should use hard wood. If good quality pine wood is to be used, permission from Marine Department to be obtained.
- 3.2. When laying the keel, surveyor should check the size and type of the joint. Also check whether two hard wood treenails are effectively piled at the centre line of the joint.
- 3.3. To inspect the structural style of stem, stern frame structural style, and whether the connections of other components are fasten and reliable.
- 3.4. Spot check the quality of the constitution of frames, the deviation of the half breadth of the frames at waterline should not be greater than 3mm. The quality of the joint should conform to the relevant requirement.

To survey the position of the frame installed on the keel and the deviation of the level of left and right, the deviation should not be greater than 4mm. If distortion appeared after the installation, corresponding corrective process should be carried out before the construction can continue.

- 3.5. The end of the joints of longitudinal structure, side shell and deck plating, except there is limitation in the structure, should fit in the transverse aggregate and fastened by bolts. The contact face must be closely fitted. The shifted distance between planks in way of the joints should satisfy the relevant requirements of recognized classification societies or flag administrations.
- 3.6. The side shell plating and frame should be closely fitted; the contact area should not be less than 90% of the total contact area. The contact face should be spread with putty. The gap of plank seam between every plate should meet the requirements of recognized classification societies or flag administrations.
- 3.7. The joints of garboard plate and sub-garboard plate should avoid placing under the engine base, the connection to the two sides of the keel plate should be suitably process and closely fitted.
- 3.8. Deck plating and beams should be closely fitted. The contact face should be spread with putty. The gap of plank seam between every plate should meet the requirements of recognized classification societies or flag administrations.

- 3.9. According to the approved drawings, inspect the installation position of the engine bed plate. The deviation should not be greater than 5mm. If the installation position changed, permission must be obtained from surveyor.

The lower surface of engine bed plate and the upper surface of side shell frame should be closely fitted. The un-contact face of each side shell frame should not be more than 30% of the total contact face. The thickness of the outside engine base plate should not be less than 60mm.

4. The installation and process of hull components

- 4.1. Inspect the condition of the process of the surface of the hull main components, the smooth finish of the surface should conform to the relevant requirement.
- 4.2. Mast post, rudder stock and others round shape components should be fine processed.
- 4.3. The adjoining plane of stern frame and stern tube, mutual adjoining plane of parts of combination stern tube should be precise processed, the surface can be rough machining.
- 4.4. Engine bed plate surface should be precise processed, other surface allow fine processed.
- 4.5. Measurement of main components of hull dimensions, the tolerances should not be more than the following required value:
- The allowable deviation of material of keel, keelson, stem, stern frame, rudder stock, stern tube: length is $\pm 0.3\%$; wide is $\pm 1\%$; thickness (height) is $\pm 1\%$
 - The allowable deviation of material of garboard plating, ship side planking, deck planking, longitudinal girder, beam stringer: width is ± 5 mm; thickness is ± 4 mm.
 - The allowable deviation of deck beam, hatch end beam, half beam, hatch side girder, hatch coaming, engine base plate, deck plate, side planking: width is ± 4 mm, thickness is ± 2 mm.
 - The allowable deviation of the height of side frame is $\pm 3\%$
- 4.6. The allowable deviation of the hull principal dimensions:
- The allowable deviation of ship length (L) is $\pm 0.3\%$
 - The allowable deviation of ship breadth (B) is $\pm 0.3\%$
 - The allowable deviation of ship depth (D) is $\pm 0.4\%$
 - The allowable deviation of stem, centre line of stern frame and centre line of keel should not be greater than 5mm
 - The allowable deviation of centre line of tailshaft and centre line of rudder stock should not be greater than 3mm

- f) The width of side frame at waterline level should not be greater than 0.3% of the width of waterline

5. Inspection of nails, screws and bolts

- 5.1. Examine the strength performance test report of the connection of material, verify the whether the machined dimension of the connecting piece conform to the requirements.
- 5.2. Check whether the number and arrangement of nails, screws and bolts for connection of each component are conforming to the relevant requirements.
- 5.3. Check whether the size of the hole drilled for nails and bolts during fabrication with diameter 1mm less than the diameter of the nails and bolts to be fitted. Check whether the nails and bolts inserted into each component are fastened.
- 5.4. When using nails and bolts, gasket (rove) should be added. Before insert, the head should wrap with 2 to 3 layer of yarn (or rattan) soaked with putty. The nut of the bolts should be in the inboard of the hull.
- 5.5. The end of the joints of longitudinal structure, side shell and deck plating, except there is limitation in the structure, should fit in the transverse aggregate and fastened by bolts. The contact face must be closely fitted.
- 5.6. Except due to special condition in the structure, all nails, ends of bolts and the top surface of screws installed on board should be embedded 3mm to 10mm under the surface of components, and plastered by putty.

6. Caulk and watertight

- 6.1. General requirement of caulking of hull
- 6.1.1. Caulking must not be carried out on any components when nails, screws and bolts are not in fasten condition or the timber is in wet condition.
- 6.1.2. The seam of all components such as hull plating, deck plating, deck house, bulkhead of superstructure and watertight transverse bulkhead, etc after caulking and all nails, screw and bolts should be plastered to ensure the watertightness and surface smoothness of the hull.
- 6.1.3. In the important watertight position, such as side planking, deck plating, watertight transverse bulkhead and water tank, etc, “clinching” and “spike nail” for connection of seam should be applied at suitable distance (about 100mm).

- 6.1.4. When the depth of crackle on the hull surface components exceeds 1/10 the thickness of the material, repair by caulking should be carried out. When there is decay, borer or other defects on components, patch should be applied (remove all the defected timber and inert the filler material of the caulk) to bridge and fill up. For larger area, should gouge and clinching, and then patch to increase the adhesive strength.
- 6.1.5. The edge of the seam of the two plank should be beveled, the seam should be in “V” shape when placed in position together.
- 6.1.6. The seam between two planks should be as close as possible. If the thickness of plank is less than 60mm, the outside gap of the seam should not be greater than 5mm, the inside gap of the seam should not be greater than 3mm. If the thickness of the plank is greater than 60mm, the outside gap of the seam should not be greater than 8mm, the inside gap of the seam should not be greater than 3mm.
- 6.1.7. The gap of the seam of hull plating, deck plating cannot meet the above requirement, it is allowed to use clinching to process.
- 6.2. The requirements of caulking technique
- 6.2.1. Caulking layer included bottom putty, filling material and top putty three parts. The bottom putty should be a smaller amount and evenly spread, do not put excessive putty. The filling material should be shredded into small pieces and squeezed into the seam. After squeezed into the seam should have a recess of 2 ~ 5 mm. After the external area of the filler about 30% ~ 35% desiccated, the seam should be plastered by putty. The putty should be leveled with the surface of the plank.
- 6.2.2. The overlapping of the same putty connection should not be less than 100mm and should be repeatedly kneaded.
- 6.2.3. For double side caulk, caulking to be carried out in the inboard side before the outboard side. The depth of the caulk of the seam in the inboard side should be 10% ~ 20% of the plank thickness. The depth of the caulk of the seam in the outboard side should be 50% ~ 60% of the plank thickness. For single side caulk, the depth of the caulk should be 60% ~ 70% of the plank thickness.
- 6.2.4. If the putty is not congealed 15 days after the completion of the caulking of the hull, the reason to be found out and take necessary action.

6.3. Inspection of caulking material

6.3.1. Examine whether the yarn, gauze, rattan and putty are conforming the requirements of recognized classification societies or flag administrations.

6.3.2. Examine the certificate of the product of wood oil, whether the physical properties are conforming the requirements of recognized classification societies or flag administrations. The following simple testing methods can be used during survey to verify:

- a) Smell: Whether there is a special odour of the wood oil;
- b) Colour: Whether the oil is clear. The colour of good oil is pure and no impurity;
- c) Viscosity: Use a rod to soak some oil and drop into still and clear water. Check whether the oil will congregate into a circular droplet and not diffuse. If the oil quickly diffused into the water, it means water content is high and it fake oil;
- d) Boil: Put a spoon of wood oil into an iron pan, heat to 250oC ~ 290oC temperature. If the oil can form a honeycomb shape solid, the wood oil is pass.

6.4. Hull Tightness Test

6.4.1. After all the putty of the vessel dried up, tightness test is to be carried out before launching of the vessel. Surveyor can deem necessary the condition of the vessel to decide which part to be tested. During the test, no leakage occur in the part tested is considered acceptable.

6.4.2. There are three types of tightness test, flood test, hose test and spray test:

1. Flood test: the height of the flooding to be up to maximum loaded draught for not less than 1 hour;
2. Hose test: The nozzle diameter for the test should not be less than 16mm. During the test, the height of the water jet should not be less than 10m and the distance between the nozzle and the testing area should not be greater than 3m;
3. Spray test: Use water spray to testing area and simulate the windy and rainy weather condition.

6.4.3. Flood test is applicable for the hull shell plate and water tank bulkhead; hose test is applicable for deck plate, deck house bulkhead and hatch cover; spray test is suitable for skylight of engine room, windows and doors of bridge and other windows and doors to open area.

6.4.4. When it is difficult to carry out tightness test when the vessel is on slipway, the tightness test can be carried out after the launching of the vessel with the approval from the surveyor.

7. Special requirements and inspection of machinery and electrical installation

7.1. Inspection of main engine and gearbox installation

7.1.1. Main engine and gear box seating should have adequate strength and rigidity. The roughness of upper and lower contact area of seating should not exceed $6.3 \mu\text{m}$, and the tolerance of the total length of plane should not exceed 0.10mm. The holding down fitted bolts of engine should not be less than 15% of the total bolts and minimum should have 4 fitted bolts. At least 2 fitted bolts are to be fitted for gearbox.

7.1.2. The foundation and the engine bed plate should be uniformly contact, the contact area should not be less than 75%.

7.1.3. One to three layer of metallic liners may be used for adjusting the space between the engine bed plate and foundation, and preventive measure is to be provided to avoid loosen of fitted bolts.

7.1.4. The gap between side frame and the casing of main engine and gear box shall not be less than 25 mm.

7.1.5. If the main engine has been installed on the slipway, the main engine and the shafting system to be re-examined after 48 hours of the launching of the vessel.

7.2. Inspection of lightning protection system

7.2.1. All wooden fishing vessels should be fitted with lightning protection.

7.2.2. Air terminals should be made from copper rod of not less than 12mm diameter or iron rod of not less than 25mm diameter, and project at least 150mm above the top of the vessel (or fittings).

7.2.3. Down conductors should have a minimum cross sectional area of 70mm^2 for copper tape or 100mm^2 for iron tape. The tape shall be solidly connected between air terminal and earth plate.

7.2.4. Down conductors should be securely connected between air terminal and earth plate. The earth plate shall be installed on exterior of hull shell plate and ensure the plate remain immersed when the vessel is rolling. The earth plate shall be of copper and the area shall not be less than 0.2m^2 . The earth plate shall not be painted.

7.3. Inspection of earthing of electrical appliance

All electrical appliances should be earthed. The requirements of main earth plate and lightning earth plate are the same. However, the two systems shall not connected to the same earth plate.

Note: The above are made reference to the relevant requirements of “The ‘Ocean Fishing Vessels Statutory Survey Standard 2003’ of Register of Fishing Vessels of the People’s Republic of China”

(Consultation paper) (Draft August 2005)

Hull inspection wooden fishing vessel (Operation inspection) requirements

1. General requirements

- 1.1. If the components or parts of the hull of wooden vessel under operation, exceed the required erosion (decay) limitation as specified in Table 1.1. The repair or renewal shall be carried out according to the requirements of original building.

Limitation of erosion (decay) of main components of hull

Table 1.1

Serial No.	Components	Type of erosion, decay	Allowable erosion limit
1	Keel, keelson	Normal borer, decay	Depth exceed 20% of the thickness; Partial depth exceed 30% of the thickness
2	Hull shell plate	Borer, decay, wear down	Depth exceed 25% of the thickness
3	Deck plate	Wear down, decay	Depth exceed 25% of the thickness
4	Stem, rudder stock, deck beam, hatch side girder	Rotten	Depth exceed 35% of the thickness
5	Side frame and its stiffeners	Erosion	Partial depth exceed 25% of the thickness; Area of erosion more than 25% of the surface

- 1.2. On hull shell plate, main deck and other external and internal longitudinal components. If the depth and area of the wear and tear or decay affect the fastening function of the nails and bolts or cannot carry out caulking and there is leakage. The repair or renewal shall be carried out according to the requirements of original building.
- 1.3. Before docking of the vessel, the fuel tank, cargo hold, fish hold, refrigerating hold and water tank, etc should be emptied. Blocking should be properly arranged to avoid local concentration of loading.

- 1.4. Inspect of hull of wooden vessel also need to conform the relevant requirements of Chapter 2 of this Code.

2. Annual survey

- 2.1. In general external inspection of each part of the hull is to be carried out. Particular attention will be paid on the main structural components of amidship and forward side planking (planking), rubbing strake, bulwark stay, bulwark stringer, fwd and aft handrail, deck longitudinal, etc. Also the technical condition of the caulk will be checked.
- 2.2. All opening and hatch arrangement to be inspected and tested. The relevant requirements of Load Line survey shall refer to Chapter 4 of this Code.

3. Intermediate survey

- 3.1. The inspection items, contents and requirements of intermediate survey shall include the annual survey items. In addition, the survey of hull bottom is to be carried out.
- 3.2. Intermediate survey shall normally carry out on slipway. External inspection of keel, garboard plate, bottom plate, bilge keel, stem, stern frame, rudder stock and keel band shall be carried out. The caulk of the underwater hull part to be carefully examined. When crack appear on caulk of seam, the caulk to be partially gouged out for inspection if necessary. Inspection shall also include the effectiveness of the coating for the prevention of borer, decay and anti-fouling.
- 3.3. The under water hull inspection shall also include the examination of propeller, rudder, oil sealing arrangement of tailshaft and the examination and measurement of the rudder pintle clearance and tailshaft bearing clearance.

4. Renewal survey

- 4.1. Renewal survey shall be carried out on slipway together with the repair works of the vessel if possible. Surveyor shall carry out survey together with the ship owner and the shipyard. According to the results of the survey and the requirements of Table 1.1 of this Annex, verify the repair items of the vessel.
- 4.2. After docking of the vessel, the bottom sheathing and any sundries inside the fish hold, refrigerating hold and water tank etc shall be removed. The paneling, insulation and other obstacle shall be partially removed, if necessary, to facilitate the inspection of the technical condition of the covered hull structure.

- 4.3. For vessel less than 10 years of age, inspection shall concentrate on the hull shell plate, keel band, deck plate, bulwark, cargo hold or fish hold, including the components near the insulation and the condition of the joints, tabled-scarf, caulk and coating, etc.
- 4.4. For vessel more than 10 years of age, more thorough inspection shall be carried out on main components of the vessels such as keel, stem, stern frame, side frame, deck beam, internal longitudinal girder, bulkhead, etc. To check the level of borer, decay, wear and tear and contact damage. If the damages exceed the required limit, repair or renewal shall be carried out.
- 4.5. Full inspection shall be carried out for all the caulk below waterline. For vessels more than 8 years old, all caulk of the hull shall be gouged and renewed. In general the outer gap of the seam should not be greater than 15mm; the inner gap of the seam shall be closely fitted. Otherwise, it shall not carry out caulking. If the width of the seam is large and not suitable for caulking, the plank shall be replaced to reduce the width of the seam. All caulk shall be subject to tightness test after repair or renewal.
- 4.6. When examine the condition of the stern structure, pay attention to distortion in the joints of components, leakage in seam, variation in shaft line of tailshaft, increase in vibration, etc. If abnormality find, repair shall be carried out. If the variation of the shaft line of tailshaft is due to insufficient hull strength, repairs shall combine with partial reinforcement of the strength and rigidity of the hull.

5. Hull repair requirements

- 5.1. When the main components of the hull exceed the erosion (decay) limit (Table 1.1), the component shall be replaced. If the limit is not excess, the borer and decay part shall be removed. Use patch method to gouge and fill up. For wider area, rabbet shall be bored or clinching and patch to increase the adhesive strength.
- 5.2. If transverse cracks or broken damages appear in the components of the hull, the component shall be renewed.
- 5.3. If the joint in side shell, longitudinal components, strengthened deck plate, transverse framing of amidship area find loosen or crack or distortion appear in the seam. Repair and reinforcement of the structure shall be carried out.
- 5.4. In the seam and tabled-scarf area at the end face of the important components. If cross crack appear and the colour of the component near the crack changed to black, the component shall be replaced. Under the condition that the strength and watertightness are not affected, the main plank can be partially renewed.

- 5.5. The requirements for the precision of machining, tolerance after machining, connection method, the shifted distance between planks, choice of nails, screw or bolts, etc shall follow the relevant requirements of recognized classification societies or flag administrations.
- 5.6. The old caulking material shall be removed and re-filled with new caulking material in caulk required for repair. The bevel edge of the plank shall not be damaged during the removal of old caulking material. The caulk shall be smooth, clean and grease free.
- 5.7. For scattered worm holes with diameter less than 5mm. The worm shall be removed and fill up with putty and gauze. For diameter less than 10mm, bore hole in way of the worm hole and remove the worm. Plug the hole with treenail and interlace the surrounding gap with gauze and cover with putty.
- 5.8. For exposed nuts, depend on the condition of the surrounding timber. Interlace with gauze and plaster with putty, if necessary. No caulking shall be carried out if the bolt is not fastened.

6. Prevention of worm and decay

- 6.1. The periodical requirements of worm and decay preventive measure on main structural components:
 - a) The wooden structural components below fully loaded waterline shall carry out a worm prevention process every four years (in line with renewal survey).
 - b) The surface of all steel components below fully loaded waterline and weather exposed area shall be coated every year, can be in line with annual survey.
 - c) Anti-fouling coating for the vessel bottom shall be re-coated every year.
 - d) Asphalt type coating for under water hull below the fully loaded waterline and coating for the hull surface above fully loaded waterline and components inside accommodation. Shall be re-coated every two years together with renewal survey or intermediate survey.

Note: The above are made reference to the relevant requirements of “The ‘Ocean Fishing Vessels Statutory Survey Standard 2003’ of Register of Fishing Vessels of the People’s Republic of China”

Annex L

Implementation of the Revised Regulations 13G and 13H of 《Annex I of MARPOL 73/78》 to Locally Licensed Vessels

1. In response to tighter control of single-hull oil tanker on prevention of pollution at sea, IMO adopted “Resolution MEPC 111(50)” on 4 December 2003 for the following purposes:
 - (a) to amend regulation 13G to further accelerate phasing out of single hull tankers of 5,000 tons dwt and above; and
 - (b) to add a new regulation 13H to ban carriage of heavy grade oil (HGO) in single hull tankers of very old age and new requirements for double hull tankers.

The new requirements will come into force internationally on 5 April 2005, which is also applicable to locally licensed vessels.
2. The revised regulation 13G of 《Annex I of MARPOL 73/78》 is aimed to phase out all single hull tankers of deadweight 5,000 dwt and above by 2010 on their anniversary delivery date. Prior to that cut-off date, those single hull tankers of 15 years of age or above will need to comply with the requirements of the Condition Assessment Scheme (CAS). By that time, tankers below 15 years of age are of double hull.
3. The revised regulation 13H of 《Annex I of MARPOL 73/78》 is aimed to ban all single hull tankers of deadweight between 600 dwt and less than 5,000dwt to be used for carriage of heavy grade oil (HGO) on their anniversary delivery date in 2008. However, the revised regulations of the Convention permits the Flag Administration to extend the operation life of those vessels until the 25 years of age are reached with certain measures to be fulfilled. Beyond 5 April 2005, no tanker of deadweight 5,000 dwt and above are allowed to carry HGO.
4. Exemption from complying with regulation 13H would be granted to those single hull tankers, which are operated solely within Hong Kong waters, and subjected to conditions as described below:
 - (a) these tankers may continue operations until 5 April 2008 provided they are maintained in a satisfactory condition;
 - (b) tankers older than 25 years on and after 5 April 2008 may be considered an extension on two year basis provided that the tankers are subject to more stringent inspection requirements. These vessels will be required to be drydocked in each annual inspection and subject to a well documented measurement of hull plate thickness for consideration BEFORE the two year extension of life is granted.
5. All tankers licensed on or after 5 April 2005 should be constructed or have been constructed for full compliance with the relevant requirements of regulation 13H of 《Annex I of MARPOL 73/78》, i.e. double skin construction requirement.
6. Marine Department Notice No. 53 of 2005 regarding the implementation of the amended regulation 13 G and the new Regulation 13 H of annex I to MARPOL 73/78 on the local licensed tankers carrying Heavy Grade oil (HGO) had been promulgated on 15 April 2005.

Annex N-1(A)**Safety Navigation Limits (SNL) for Fishing Vessel Hong Kong Licensed Fishing Vessel in Hong Kong**Interpretations

- (1) Hong Kong waters: means coastal waters, which belong to HKSAR, specified by the HKSAR at the time of Reunification on 1 July 1997.
- (2) Chinese waters: means coastal ports, inland waters, territorial sea of the People's Republic of China as well as all other waters subjected to State's jurisdiction.

Safety Navigation Limits

- (3) Safety Navigation Limits for sea fishing include the followings: Safety Navigation Limit I (Mainland Chinese waters), Sea Safety Navigation Limit II, Sea Safety Navigation Limit III and Hong Kong waters.

Safety Navigation Limits for sea fishing ^(Note 1 & 2)	
Safety Navigation Limit I (SNL-I) (Mainland Chinese waters)	means East Sea and South Sea within Chinese waters
Safety Navigation Limit II (SNL-II) (120 /200 nautical mile limits)	means Chinese waters or protected area not more than 200 nautical miles away from the coast of Bohai, Huanghai and Donghai, the Taiwan Strait and water area not more than 120 nautical miles away from the coast of South China Sea (including water area not more than 50 nautical miles away from the east coast of Taiwan, the east coast and south coast of Hainan Island);
Safety Navigation Limit III (SNL-III) (10 /20 nautical mile limits)	means Chinese waters not more than 20 nautical miles extending from the coast of Guangxi to Xiamen; or protected water area, not more than 10 nautical miles away from the east coast and south coast of Hainan Island; and water area or protected area not more than 20 nautical miles away from the coast, other than the above sea area.
Hong Kong Waters (HKW)	means coastal waters, which belong to HKSAR, specified by the HKSAR at the time of Reunification on 1 July 1997.

- Note: (1) The definition “**Safety Navigation Limit I (Mainland Chinese waters)**” is to distinguish it easily from that “**Safety Navigation Limit I (Ocean-going)**”.
- (2) Fishing vessel when operating in Chinese waters ~~Safety Navigation Limits~~ should hold a valid Fish Catching Permit issued by the authority of that specific Safety Navigation Limit. The fish catching district marked on Fish Catching Permit should be within the Safety Navigation Limits.

Annex N-1(B)

Safety Navigation Limits (SNL) relating to different types and standards of Hong Kong licensed fishing vessels⁽¹⁾

Category of Limits	Type & Length of fishing vessels / sampans ⁽²⁾
<p>Safety Navigation Limit I (SNL-I) (Mainland waters)</p> <p>(Chinese Waters including parts of means East Sea and South Sea within limits of Chinese waters)</p>	<ol style="list-style-type: none"> 1. Steel fishing vessels (M9) (length : $24m \leq L \leq 24m$) - must meet MD's required have to comply with the construction and safety standards⁽³⁾ of MD for deep sea fishing. 2. GRP fishing vessels (length : $24m \leq L \leq 24m$) - must meet MD's required have to comply with the MD standards as (1) above. 3. New wooden fishing vessel (length : $24m \leq L \leq 24m$) - must meet MD's required have to comply with the MD standards as (1) above. 4. Existing wooden fishing vessels (M6) (length : $24m \leq L \leq 24m$)- <ol style="list-style-type: none"> (i) licensed and operated for more than five⁽⁴⁾ years ; or (ii) licensed for less than five⁽⁴⁾ years but confirmed to have met comply with the structural standards for deep sea fishing; and - they are to be surveyed and confirmed in sound structural condition after survey, and have met comply with the MD's required safety standards⁽³⁾ for deep sea fishing.
<p>Safety Navigation Limit II (SNL-II) (200 120 / 120 n 200 nautical miles limits of Chinese Waters)</p>	<ol style="list-style-type: none"> 1. Steel fishing vessels (length : $24m \leq L \leq 24m$)- must meet have to comply with the MD's required construction and safety standards⁽³⁾ for coastal fishing (main engines of non- marine type are acceptable conditionally⁽⁵⁾). 2. GRP fishing vessels (length : $24m \leq L \leq 24m$)- must meet have to comply with the MD's required standards same as (1) above 3. GRP fishing vessels and new wooden fishing vessels (length : $24m < L < 15m$ $24m > L \geq 15m$) - must meet have to comply with the MD's required safety standards⁽³⁾ for near-coast fishing (main engines of non-marine type are acceptable conditionally⁽⁵⁾⁽⁷⁾). 4. Existing wooden fishing vessels (M6) (length : $24m \leq L \leq 24m$) <ol style="list-style-type: none"> (i) licensed and operated for more than three⁽⁴⁾ years; or less than 3 years⁽⁴⁾⁽⁸⁾, or (ii) licensed for less than three⁽⁴⁾ years but confirmed to have met comply with the structural standards for coastal fishing; and - they are to be surveyed and confirmed in sound structural condition after survey, and have met comply with the MD's required safety standards⁽³⁾ for coastal fishing (main engines of non-marine type are acceptable conditionally⁽⁵⁾).
<p>Safety Navigation Limit III (SNL-III) (20 10 / 10 n 20 nautical miles limits of Chinese Waters)</p>	<ol style="list-style-type: none"> 1. GRP fishing sampans (length : $15m \leq 8m \leq L < 15m$) - must meet have to comply with the MD's required structural and safety standards⁽³⁾ for near-coast fishing (main engines of non-marine type are acceptable conditionally⁽⁵⁾⁽⁶⁾). 2. Existing wooden fishing sampans(M6) (length : $L \geq 15m \leq L$) <ol style="list-style-type: none"> (i) licensed and operated for more than three⁽⁴⁾ years, or less than three years⁽⁴⁾⁽⁶⁾ ; or (ii) licensed for less than three⁽⁴⁾ years but confirmed to have structural integrity and met adequate stability requirement; and, - they are to be surveyed and confirmed in sound structural condition after survey, and have met comply with the MD's required safety standards⁽³⁾ for near-coast fishing (main engines of non-marine type are acceptable conditionally⁽⁵⁾).

	<p>3. <u>Existing wooden fishing sampans(M6) (length : 8m ≤ L < 15m)</u> (i) licensed and operated for more than three⁽⁴⁾ years, or or less than three years⁽⁴⁾⁽⁶⁾ ; or (ii) licensed for less than three⁽⁴⁾ years but confirmed to have structural integrity and met adequate stability requirement; and - they are to be surveyed and confirmed in sound structural condition, after survey, and have met comply with the MD's required safety standards⁽³⁾ for near-coast fishing (main engines of non-marine type are acceptable conditionally⁽⁵⁾⁽⁶⁾).</p>
Hong Kong waters (HKW)	All small fishing sampans and Asiatic types, such as M7 wooden fishing boats- must meet have to comply with the specific MD's required construction and safety standards including LSA and FFA for fishing operation in Hong Kong waters. (main engines of non-marine type are acceptable conditionally ⁽⁵⁾)

Note:

- (1) Under LVO, all fishing vessels or fishing sampans ~~or fishing boats~~ are required to meet construction and safety standards and requirements as stipulated in the relevant Code of Practice.
- (2) Construction standards/requirements meeting recognized classification society or PRC standards for appropriate types of fishing vessels/sampans will be acceptable. Safety standards on LSA and FFA for these vessels will be developed and indicated in relevant Code of Practice.
- (3) Safety standards relevant to SNL requirements on LSA (including radio equipment), and FFA.
- (4) Counted from the commencement date of LVO.
- (5) Existing vessels' vessels with non-marine type main engines must be renewed with change to marine type when they are required for replacement / renewal replaced / renewed. All new vessels must be fitted with marine type main engines.
- (6) Restricted to 10 nautical miles limits from the south coast ~~and of south of~~ Xiamen.
- (7) Restricted waters is 50 n to less than 120 nautical mile limits from coast.
- (8) Restricted to less than 50 nautical miles from coast

Annex N-1 (C)

GENERAL SAFETY STANDARD AND REGULATIONS FOR THE CONSTRUCTION OF FISHING VESSELS

Accordance with the rule and arrangement stipulated in paragraph 2.2 relating to “Other Standards” and paragraph 8 relating to “Equivalence” of Chapter 1 “General” section, the following regulations and standards will generally be recognized, accepted and applicable to fishing vessels.

	SAFETY STANDARD AND REGULATIONS FOR THE CONSTRUCTION OF FISHING VESSELS
1	IMO << 1977 Torremolinos International Convention for Safety of Fishing Vessels >>
(a)	IMO << Consolidated text of the regulations annexed to the Torremolinos International Convention for the Safety of Fishing Vessels, 1977, as modified by the Torremolinos Protocol of 1993 relating thereto- Construction and installation of fishing vessels regulations >> (Safety Regulations of Fishing Vessels of 24 metres or above)
(b)	IMO << Guidelines for the Safety of Fishing Vessels of 24 metres and over but less than 45 metres in length operating in the East and South-East Asia Region >> Regulations
(c)	IMO << 1977 Torremolinos International Convention for Safety of Fishing Vessels >> - Safety working rules for fishermen and fishing vessels Part A – health and safety guidelines for the construction of fishing vessels and equipment (applicable to fishing vessels of length between 12 metres and less than 24 metres)
(d)	IMO << 1977 Torremolinos International Convention for Safety of Fishing Vessels >> - Safety working rules for fishermen and fishing vessels Part B – health and safety guidelines for the construction of fishing vessels and equipment (applicable to fishing vessels of length between 24 metres and below 45 metres)
2	<< Register of Fishing Vessel of the PRC (Construction Standard for Fishing Vessels 2000) >>
3	<< Register of Fishing Vessel of the PRC (Construction Standard for Ocean Going Fishing Vessels 2003) >>
4	<< Register of Fishing Vessel of the PRC (Construction Standard for GRP Fishing Vessels 2002) >>
5	<< Sea Fish Industry Authority <Glass Reinforced Plastic - fishing vessels of less than 24m Reg. Length> >>

Remark : IMO means International Maritimes Organization

INITIAL SURVEY OF ~~FOR FIRST~~ LICENSED STEEL FISHING VESSELS OR GRP FISHING VESSELS⁽¹⁾ OF LENGTH ~~OVERALL EXCEEDING~~ 15 METRES OR ABOVE OR NEW WOODEN FISHING VESSELS –
(APPLICABLE TO VESSELS OPERATING IN HONG KONG WATERS AND COASTAL WATERS OF MAINLAND CHINA)

(A) Plans required to be submitted for approval for new built ~~or existing~~ fishing vessels –

According to the safety navigation limits of the vessels, new built fishing vessels should be surveyed by the officer of this department at appropriate stages in accordance with the recognized rules and design. Owner of the vessels should apply for drawing approval by submission of the following drawings, in duplicate. (Address : Local Vessels Safety Section, ~~Room 2312, 23 Floor, Harbour Building, 38 Pier Road, Central, Hong Kong;~~ Telephone No. 2852 4444) –

- 1) General Arrangement
- 2) Tonnage Measurement and Calculations
- 3) Structures and Scantlings, including
 - a) Midship Section
 - b) Scantling Calculation
 - c) Profile, Deck and bulkhead
 - d) Shell Expansion
 - e) Rudder / Kort Nozzle, Rudder Stock, Skeg and Sole Piece
- 4) Freeboard Calculation
- 5) Arrangements relating to watertightness, weathertightness, bulkheads, hatchways, coamings, side scuttles, air vents, freeing ports, scuppers, inlets and discharges
- 6) Stability information, including:
 - a) Lines Plan including details of draft marks and offset tables (for record)
 - b) Hydrostatic Curves
 - c) Cross Curves of Stability
 - d) Preliminary Intact Stability
- 7) Accommodation Layouts
- 8) Escape Routes
- 9) Fuel, Machinery and Electrical Systems, including
 - a) Engine Room Arrangement
 - b) Propeller Shafting, Stern Tube and Coupling
 - c) Fuel Oil System (including tanks and piping)
 - d) Fire-fighting Piping arrangement (including fire main, fixed fire extinguishing system, etc)
 - e) Bilge Pumping Arrangement

- f) Air Receiver (if fitted)
 - g) Compressed Air Piping System (for pressure ≥ 10 bar) (if fitted)
 - h) Steering Gear Hydraulic Piping System
 - i) Filling, Sounding and Air Vent system
 - j) Domestic LPG Installation (if fitted)
 - k) Electrical System Line Diagram
 - l) Wiring Diagram of Main Switchboard
 - m) Layout of Main Switchboard
 - n) Electrical Equipment Arrangement
 - o) Wiring Diagram of Distribution Boxes
- 10) Safety Plan showing arrangement of life-saving appliances, fire-fighting appliances, light and sound signals
 - 11) Structural Fire Protection Arrangement
 - 12) Navigational and Communication Equipment
 - 13) The Prevention and Control of Pollution and
 - 14) Measures against potential hazards to the safety of the vessel and or any person or property on board the vessel

Remarks:

- (1) New Wooden Fishing Vessel : ~~is the new~~ means any wooden fishing vessel ~~firstly~~ licensed on or after the implementation date of this regulation ~~for the first time~~.
- (2) If vessel's gross ~~registered~~ tonnage is less than 400, the requirement for installation ~~for~~ of Prevention of Oil Pollution equipment may be waived provided that ~~some basic and effective means requirements~~ for prevention of oil pollution ~~is met~~ is arranged on board.

(B) Initial Survey Items for fishing vessels

- (1) Having ~~obtained~~ returned the approval of the submitted drawings, ship owner can apply to Marine Department for all the survey work of the vessel or arrange ~~the~~ to delegated survey work as prescribed in section (2) and (3).
- (2) Arrangement of Recognized Survey
 - (a) In order to cater for the need of ship owner, Marine Department has requested the Register of Fishing Vessel of PRC or the Bureau of Fisheries of Guangdong to carry out ~~the majority~~ most of the items of new construction and docking survey for fishing vessels ~~stay~~ in China. This would include the survey report of newly constructed vessel, the assessment, verification and endorsement of the inspection record of existing vessels. Ship owners can at their ~~own choice to incur~~ discretion to ~~invite~~ the Bureau of Fisheries to carry out the "recognized survey" items.

- (b) The plan approval, audit survey for the assessment, verification and endorsement of the inspection record together with the final survey would still be carried out by Marine Department.
- (3) (a) For those existing vessels constructed in China, the ship owner should submit the relevant inspection report and record (ship owner may ask the construction shipyard for the necessary assistance) and request the Bureau of Fisheries to arrange the “recognized survey” soonest as possible. This would also include the verification and endorsement of the relevant document of the inspection record and survey report.
- (b) The ship owner should submit to the department the Bureau of Fisheries endorsed and verified inspection record and survey report. Ship owner may submit the relevant documents through agent of Bureau of Fisheries.
- (4) ~~Usually~~ Under normal circumstances, the plan approval work would require two months for completion and the ship owner should arrange the survey work after the plan approval has been ~~obtained~~ completed. In order to avoid unnecessary delay, ship owner should submit the relevant drawing, plan and document for approval soonest possible. Ship owner should note that any delay in submitting plans and other documents may hinder the inspection schedule.
- (5) Under the new MS (local vessel) ordinance, the ship owner ~~can~~ may have the ~~choice~~ discretion to select the competent surveyor and recognized authority for ~~concerned~~ plan approval and survey work. [Owner should follow the time table for authorization of survey]

Annex N-3

~~Guidance Note on the Construction and Surveying of Glass Reinforced Plastic Fishing Sampans~~ General initial Survey requirements for the Construction of GRP fishing vessels

1. ~~Definitions~~ Interpretation

1.1 New Vessel: in respect of which an application for an operating licence is made for the first time on or after the commencement of the Merchant Shipping (Local Vessels) (~~Safety and Survey~~) Regulation.

2. Construction and initial survey for licensing
(Including new construction and first licensed existing vessels)

Application for licensing should comply with the procedures in the paragraph 6 of Chapter I of this Code. Licence and Certificate of Inspection is issued as per safety navigation limit. ~~Refer~~ and according to Annex N-1 and N-4 ~~requirements.~~

2.1 Glass Reinforced Plastic Fishing Vessel of length overall ~~exceeding~~ of 15 metres or above, ~~For drawing approval and construction survey, please refer~~ should be according to Annex N-2.

2.2 New Glass Reinforced Plastic Fishing Vessel of length overall between 8 metres and below 15 metres

(a) The relevant plans and information requirement should be submitted according to stipulated in Chapter II that applicable to a Cat. B vessel should be submitted.

(b) Information such as the design standards or construction specifications of the hull components and engine equipment should be produced.

(c) Report on hull material verification and GRP material test should be produced.

2.2.1 Design and Construction Standard

~~The owner of the vessel should follow~~ the design and construction standard of the vessels should be in accordance with the standard from classification societies or national maritime administration with regard to its size, purpose and area of operation.

2.2.2 Drawing approval

Drawings required to be submitted for approval:

- (a) 1) General arrangement (including L.S.A., F.F.A. **evacuation** ~~escape~~ arrangement, L.S.S. and radio communication equipment arrangement)
- (b) 2) Cross-section plan and structural plan (including the side and deck), **rudder and rudder stock**
- (c) 3) Propeller shafting and stern tube plan
- (d) 4) Fuel oil tanks and piping
- (e) 5) Fire fighting piping and bilge pumping system
- (f) 6) Electrical wiring diagram and electrical installation plan (if fitted with 220V **or above** generator)
- (g) 7) Inclining experiment report and stability information booklet

2.2.3 **Initial** Survey

The following items should be presented for survey (for new **construction vessels** ~~under~~ ~~during the construction stage~~):

- (a) 1) Hull construction (incl. material test, verification of scantling of hull structural members, inspection of hull connections etc.)
- (b) 2) Machinery installation (incl. **main** engines and gearboxes, fuel tanks construction etc.)
- (c) 3) Electrical installation (incl. insulation test)
- (d) 4) Verification of principal dimensions and draft marks
- (e) 5) Inclining test
- (f) 6) Final survey (safety equipment etc.)

2.3 Vessels of Length Overall not exceeding 15 metres (**may apply original design**)

- (1) The first vessel (**original design vessel**) of an approved series should be subject to plan approval and surveys as per the requirements listed in para. 2.2 above.
- (2) For the second to the eighth vessels being constructed with the same design in the same workshop, the following relevant requirements are suffice:
 - (i) Submission of the certificate of manufacture, construction inspection; and test records issued by the inspected workshop together with photos;
 - (ii) Lightship weight confirmation;
 - (iii) Final survey (safety equipment etc.).

- Remarks: (1) For new vessel of length overall not exceeding 12 metres, in lieu of para. 2.2.2 and 2.3(1), owner may submit relevant “simple plans” ~~required approval for initial licensing of local vessels~~ to HKMD for approval.
- (2) For new vessel of length overall not exceeding 12 metres and only operating in Hong Kong waters, in lieu of para. 2.2.2 (g 7) and 2.2.3 (e 5), a simple inclining test and report is required.

Annex N-4A

Guidance Note on the Construction and Initial Survey for Licensing of Glass Reinforced Plastic Fishing Sampans of Length Overall not exceeding 15 metres

1. Application for new construction
 - 1.1 The procedure should follow the guidelines stated in Chapter I section 6.
 - 1.2 Requirements of vessels should be in accordance to safety navigation limit. [Refer to Annex N-1 and N-4(B) and N-4(C)]

2. Drawings required to be submitted for approval.
 - 2.1 The relevant plans and information stipulated in Chapter II applicable to a Cat. B vessel should be submitted.
 - 2.2 Information such as the design standards or construction specifications of the hull components and engine equipment should be produced.
 - 2.3 Report on hull material verification and GRP material test should be produced.

3. Survey for initial licensing
 - 3.1 The workshop and relating facilities should be inspected by Marine Department. The requirements for the workshop are as follows:
 - (i) The workshop should be adequately sheltered from wind and rain and provide with suitable ventilation equipment. Workshop intended for constructing large vessels should be fitted with thermostat and humidistat.
 - (ii) Sufficient natural lighting and illumination should be provided. Direct exposure of product to sunlight and strong lamplight that affect the normalization of resin should be avoided.
 - (iii) Air exhausting and drainage facilities should be installed.
 - (iv) Sufficient fire fighting and safety facilities should be installed.
 - 3.2 During the construction of the first vessel (prototype) of a series, the following items should be inspected by Marine Department: hull construction (verification of thickness of the hull members laminate); oil fuel tank construction; engine and gear box; electrical installation/insulation test; verification of principal dimensions and draft marks; inclining test/lightship inspection; final survey (safety equipment etc.).
 - 3.3 For the subsequent vessels (for the second to eighth vessel) being constructed with the same mould in the same workshop, submission of only the certificate of manufacture, construction inspection and test records issued by the inspected workshop together with mould photos are sufficed. These vessels are required for final survey and issuing certificate prior to licensing.

Annex N-4(B)
Requirements for Class III GRP Fishing Sampan Fitted with Diesel Engine

Length Overall (L)	$5m \leq L < 8m$	$8m \leq L < 15m$
Power	Diesel inboard/ outboard engine $\leq 90HP$ (67kW)	Diesel inboard/ outboard engine $\leq 250HP$ (187kW)
Ship Construction	<ul style="list-style-type: none"> ● Fully decked with deckhouse as per the proposal of the representatives of fishermen. ● Scantlings in compliance with the relevant requirements such as RFV, FIA or any recognized classification societies etc (including properties of glass-fibre material 	
Stability and Buoyancy	<ul style="list-style-type: none"> ● Simple inclining test to indicate that heel $< 7^\circ$ in fully loaded condition, ● At full power, the longitudinal heeling $< 4^\circ$ & turning $< 8^\circ$ or 80% of freeboard, ● Any one water-tight compartment should meet 100% built-in buoyancy at full load condition or by filling those compartments with foam <p style="text-align: center;">Or</p> <ul style="list-style-type: none"> ● Inclining test ● Stability information as other vessels operating outside Hong Kong waters 	
Inspection	Survey afloat every 2 years and survey on slipway every 6 years (refer Annex N-6(A)).	
Operating Limits	(1) For vessel length $5m < L < 8m$, Hong Kong waters only (2) For vessel length of $8m \leq L < 15m$, Hong Kong waters or not exceeding 10 n miles from shore. (Vessel may request exemption from Licensing Office of Marine Department for exempting relevant formalities of port arrival and departure clearance)	
LSA	<ul style="list-style-type: none"> ● One lifejacket for each person on board; <i>and</i> ● One Life buoy 	
FFA	<ul style="list-style-type: none"> ● One 2.7kg dry powder portable fire extinguisher <i>and</i> one bucket with lanyard ● For vessel length of 8m or above, one additional set of above is required 	
Navigation lights	One masthead light, sidelights, sternlight. N.U.C. light and post height requirements as per details in COLREGS.	
Emergency communication means	Not required for HK waters. Those operating in mainland waters would have to meet mainland required standards.	
Drawings-hull/mc	The first vessels is required for approval of proto-type design and inspection standards which would cover a certain hull number of subsequent vessels built to approved standards	
Survey-hull/mc/final	Subject to satisfactory inspection of prototype by Marine Department on hull and machinery and final inspections to meet the approved standard and tests with proper records submission. Then, each subsequent vessel is built and tested to approved standards for a certain hull number with inspection records submission to Marine Department for vetting and subject to final inspection.	
Certificate of Insp	Local Vessel Certificate of Survey will be issued (as per category B according to MS (Local Vessels) (Safety and Survey) Regulation)	

RFV Register of Fishing Vessel of PRC's " Construction Standard for GRP Fishing Vessels 2002 "
FIA Sea Fish Industry Authority <Glass Reinforced Plastic - fishing vessels of less than 24m Reg. Length>

Annex N-4(C)
Requirements for Class III GRP Fishing Sampan Fitted with Petrol Outboard Engine⁽¹⁾

Length Overall (L)	5m ≤ L < 6m	6m ≤ L < 8m	8m ≤ L < 15m
Power (P)	Petrol outboard P ≤ 40HP (30kW)	Petrol outboard P ≤ 75HP (56kW)	Petrol outboard P ≤ 90HP (67kW)
F.O. Storage System	Max. fuel oil capacity not more than 100 litres carried by portable tanks of unit capacity not exceeding 50 litres ⁽¹⁾		Max. fuel oil capacity not more than 150 litres carried by portable tanks of unit capacity not exceeding 100 litres [see remark 1]
Ship Construction	<ul style="list-style-type: none"> ● Fully decked with deckhouse as per the proposal of the representatives of fishermen. ● Scantlings in compliance with the relevant requirements such as RFV, FIA or any recognized classification societies etc (including properties of glass-fibre material 		
Stability and Buoyancy	<ul style="list-style-type: none"> ● Simple inclining test to indicate that heel < 7° in fully loaded condition, ● At full power, the longitudinal heeling < 4° & turning < 8° or 80% of freeboard, ● Any one water-tight compartment should meet 100% built-in buoyancy at full load condition or by filling those compartments with foam <p>Or</p> <ul style="list-style-type: none"> ● Inclining test ● Stability information as other vessels operating outside Hong Kong waters 		
Inspection	Survey afloat every 2 years and survey on slipway every 6 years [refer Annex N-6(A)]		
Operating Limits	(2) For vessel length 5m < L < 8m, Hong Kong waters only (2) For vessel length of 8m ≤ (L) < 15m, Hong Kong waters or not exceeding 10 n miles from shore. (Vessel may request exemption from Licensing Office of Marine Department for exempting relevant formalities of port arrival and departure clearance)		
LSA	<ul style="list-style-type: none"> ● One lifejacket for each person on board; <i>and</i> ● One Life buoy 		
FFA	<ul style="list-style-type: none"> ● One 2.7kg dry powder portable fire extinguisher <i>and</i> one bucket with lanyard ● For vessel length of 8m or above, one additional set of above is required 		
Navigation lights	One masthead light, sidelights, sternlight. N.U.C. light and post height requirements as per details in COLREGS.		
Emergency communication	Not required for HK waters. Those operating in mainland waters would have to meet mainland required standards.		
Exemption	Existing	Should comply the revised version.	
	LVO	If fitted with petrol engines, the vessel should exempted from the paragraph 6 (2) of the M.S. (Local vessels) (Safety and Survey) regulation.	
Drawings-hull/mc	The first vessels is required for approval of proto-type design and inspection standards which would cover a certain hull number of subsequent vessels built to approved standards		
Survey-hull/mc/final	Subject to satisfactory inspection of prototype by Marine Department on hull and machinery and final inspections to meet the approved standard and tests with proper records submission. Then, each subsequent vessel is built and tested to approved standards for a certain hull number with inspection records submission to Marine Department for vetting and subject to final inspection.		
Certificate of Insp	Local Vessel Certificate of Survey will be issued (as per category B according to MS (Local Vessels) (Safety and Survey) Regulation)		

RFV Register of Fishing Vessel of PRC's " Construction Standard for GRP Fishing Vessels 2002 "

FIA Sea Fish Industry Authority <Glass Reinforced Plastic - fishing vessels of less than 24m Reg. Length>

Remark : (1) Portable petrol tanks must meet safety standard and be a type-approved model or made by the engine manufacturer. exemption from relevant regulation should be obtained.

**CONSTRUCTION AND INITIAL SURVEY REQUIREMENTS FOR
WOODEN FISHING VESSELS AND
SAFETY NAVIGATION LIMIT FOR EXISTING VESSELS**

1 Safety Navigation Limit for Existing Vessels

To determine the safety navigation limits for existing vessels [vessels licensed on or before the commencement of the Merchant Shipping (Local Vessels) Ordinance], the requirements of Annex 1- (B) should be complied with. Decision to be made upon the assessment of paragraphs 1.1 and 1.2.

1.1 Hull construction

Any existing vessel licensed for less than or not not less than 5 years should provide evidence showing that its design and construction was based on an empirical design or design and construction of similar type of vessel having evidence of less than or not less than 5 years safe operation history in the same intended operation waters.

1.2 Vessel installation and equipment

Suitable means or device should be provided to machinery, equipment, lifting gear, winches, fish handling and fish processing equipment, etc. so as to reduce to minimize any danger to persons on board. Special attention should be paid to moving parts, hot surfaces and other dangers. From the machinery installation and the equipment provided for the extinction of fire on the vessel there is not undue risk of fire or explosion if the conditions of the licence are fully complied with.

1.3 Photo/Plan record

Photos of 4R size, or relevant/simple plans showing the elevation and side elevation of the vessel should be submitted for record.

2 Construction and Initial Survey for Licensing (Incl. new construction and initial licensing for existing vessels)

Application for new construction should follow the procedures as per paragraph 6 in Chapter I. Construction and initial survey, approval and licensing are to be in accordance with the requirements of safety navigation limits, refer to the requirements in Annex N-1.

2.1 New Vessels of Length Overall exceeding 15 m operating in the Hong Kong and Chinese Coastal waters

The requirements in Annex -2 are to be complied with for the drawing approval and construction survey.

Remarks : New Vessels: vessels licensed after the commencement of the Merchant Shipping (Local Vessels) Ordinance

2.2 New Vessel of length overall between 8 metres to 15 metres and operating in the Hong Kong and Chinese Coastal waters

- (a) The relevant plans and information stipulated in Chapter II applicable to a Cat. B vessel should be submitted.
- (b) Information such as the design standards or construction specifications of the hull components and engine equipment should be produced.
- (c) Report on hull material verification and GRP material test should be produced.

2.2.1 Design and building standard

Every vessel should be designed and built to the requirements of rules and regulations of a classification society or recognized government authority having regard the size, use and intended operation area of the vessel.

2.2.2 Plan approval

The following plans/information should be submitted for approval:

- (1) General Arrangement Plan (incl. layout of life-saving and fire fighting, means of escape, lights and radio communication equipment arrangement);
- (2) Cross-section plan and structural plan (including the side and deck); rudder stock and rudder plate);
- (3) Propeller shafting and stern tube plan;
- (4) Oil fuel tank and oil fuel piping plan;
- (5) Fire fighting piping and bilge pumping system;
- (6) Electrical wiring diagram and electrical installation plan (for generator of exceeding 220 volts);
- (7) Inclining Experiment Report and Stability Information Booklet.

2.2.3 Survey

The following items should be presented for survey (for new constructions - during the construction stage):

- (1) Hull construction (incl. material test, verification of scantling of hull structural members, inspection of planking connections, etc.);
- (2) Machinery installation (incl. engines and gear boxes, fuel tanks construction, etc.);
- (3) Electrical installation (incl. insulation test);
- (4) Verification of principal dimensions and draft marks;
- (5) Inclining test;
- (6) Final survey (safety equipment etc.).

2.3 Vessels of Length Overall not exceeding 15 metres

- (1) The first vessel of an approved series should be subject to plan approval and surveys as per the requirements listed in para. 2.2 above.
- (2) For the second to twelve vessels being constructed with the same design in the same workshop, the following relevant requirements are suffice :
 - (i) Submission of the certificate of manufacture, construction inspection and test records issued by the inspected workshop together with photos;
 - (ii) Lightship weight confirmation;
 - (iii) Final survey (safety equipment etc.).

- Note :
- (1) For new vessels with overall length less than 12 metres, the owner may submit a simplified plan for approval to satisfy the requirements in para. 2.2.2 (7) and 2.2.3 (5)
 - (2) For new vessels with overall length less than 12 metres and operate only in Hong Kong Waters, a simple inclining test report is sufficient to satisfy the requirements in para. 2.2.2 (7) and 2.2.3 (5)
 - (3) For initial inspection for licensing of new wooden vessel, the special requirements in Annex J-1 should be referred
 - (4) For hull inspection of wooden vessel (Operation Inspection), the requirement in Annex J-2 should be referred

Periodical Survey Cycle for Fishing Vessels^{(1) (8)}

(A) Steel Hull or GRP fishing Vessels or New Licensed⁽⁵⁾ Wooden Fishing Vessels (Vessel length exceeding 24 M and operate in Hong Kong and China coastal waters – Safety Navigation Limits I or II)

- (I) Annual Survey (Afloat)
- (II) Biennial Survey (Intermediate Survey)⁽²⁾
- (III) Quadrennial Survey (Survey-on-slip)⁽²⁾

(B) Existing licensed⁽⁶⁾ Wooden Fishing Vessel (vessel length exceeding 15 M and operate in Hong Kong and China coastal waters – Safety Navigation Limits I 、 II 、 II^(*) or III)

- (I) Annual extension of the license should have owner declaration for safety (Declaration of Safety for license extension of fishing vessels) [See Annex N-6(B)]
- (II) Biennial Survey (Afloat)
- (III) Quadrennial Survey (Survey-on slip)^{(3)(4)&(7)} (Only applicable to vessels of length 24 Metres or above and operate in Safety Navigation Limits I or II or II^(*))
- (IV) Survey at every six years (Survey-on slip)^{(3)(4)&(7)} (Only applicable to vessels of length between 15Metres to 24 Metres or above and operate in Safety Navigation Limits III)

Note: (*) operation limit within 50 n. miles from coast

(C) (1) Steel fishing Vessels (vessel not exceeding 24 M and operate in Hong Kong and China coastal waters– Safety Navigation Limit II^(*) or III)

(2) GRP Fishing Vessels or New Licensed⁽⁵⁾ Wooden Fishing Vessels(Vessel length between 15 and 24 M and operate within Hong Kong and China coastal waters – Safety Navigation Limits II^(*) or III)

- (I) Annual Survey (Afloat)
- (II) Triennial Survey (Intermediate Survey)
- (III) Survey for every six years (Survey-on-slip)

Note: (*) operation limit within 50 n. miles from coast

- (D) (1) Wooden Fishing Vessel or GRP Fishing Sampans (vessel length between 8 and 15 M and operate within Hong Kong and China Coastal waters – Safety Navigation Limits III^(#) or III^(*))
- (2) GRP Fishing Sampan (Vessel length not exceeding 15 M and operate within Hong Kong or China coastal waters)
- (I) Annual extension of the licence should have owner declaration for safety (Declaration of Safety for license extension of fishing vessels) [See Annex N-6(B)]
- (II) Biennial Survey (Afloat)
- (III) Survey for every eight years (Survey-on-slip)^{(3)(4)&(7)} (Only applicable to vessels operate in Safety Navigation Limits III^(#) or III^(*))

Note: (#) operation limit within 10 n. miles from coast

- (E) (1) Wooden Fishing Vessel or GRP Fishing Sampan (vessel length not exceeding 8 M and operate within Hong Kong waters)
- (I) Annual extension of the licence should have owner declaration for safety (Declaration of Safety for license extension of fishing vessels) [See Annex N-6(B)]
- (II) Biennial Survey (Afloat) (Only applicable to GRP Fishing Sampan)
- (III) Triennial Inspection (Afloat) (Only applicable to Wooden Fishing Vessels)

Remark:

- (1) The above-mentioned periodic inspection for annual, biennial and triennial (afloat) survey should be the same as Annex N-7(A) or N-7(B).
- (2) Ship owner can apply to extend the date of survey-on-slip during the annual inspection. Extension (not exceeding one year) would be granted in case the condition of the vessel permitted to do so. Following that, the quadrennial survey can be extended accordingly.

- (3) The date of survey-on-slip would start from the date of issuance of the licence and would become effective after two year after the implementation of the ordinance.
- (4) For the requirements of paragraphs (B), (C) and (D), periodical survey cycle will be revised as per paragraph (A) after the implementation date of 漁船公約.
- (5) New Licensed Vessels: mean the fishing vessel first licensed on or after the enforcement of the new local vessel ordinance.
- (6) Existing Licensed Vessels: mean the fishing vessel which had licensed before the enforcement of the new local vessel ordinance.
- (7) Major Cycle Inspection carried out at every 4 years or 6 years as mentioned in paragraphs (B) and (D) may be flexibility considered. If vessel owner conducts survey on slip at any time, a new survey cycle, i.e. 4 years or 6 years may be started again. For the survey of the machineries items, application for deferred survey may be considered if provided with good maintenance records.
- (8) Vessels operate in the China coastal waters should comply all the safety requirements or instructions laid by the officer-in-charge of the mainland waters.

**Declaration of Safety and Equipment for
Renewal of Fishing Vessel Licence**

(Applicable to Wooden Fishing Vessel and GRP Fishing Sampan
of Length Overall not Exceeding 15 Metres)(To be completed before licensing)

1. This declaration is to be completed in accordance to safety standard for Class I, II and III vessels, Code of Practice; owner of the vessels should inspect and declare the safety and equipment of his vessel at the time of licence renewal, the owner should produce this declaration together with the Certificate of Inspection at the time of renewal of licence.

船隻名稱 Name of Vessel	船隻擁有權證明書號碼 Certificate of Ownership No.
級別 Class	類別 Category.
總長度 (米) Overall Length (m)	最大寬度 (米) Extreme Breadth (m).
總噸 Tonnage Gross.....	淨噸 Tonnage Nett.
	船體材料 Hull Material.....
	長x 闊數 (米 ²) L x B numeral

Name of owner: _____
 Inspection date of certificate: _____
 Expiry date of certificate: _____

2. Declaration of owner or master (Name: _____):

I hereby verify the following items:

- (a) The equipment and quantities of LSA and FFA onboard this vessel were found in compliance with certificate of inspection, have appropriate maintenance and the conditions are good and not exceeding the expiry date of such equipment; (if such equipment have expiry date)
- (b) The working condition of the radio communication equipment is normal;
- (c) That the vessel is properly fitted with navigational equipment, light and sound signals. They also comply COLREG 1972 regulations;
- (d) The conditions of vessel, construction, machinery, electrical apparatus and escape routes were found in good condition and fit for service intended;
- (e) The vessel have not been modified without the approval from Director of Marine;
- (f) Watertight doors and hatches are in good and normal condition; and
- (g) Vessel's operators hold valid certificates of competency. (Please fill in the master and engineer certificate no.)

Master's name _____ Certificate No. _____

Engineer's name _____ Certificate No. _____

Inspection date of cert. (Annually)	Owner's signature/ *Master's signature _____	Date: _____
Inspection date of cert. (Biennially) #	Owner's signature/ *Master's signature _____	Date: _____

- Remarks:
- (1) This declaration together with the certificate of inspection should be kept in good custody.
 - (2) / Delete inappropriate.
 - (3) * If the owner is not the master of the vessel, he can check the above items with the master and makes the above declaration.
 - (4) # Only applicable to wooden vessel of length overall not exceeding 8 metres.

**Periodic Inspection Programme for Steel Fishing Vessels and
GRP Fishing Vessels / New Wooden Fishing Vessels of Length Over 15M
(Applicable to vessels operating in Hong Kong and China Coastal Waters)⁽⁷⁾**

**(A) Steel Fishing Vessels of Length Over 24M, GRP Fishing Vessels / New Wooden
Fishing Vessels⁽⁸⁾ (Applicable to vessels operating in Hong Kong and Chinese Safety
Navigation Limit I or II)**

(I) Annual Inspection (Afloat) (See remark 1, 2, 3)

- (a) Inspection of fire-fighting appliances, life-saving appliances, escape route, light and sound signals, navigation and communication equipment etc.
- (b) Inspection of the condition of closing appliances and air vents etc.
- (c) General inspection of the fuel oil systems for fire and pollution hazards.
- (d) Functional test of bilge water pumping system.
- (e) Operation tests of all equipment on board including running tests of steering gear, main and auxiliary engines.
- (f) Function tests of the meters etc. on the switchboards and earthing tests.
- (g) Setting of the relief valves for the air receivers, if any.
- (h) L.P.G. system to be checked, if fitted.
- (i) Verification of Certificate of Competency of the engineer and the master on board.

(II) Biennial Inspection (See remark 1, 2, 3)

Inspections on slipway (Intermediate Inspection)

- (a) The vessel is to be cleaned for external examination of the hull (internal inspection of the hull, void spaces and tanks are not required).

- (b) 50% of the fuel oil tanks are to be hydraulically tested to the appropriate heads if the vessel is eight or more years old (i.e. 2nd major cycle inspection).
{See remark (4)}
- *(c) Tail shafts, propellers, rudders and rudder stocks are to be drawn out for examination by Surveyors or Inspectors of the Department. The conditions of stern bush will also be checked. (For water lubricated tailshaft, the stern bush and shaft clearance is not to be more than 4% of the shaft diameter)
- *(d) Main engines, gear boxes and generator engines are to be completely stripped down by engine repairing workshops or vessel owner follows the schedule of engine manufacturer through the guidance of engine repairing workshop to carry out repairing and maintenance. Inspection reports are to be submitted for reference and record purposes. Afloat test should also be necessary and remark (5) and (6) can also be checked for reference.

*[The above item(s) (c) and/or (d) may either be carried out during this inspection or if conditions are good (i.e. Submission of engine running record or information showing good condition.) Those items can be deferred to major cycle inspection. Remark(4) can also be checked for reference.

Inspection Afloat

- (e) According to Section (I) above,
- (f) Megger tests report is to be submitted for record purposes (Insulation resistance shall not be less than 1 MΩ).
(Megger test report may defer to submit at major cycle inspection if the earth leakage indicating lamps indicate in normal condition.)
- (III) Triennial Inspection (Afloat) (See remark 1, 2, 3)
- (a) According to Section (I) above.
- (IV) Quadrennial Inspection (See remark 1, 2, 3)

Inspection on slipway (Major Cycle Inspection)

- (a) The vessel is to be cleaned for external examination of the hull. Internal examination of the hull, void spaces and tanks are also required.

- (b) All sea suction and discharge valves are to be opened up for inspection.
- (c) 50% of the fuel oil tanks are to be hydraulically tested to the appropriate heads if the vessel is eight or more years old. {See remark (4)}
- (d) All air receivers (if any) are to be cleaned for internal examination and hydraulic test as appropriate.
- (e) Gauging of the thickness of the keel, bottom, shell, deck and bulkhead plates shall be conducted and the shell expansion plan is to be updated if the vessel is eight or more years old. (The minimum thickness of the plates is not to be less than 5 mm) {See remark (4)}
- * (f) Tail shafts, propellers, rudders and rudder stocks are to be drawn out for examination by Surveyor or Inspectors of the Department [or see remark (1)]. The conditions of stern bush will also be checked. (For water lubricated tailshaft, the stern bush and shaft clearance is not to be more than 4% of the shaft diameter)
- * (g) Main engines, gear boxes and generator engines are to be completely stripped down by engine repairing workshops or the vessel owner follows the schedule of engine manufacturer through the guidance of engine repairing workshop to carry out repairing and maintenance. Inspection reports are to be submitted for reference and record purpose. Afloat test should also be necessary and remark (5) and (6) can also be checked for reference.

* [If above items (f) and (g) can be waived if they have been carried out biennially (intermediate inspection). Please also see remark (4) for reference.

Inspection Afloat

- (h) According to Section (I) above.
- (i) Megger tests report is to be submitted for record purposes (Insulation resistance shall not be less than 1 M Ω)

(V) Additional requirements – It should be noted, however, that the Surveyor or Ship Inspector [or see remark (1) and the assigned surveyors] has the authority to, and may at his discretion, inspect any space, or require any item of machinery or equipment to be opened up, at an annual inspection or any other time.

(B) Steel Fishing Vessels of Length 24M and below or GRP Fishing Vessels / New Wooden Fishing Vessels⁽⁸⁾ of length between 15M and 24M (Applicable to vessels operating in Hong Kong and Chinese Safety Navigation Limit II(*) or III)

Note : (*) Limited to operate in waters 50 n.miles offshore

Intermediate Inspection must be carried at least every 3 years and Major Cycle

Inspection must be carried at least every 6 years, extension is not allowed.

Remark: (1) The initial and periodic survey of fishing vessels should be carried out by Marine department. Vessel owners can also request relevant Mainland Fishing Vessels Bureau to carry out the “recognized survey” (“recognized survey” means the survey items which MD agreed to be carried out by Register of Fishing Vessels of PRC or RIV of Guangdong). However, the final survey and the audit survey should be carried out by MD.

(2) Vessel inspection should also include general (including the stability) hull condition. The equipment and measures of fire-fighting, life-saving and pollution prevention should also satisfy the relevant requirements.

(3) Radio equipment installation (if installed) should comply with the requirements of relevant legislation of Hong Kong. If the vessel operates in mainland waters, they should also comply with the requirement of local legislation in order to ensure the needs of rescue and emergency communication.

(4) Vessel owner can apply to extend the date of survey-on-slip during the annual inspection. Extension (not exceeding one year) would be granted or with condition after assessing the condition of the vessel is acceptable. Following that, the quadrennial survey can be extended accordingly.

(5) Vessel owner can apply to extend the date of inspection of machineries and installation during the annual inspection with submission of

machinery system running records. Extension (not exceeding one year) would be granted with or without condition after assessing the condition and checking of wear down limit of the machineries and installation is acceptable.

- (6) If the vessel is fitted with more than one set of main engine, generator set, tailshaft, propeller or rudder installation, the vessel owner can decide either to completely strip down all the engine and installation or one set of engine system (for main engine and generator set, the stripped down set should have not less than 40% of total power) and installation for detail inspection. The remaining sets should be stripped down for detail survey in the next annual or survey-on-slip. And the concerned inspection items can also be deferred accordingly. [This arrangement is a temporary or transitional one and would be under review after implementation for three years.]
- (7) After the new local vessel ordinance comes into force, the vessel owner can have the choice to select the competent surveyor and recognized authority for concerned plan approval and survey work.
- (8) New Wooden Fishing Vessels: mean the wooden fishing vessels first licensed on or after the enforcement of the new local vessel ordinance.

(新諮詢文件) (2005年八月草擬)

Periodic Inspection Programme for Existing Licensed Wooden Fishing Vessels of Length overall 15M or Above, GRP Fishing Vessels of Length Overall Between 8M and 15M and Wooden Fishing Vessels

(Applicable to vessels operating within Hong Kong Waters and China Coastal Waters)

(I) Following periodic inspection programme is applicable to :

- (a) Existing licensed^(@) wooden fishing vessels of length overall 24m or above (operate within Hong Kong Waters and Safe Navigation Limit I, II or II^(*) of Chinese Waters).
- (b) Existing licensed^(@) wooden fishing vessels of length overall between 15m and 24m (operate within Hong Kong Waters and Safe Navigation Limit III or III^(#) of Chinese Waters).
- (c) Existing licensed^(@) wooden fishing vessels of length overall between 8m and 15m or GRP Fishing Vessels (operate within Hong Kong Waters and Safe Navigation Limit III or III^(#) of Chinese Waters).

The period of afloat survey of the above vessels in (I)(a) should in no case be conducted exceeding every two years, major cycle inspection on slip should in no case be conducted exceeding every four years, extension the survey would not be granted.

The period of afloat survey of the above vessels in (I) (b) &(c) should in no case be conducted exceeding every two years, major cycle inspection on slip should in no case be conducted exceeding every six years, extension the survey would not be granted.

Remark : (*) Operating within water area not more than 50 nautical miles from the coast.

(#) Operating within water area not more than 10 nautical miles from the coast.

(@) Existing licensed vessels means the vessel has granted licence before the effective date of the Local Vessels Ordinance.

(II) Declaration of Safety and Equipment for annual renewal licence to be required

(Declaration of Safety and Equipment for Renewal of Fishing Vessel License)
[See Annex N-8]

(III) Biennial Survey (Afloat) [See remark 1, 2, 3]

- (a) Inspection of fire-fighting appliances, life-saving appliances, escape route, light and sound signals, navigation and communication equipment etc.
- (b) Inspection of the condition of closing appliances and air vents etc.
- (c) General inspection of the fuel oil system for fire and pollution hazards.
- (d) Functional test of bilge water pumping system.
- (e) Operation tests of all equipment on board including running tests of steering gear, main and auxiliary engines.
- (f) Function tests of the meters etc. on the switchboards and earthing tests.
- (g) Megger test report of electric circuits is to be submitted for record purposes (Insulation resistance should not be less than $1M\Omega$).
(Megger test report may defer to submit at major cycle inspection if the earth leakage indicating lamps indicate in normal condition.)
- (h) Setting of the relief valves for air receivers, if any.
- (i) L.P.G. system is to be checked, if fitted.
- (j) Verification of Certificate of Competency of the engineer and the master on board.

(IV) Declaration of Safety and Equipment for triennial renewal licence to be required

(Declaration of Safety and Equipment for Renewal of Fishing Vessel License)
[See Annex N-8]

(V) Quadrennial Survey [See remark 1, 2 , 3]

Survey on slipway (Quadrennial or Major Cycle Inspection)

- (a) The vessel is to be cleaned for external examination of the hull. Internal examination of the hull, void spaces and tanks are also required.
- (b) All sea suction and discharge valves are to be opened up for inspection.

- (c) 50% of the fuel oil tanks are to be hydraulically tested to the appropriate heads if the vessel is eight or more years old (or during 2nd Major Cycle Inspection).
- (d) All air receivers (if any) are to be cleaned for internal examination and hydraulic test as appropriate.
- (e) Gauging of the thickness of the keel, bottom, shell, deck and bulkhead plates shall be conducted if the vessel is eight or more years old (or during 2nd Major Cycle Inspection).
- (f) Tailshafts, propellers, rudders and rudder stocks are to be drawn out for examination by Surveyor or Inspectors of the Department [see remark (1) - the assigned surveyor]. The conditions of stern bush will also be checked. (For water lubricated tailshaft, the stern bush and shaft clearance is not to be more than 4% of the shaft diameter) or see remark (4) & (5).
- (g) Main engines, gear boxes and generator engines are to be completely stripped down by engine repairing workshops. Or the vessel owner follows the schedule of engine manufacturer to carry out repairing and maintenance by engine repairing workshop. Inspection reports are to be submitted for reference and record purpose. Afloat test should also be conducted satisfactory and see remark (4) and (5) for reference.

Survey Afloat

- (h) According to the items in part (III).
 - (i) Megger test report of electric circuit to be submitted for record (electrical insulation should not be less than 1M Ω).
(Megger test report may be submitted at the next inspection if the earth leakage indicating lamps indicate in normal condition.)
- (VI) **Additional requirements** – It should be noted, however, that the Surveyor or Ship Inspector [or see remark (1) and the assigned surveyor] has the authority to, and may at his discretion, inspect any space, or require any item of machinery or equipment to be opened up, at an annual inspection or any other time.

Remark : (1) The initial and periodic survey of fishing vessels should be carried out by Marine department. Vessel owners can also request relevant Mainland Fishing

Vessels Bureau to carry out the “recognized survey” (“recognized survey” means the survey items which MD agreed to be carried out by Register of Fishing Vessels of PRC or RFV of Guangdong). However, the final survey and the audit survey should be carried out by MD.

- (2) Vessel inspection should also include general (including the stability) hull condition. The equipment and measures of fire-fighting, life-saving and pollution prevention should also satisfy the relevant requirements.
- (3) Radio equipment (if require to install) should satisfy the concerned ordinance of Hong Kong. If the vessel operated in Chinese waters, they should also satisfy the requirement of local legislation in order to provide the need of rescue and emergency communication.
- (4) Vessel owner can apply to extend the date of partial or full inspection of machineries and installation during the major cycle inspection with submission of machinery system running records. Extension would be granted with or without condition after assessing the condition and checking of wear down limit of the machineries and installation are found acceptable.
- (5) If the vessel is fitted with more than one set of main engine, generator set, tailshaft, propeller or rudder installation, the vessel owner can decide either to completely strip down all the engine and installation or one set of engine system (for main engine and generator set, the stripped down set should have not less than 40% of total power) and installation for detail inspection during the major cycle inspection. The remaining sets should be stripped down for detail survey in the next survey on slipway. And the concerned inspection items can also be deferred accordingly. [This arrangement is a temporary or transitional one and would be under review after implementation for three years.]
- (6) After the new local vessel ordinance comes into force, the vessel owner can have the choice to select the authorized surveyor/organization or recognized authority for concerned plan approval and survey work.

**REQUIREMENTS OF LIFE SAVING & RADIO COMMUNICATION
SAFETY EQUIPMENT FOR FISHING VESSELS**

Requirements of Life Saving and Radio communication safety equipment for fishing vessels are quoted from Table 6 of Schedule 4 of (Safety and Survey) Regulation. The provisions are quoted as below:-

(A) Life Saving and Radio Communication Safety Equipment for Fishing Vessels

QUOTE

**Table 6 of Schedule 4
Class III Vessels**

Life Saving Appliances and Radio Communication Equipment Installation (12)	Quantity/ Capacity	No / % of Total Persons Onboard		No / % of Total Persons Onboard	
	Category of Vessel	A ⁽¹⁵⁾		B	
	Vessel Length (L) (m)	L < 24	24 ≤ L ≤ 45 ⁽⁵⁾	L < 24	24 ≤ L ≤ 45 ⁽⁵⁾
Lifejacket		100%		100%	
Lifebuoy		2	4	2 ⁽⁶⁾	4 ⁽¹³⁾
Buoyant Apparatus		40% ^{(3)&(8)}	20% ^{(2)&(8)}	100% ^{(3)&(8)}	20% ^{(2)&(8)}
Inflatable Liferaft		60% ^{(3)&(10)}	80% ⁽²⁾	100% ⁽¹⁾	80% ⁽²⁾ 100% ⁽¹⁾
Buoyant Lifeline		2 ⁽⁹⁾			
Self-activating Smoke			<1> ^{(4)(7)&(11)}		1 ^{(4)(11)&(17)}
Self-igniting Light			2 ⁽¹¹⁾		2 ⁽¹¹⁾
Rocket Parachute Flare			<4> ^{(4)&(7)}		4 ^{(4)&(17)}
Portable Two-way VHF Radio fitted within Inflatable Liferaft (with water proof protection or water proof cover)			<1> ^{(1)(2)(7)&(14)}		1 ^{(1)(2)(14)&(17)}
Radar Transponder			<1> ^{(1)(2)&(7)}		1 ^{(1)(2)&(17)}
Radio Communication Equipment		1 set ^{(4)&(16)}			

Note :

- (1) Required for fishing vessels operating within safe navigation limit I which is defined as the waters within the boundary of Chinese waters in East Sea and South Sea.
- (2) Required for fishing vessels operating within safe navigation limit II which is defined as Chinese waters or protected area not more than 200 nautical miles away from the coast of Bohai, Huanghai and Donghai, the Taiwan Strait and water area not more than 120 nautical miles away from the coast of South China Sea (including water area not more than 50 nautical miles away from the east coast of Taiwan, the east coast and south coast of Hainan Island).
- (3) Required for fishing vessels operating within safe navigation limit III which is defined as the Chinese waters extending from Guangxi to Xiamen: water area not more than 10 nautical miles away from the east coast and south coast of Hainan Island; and water area or protected area not more than 20 nautical miles away from the coast, other than the above sea area.
- (4) Required for fishing sampans or fishing vessels operating beyond the waters of Hong Kong.
- (5) Vessels of length exceeding 45 metres will be specially considered.
- (6) For fishing sampan or fishing vessels of length less than 12 metres operating within the waters of Hong Kong, one lifebuoy is sufficient.
- (7) Requirements in angle bracket (“< >”) are for new vessels or leader vessels or individual operating fishing vessels only it will be endorsed in the certificate.
- (8) Lifebuoys can be counted for the capacity of buoyant apparatus, but each lifebuoy can be counted for one person; or replaced by using portable inflatable buoyant apparatus.
- (9) Minimum length of buoyant line is 30 metres, and the line is to be attached to a lifebuoy. For vessel length less than 12 metres, one buoyant line is sufficient.
- (10) For vessel length less than 20 metres, requirement can be substituted by buoyant apparatus.
- (11) The device has to be attached to a lifebuoy.
- (12) Quantity or capacity and arrangement are to be in accordance with the relevant plans approved under Part 2 of this Regulation.
- (13) For vessel length between 12 metres and 24 metres and operating in Hong Kong waters, 2 lifebuoys are required.
- (14) For leader fishing vessels and individual operating fishing vessels operating within safe navigation limit I of Chinese Water, it is recommended to fit more than one portable two-way VHF Radio fitted within inflatable liferaft (with water proof protection or water proof cover).
- (15) New wooden fishing vessel of length overall exceeding 15 metres should follow the requirements of category A vessel.

- (16) The equipment for operation requirements of safe navigation limit of leader fishing vessels and individual operating fishing vessels will be endorsed in the certificate.
- (17) Applicable to leader fishing vessels or individual operating fishing vessels and will be endorsed in the certificate.

UNQUOTE

(B) The Requirements of Inflatable Liferafts for Fishing Vessels

The requirements of the life saving appliances for the above inflatable liferafts are quoted from Table 6 of Schedule 4 of (Safety & Survey Regulation) as follows :

- a. “SOLAS A Pack Liferafts” required for fishing vessels operating within safe navigation limit I; (This type of liferaft is applicable for sea-going vessel); { see remark (1), “Y” type inflatable liferafts approved by Bureau of Fishing Vessel Inspection may also be accepted.}
- b. “SOLAS B Pack Liferafts” required for fishing vessels operating within safe navigation limit II; { see remark (2) “YJ” type inflatable liferafts approved by Bureau of Fishing Vessel Inspection may also be accepted.
- c. “SOLAS B Pack Liferafts” required for fishing vessels operating within safe navigation limit III; { see remark (2) “YJ” type inflatable liferafts approved by Bureau of Fishing Vessel Inspection may also be accepted.

Remark :

- 1) “SOLAS A Pack Liferafts” are the liferafts provided with normal equipment prescribed by the LSA Code as defined in section 2(1) of the Merchant Shipping (Safety) (Life-saving Appliances) Regulation (Cap. 369 sub. leg. AY).
- 2) “SOLAS B Pack Liferafts” are the liferafts provided with normal equipment prescribed by the LSA Code as defined in section 2(1) of the Merchant Shipping (Safety) (Life-saving Appliances) Regulation (Cap. 369 sub. leg. AY) less the following equipment –
 - (a) half number of rocket parachute flares, hand flares and buoyant smoke signals;
 - (b) tin openers;
 - (c) fishing tacklers;
 - (d) food ration;
 - (e) water tank; and
 - (f) graduated drinking vessels.

(C) RADIO AND COMMUNICATION EQUIPMENT FOR FISHING VESSELS

1. Requirements of radio Communication Safety Equipment for Fishing Vessels are quoted from Table 6 of Schedule 4 of (Safety and Survey) Regulation.

The provisions are quoted as below:-

Required Quantities of Radio Communications Equipment for Fishing Vessels

Radio Communications Equipment ⁽¹⁰⁾	Category of Vessel	A ⁽¹⁴⁾		B	
	Vessel Length (L) (m)	L < 24	24 ≤ L ≤ 45 ⁽⁵⁾	L < 24	24 ≤ L ≤ 45 ⁽⁵⁾
VHF (Very High Frequency) Radio ^{(6)(8)&(11)} (fitted with DSC using Channel 70 for alerting ⁽⁹⁾)			1 ^{(1)(2)&(3)}		1 ^{(1)(2)&(3)}
MF SSB (Single Side Band) Radio ^{(6)(7)&(8)} (fitted with DSC using for alerting ⁽⁹⁾)			1 ^{(1)&(2)} (Type of equipment will depend on the operating limit)		1 ^{(1)&(2)} (Type of equipment will depend on the operating limit)
MF/HF SSB (Single Side Band) Radio ^{(6)(7)&(8)} (fitted with DSC using for alerting ⁽⁹⁾)					
INMARSAT Ship Earth Station ^{(6)(7)&(8)}					
Radio Transceiver for Fishing Vessels ^{(8)&(12)}		1 ⁽⁴⁾		1 ⁽⁴⁾	
Citizen Band Transceiver ⁽¹³⁾		1 ⁽⁴⁾		1 ⁽⁴⁾	
Satellite EPIRB ^{(6) & (13)}		1 ⁽⁴⁾		1 ⁽⁴⁾	
NAVTEX Receiver ^{(6) & (15)}			1 ^{(1)&(2)}		1 ^{(1)&(2)}

Note :

- (1) Required for fishing vessels operating within safe navigation limit I which is defined as the waters within the boundary of Chinese waters in East Sea and South Sea.
- (2) Required for fishing vessels operating within safe navigation limit II which is defined as Chinese waters or protected area not more than 200 nautical miles away from the coast of Bohai, Huanghai and Donghai, the Taiwan Strait and water area not more than 120 nautical miles away from the coast of South China Sea (including water area not more than 50 nautical miles away from the east coast of Taiwan, the east coast and south coast of Hainan Island).

- (3) Required for fishing vessels operating within safe navigation limit III which is defined as the Chinese waters extending from Guangxi to Xiamen: water area not more than 10 nautical miles away from the east coast and south coast of Hainan Island; and water area or protected area not more than 20 nautical miles away from the coast, other than the above sea area.
- (4) Required for all vessels operating beyond the waters of Hong Kong.
- (5) Vessels of length exceeding 45 metres will be specially considered.
- (6) Applicable to leader vessels or individual operating fishing vessels, it will be endorsed in the certificate.
- (7) For other than leader fishing vessels and individual operating fishing vessels operating within safe navigation limit II of South China Sea, requirement may be substituted by a 406MHz EPIRB. EPIRB should be registered and annually checked.
- (8) Equipment operator should have an appropriate training and also obtain the operator certificate issued by OFTA. If the operator possess the relevant operator certificate issued by Mainland or other country is also acceptable.
- (9) Fitting with DSC and GPS function will depend on the date of decision and promulgation of Local Authority.
- (10) The type and model should be approved or accepted by OFTA. and to be issued a licence of radio equipment by OFTA.
- (11) Eternal vessels other than leader vessels can be exempted and will be endorsed in the certificate.
- (12) Before installation for operation, the feasibility operation should be accepted and approved by OFTA.
- (13) If the approved type or model of “radio equipment for fishing vessels” by OFTA can be exempted.
- (14) New wooden fishing vessel of length overall exceeding 15 metres should follow the requirements of category A vessel.
- (15) Vessel which can broadcast the navigation warning sign in Chinese before operation can be waived.

2. General condition and maintenance of safety radio equipment for fishing vessels.

The general condition of safety radio communication equipment should be efficiently maintained. While the vessel is in operation, the vessel owner or certified operator should regularly carry out the operation test or examine the equipment and maintain record keeping.

REQUIREMENTS OF FIRE FIGHTING APPLIANCES FOR FISHING VESSELS

Requirements of fire fighting appliances equipment for fishing vessels are quoted from Table 7 of Schedule 5 of (Safety and Survey) Regulation. The provisions are quoted as below:-

QUOTE**Table 7**

Class III vessels (excluding fishing sampans made of glass reinforced plastic)

Fire-fighting apparatus	Vessel Category	A ⁽⁷⁾		B	
	Vessel Length (L) (m)	L < 30	30 ≤ L < 45 ⁽¹⁾	L < 10	L ≥ 10
Portable Fire Extinguisher	Accommodation Space	1	2	1	1 per each 10m of length or part thereof, minimum 2
	Wheel House	1	1		
	Engine Room, Machinery Space	2	4		
Non-portable Fire Extinguisher	Engine Room		1		
Fire Bucket		2	2	1	2
Fire Pump	Power	1 ⁽²⁾	1		
Emergency Fire Pump	Power	1	1		1 ⁽³⁾
	Manual				
Fire Main + Hydrant on Deck + Hose + Jet Nozzle		quantity and arrangement to be in accordance with the relevant plans approved under Part 2 of this Regulation		1 set	
Hydrant in Engine Room		1	1		
Spray Nozzle ⁽⁴⁾		1 per each deck 1 per each engine room	1 per each deck 1 per each engine room		

Additional requirements for vessels operating in unattended propulsion engine spaces					
< Fire Detection and Alarm System > ⁽⁵⁾	Engine Room	quantity and arrangement to be in accordance with the relevant plans approved under Part 2 of this Regulation ⁽⁶⁾	quantity and arrangement to be in accordance with the relevant plans approved under Part 2 of this Regulation ⁽⁶⁾		

Note :

- (1) Vessels of length exceeding 45 metres will be individually considered by the Director.
- (2) The power pump may be propulsion engine driven provided it can be readily engaged to the engine.
- (3) Required for leader vessels or individual operating fishing vessels operating within East China Sea and South China Sea and will be endorsed in the licence or certificate.
- (4) Engine room which contains internal combustion type machinery having in aggregate a total power output of not less than 375 Kw shall be provided with at least one dual purpose nozzle.
- (5) Requirements in angle bracket (“< >”) are for new vessels only.
- (6) The fire detection system may be waived provided the location of the machinery space facilitates the detection of fire by persons on board.
- (7) New wooden fishing vessel of length overall exceeding 15 metres should follow the requirements of category A vessel.

UNQUOTE

(Remark : The above content shall quote from the latest version after the consideration and legislation of (Safety & Survey) Regulation)

Annex P - [Table-1] Minimum Safe Manning Requirements for Hong Kong Licensed Vessels operating in Hong Kong Waters and River Trade Limits [Remark (1), (2) and (3)]

(These requirements on Minimum Safe Manning are based on vessels meeting unmanned engine room installation requirements)

Minimum Safe Manning Standards			Mechanically Propelled Class II Vessels - Types and Length Limits						
Persons onboard	Trading Area/ Vessel Length (L)	No. of Persons	Tug		Dry Cargo Vessel ^(c) and Oil Carrier/Tanker ^(f)				
			L < 24m	24m ≤ L < 35m	L < 24m	24m ≤ L < 35m	35m ≤ L < 50m	50m ≤ L < 75m	75m ≤ L < 100m
Coxswain (a) (h)	Hong Kong Waters	1	1	1	1	1	1	1	1
	River Trade Limits ^(b)	2 ^(g)	2	2	2	2	2	2	2
Engine Operator (a)	Hong Kong Waters or River Trade Limits	1 ^(e)	1	1	1	1	1	1	1
Deck crew (d)	Hong Kong Waters or River Trade Limits	as below							
	24 m ≤ L < 35 m	+1	-	1	-	1	1	1	1
	35 m ≤ L < 50 m	+1	-	-	-	-	1	1	1
	50 m ≤ L < 75 m	+1	-	-	-	-	-	1	1
	75 m ≤ L < 100 m	+1	-	-	-	-	-	-	1
Hong Kong Waters: Minimum Manning Scale			2	3	2	3	4	5	6
River Trade Limits: Minimum Manning Scale			3	4	3	4	5	6	7

Remarks: (1) These requirements are made under section 11 of Merchant Shipping (Local Vessels) (General) Regulation. The minimum safe manning scales are prescribed for practical guidance of owners and coxswains to ensure sufficient crew onboard with appropriate skills and experience, having regard to vessel size, speed, power, duration and nature of voyage or trade area, equipment and machinery commonly adopted for different types of vessels, for the purpose of maintaining general surveillance and safe navigation, mooring and unmooring operation safety, safe of carriage of cargo during transit, measures on prevention of fire and pollution of environment and the handling of general emergency situation. For vessel types or operation condition or situation outside the above basic scope would require consideration or assessment on case by case basis by Marine Department. In general, the manning crew number would be expected higher for additional work or tasks to be taken by crewmember on repair maintenance and business/cargo handling etc. The requirements in this Annex should be complied together with those specified in Chapter X of this Code.

(2) For Class I vessels including passenger ferries or high speed ferries operating in Hong Kong waters, the manning requirements would depend on their operational needs. Marine Department will prescribe the minimum safe manning requirement individually through making reference to necessary assessment including fire and emergency drills etc. during final survey of the vessel.

(3) On HK licensed fishing vessels operating in mainland waters, all crewmembers (including coxswain & engine operator) shall carry “four mini certificates” and maintain necessary watchkeeping duties and minimum manning as required by mainland authority. In Hong Kong waters, owner and Master / Coxswain should observe the practice indicated in Note (h) below with particular consideration of safe navigation and the size and length of the vessel.

Notes: (a) Crew of Vessels should hold relevant basic maritime safety training certificates (see Remark (3) above and Note (d) below). Types of Local Certificates of Competency as required under statutory requirements are indicated in Table-2 of this Annex.

(b) River Trade Limits is defined in section 2 of the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation.

(c) Also applicable to Class II vessel types: edible oil carrier, water boat, work boat and pilot boat. The minimum manning of these are treated same as dry cargo vessel.

(d) Deck and engine crew (other than certificated coxswain and engine operator) of mechanically propelled Class II vessels operating in mainland waters should hold the basic maritime safety training certificates issued by Hong Kong Maritime Services Training Institute- Basic Safety Training for Local Vessels' Crew Certificate (Yellow Card), or “Fire fighting Certificate” plus “Personal Survival Techniques Certificates”.

(e) If the navigation time of the vessel is exceeding 12 hours within any 24 hours operation and the vessel does not meet unmanned engine room requirements, one additional engine operator is required for vessels of length exceeding 24 metres.

(f) Coxswain, engine operator and crewmembers working onboard oil tankers/carriers should hold relevant oil tanker/carrier safety training certificates. For oil tankers/carriers, noxious liquid substance carriers and dangerous goods carriers, one extra deck crew is required to assist with deck operational and emergency measures.

(g) (i) Alternative, the arrangement of one coxswain and one assistant coxswain are acceptable provided that the assistant coxswain must hold a Certificate of Competency of one grade lower than the coxswain relevant to the type of vessel and have gained not less than 12 months practical experience relating to River Trade Limits / mainland waters operation and have familiar with watchkeeping duties to assist the Coxswain.

(ii) For those vessels trading to close limits to neighbouring ports of Hong Kong, including Macau, Zhuhai, Shenshen Yantian in Mirs Bay and Shenzhen Shekou in Deep Bay, one assistant coxswain could be waived.

(h) Master /Coxswain should ensure adequate hands of ship's crew available for mooring and unmooring /berthing and unberthing operations as required.

Annex P

[Table-2] Statutory Requirements on Local Certificates of Competency for Hong Kong Licensed Vessels operating in Hong Kong Waters or River Trade Limits

Post onboard	Before LVO ⁽ⁱ⁾ being in force		After LVO ⁽ⁱ⁾ being in force	
	Size of Vessel - Tonnage (NT) or Main Engine Power (HP)/ (kW)	Local Certificate of Competency required (see Remarks (v))	Size of Vessel - Gross Tonnage (GT)/ Length (m) or Total Main Engine Power (kW)	Local Certificate of Competency required
Master/ Coxswain	Vessel Tonnage: 60 NT and under	Master [60 NT and under]	Vessel Length: not more than 15m	Coxswain Grade 3
	Vessel Tonnage: Exceeded 60 NT But vessel length < 24m and Tonnage < 300 NT	Master [60 NT and under] + Exemption or Master [300 NT and under]	Vessel Length: not more than 24m	Coxswain Grade 2
	Vessel Tonnage: More than 300 NT But not more than 1600 NT	Master [up to 300 NT] ⁽ⁱⁱ⁾ + Tonnage Endorsement	Vessel Tonnage: Not more than 1600 GT	Coxswain Grade 1 ^(iv)
Engineer/ Engine Operator	Power of one single engine: Up to 150 HP	Engineer [for engine power up to 150 HP]	Main engine total power: Up to 750kW	Engine Operator Grade 3
	Power of one single engine: Over 150 HP, but total main engine power not more than 750 kW	Engineer [for engine power up to 150 HP] + Exemption		
			Main engine total power: Not exceeded 1500kW	Engine Operator Grade 2
	Power of one single engine: Over 150 HP	Engineer [for engine power over 150 HP] ⁽ⁱⁱⁱ⁾	Main engine total power: Up to 3000kW	Engine Operator Grade 1 ^(iv)

Remarks:

- (i) LVO means [Merchant Shipping (Local Vessels) Ordinance]. Local Certificates of Competency issued under LVO, except those endorsed with restrictions, would be valid for use on relevant size of Class I, II or III vessels.
- (ii) After the enforcement of LVO, holder of the Local Certificate of Competency as Master – [up to 300 NT] issued before LVO with Tonnage Endorsement could operate vessels not exceeded 1600 GT.
- (iii) After the enforcement of LVO, the Local Certificate of Competency as Engineer – [for engine power over 150 HP] issued before LVO would be applicable to vessels with main engine total power not more than 3000kW.
- (iv) Based on experience and/or oral/practical assessment. Director may consider application for endorsement to relevant Grade 1 Local Certificate of Competency to allow the holder to operate vessels more than 1600 GT or main engine total power more than 3000kW.
- (v) Local Certificates of Competency issued before LVO mentioned in above table, including Local Certificates of Competency as Ferry Engineer, would continue to be valid for use on relevant size or type of Class I or II vessels. Local Certificates of Competency as Master of a Fishing Vessel, “Restricted Master” Certificates of Competency and Local Certificates of Competency as Engineer of a Fishing Vessel would continue to be valid for use on the relevant size/type of Class III vessels. If a Local Certificate of Competency is obtained through examination held by Marine Department, the holder of:
 - (1) a Local Certificate of Competency as Master of a Fishing Vessel issued before LVO may apply with prescribed fee paid for the issue of a Local Certificate of Competency as Coxswain Grade 3. If the holder has more than 1 year experience as the master of a fishing vessel or vessels other than pleasure vessel within 3 years before application, he may apply, within 2 years after the commencement date of the new legislation, for a Grade 2 Certificate that is endorsed to the effect that the holder may also act as the coxswain on a fishing vessel of more than 24 metres in length overall.
 - (2) A Local Certificate of Competency as Engineer of a Fishing Vessel issued before LVO may apply with prescribed fee paid for the issue of a Local Certificate of Competency as Engineer Operator Grade 3 or for examination of Grade 2 certificate under LVO.
 - (3) a Local Certificate of Competency as Ferry Engineer issued before LVO may apply with prescribed fee paid for the issue of a Local Certificate of Competency as Engineer Operator Grade 1 under LVO.

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat /sampan etc.

適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖維或木質小船 / 舢舨等

(Vessel length less than 15 m / 船隻長度小於 15 米)**Simple Plans Required Approval for Initial Licensing of Local Vessels**

本地船隻首次牌照 需要審批的簡單圖則

* Delete where not appropriate / 刪去不需要處	File No. / 檔案號碼	
Licence No./ Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	Vessel Class / Type / Category 船隻類別 / 類型 / 種類	
Approval Plans / 審批圖則		Remark / 備註
(A) General Plans / 一般圖則		
1. 簡單圖則 Plan(Simp)-G-01 General Arrangement Plan (Owner to provide necessary information on layout, decks etc.) 一般佈置圖則 (船東提供所需資料如外形、甲板層數等)		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
2. 簡單圖則 Plan(Simp)-G-02 / 11 (Only applicable to vessel carrying more than 4 passengers / 只適用載乘客 4 人以上) Passenger Space (shelter)/ Seating Arrangement & Position / Freeboard Mark Diagram 乘客艙(遮閉安排) / 座位佈置及座位設置 / 吃水標示圖則		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
3. 簡單圖則 Plan(Simp)-G-01+ HS-01/ 09 (equiv to <i>Plan-G-01 and Plan-H-09</i>) (Only applicable to vessel length less than 8 m / 只適用於船隻長度小於 8 米) Vessel Particulars , General Arrangement and Basic Hull and Deck Plate Thickness Diagram 船隻特別資料、一般佈置及基本船殼和甲板之板厚示意圖則		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
(B) Hull and Safety Equipment Plans / 船殼及安全設備圖則		
4. 簡單圖則 Plan(Simp)-HS-01/ 09 (equiv to <i>Plan- HS-03, H-09</i>) Vessel Particulars , and Basic Hull and Deck Plate Thickness Diagram 船隻特別資料及基本船殼和甲板之板厚示意圖則		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
5. 簡單圖則 Plan(Simp)-HS-07 Inclining Experiment Report/Rolling Period / Simple Inclining - Test Report 傾斜試驗 / 橫搖週期 / 簡單傾斜- 測試報告		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
6. 簡單圖則 Plan(Simp)-HS-10A&B (HS-10C) LSA & FFA Installation and Arrangement Diagram 救生及救火設備及佈置示意圖則		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
7. 簡單圖則 Plan(Simp)-HS-10C (Not applicable to open boat / 開敞船隻不需要) Escape Installation and Arrangement Diagram 逃生設備及佈置示意圖則		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
8. 簡單圖則 Plan(Simp)-HS-10D Lights, Shapes & Sound Signals Installation and Arrangement Diagram 號燈、號型、聲號備及佈置示意圖則		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
(C) Machinery Installation Plans 機器及其系統設備圖則		
9. 簡單圖則 Plan(Simp)-M-01/ to / 10 etc. ()		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
(D) Electrical Installation Plans 電器及其系統設備圖則		
10. 簡單圖則 Plan(Simp)-E-01 / to / 05 etc. ()		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
(C/D) Machinery / Electrical Installation Plans 機器/電器及其系統設備圖則		
11. 簡單圖則 Plan(Simp)- M-01/ to / 10 + E-01 / to /05 etc. ()		Yes / No / Not Applicable * 有 / 沒有 / 不需 *
Note : If required, owner must submit additional plans to supplement for deficient information (please refer to relevant Code of Practice or regulation). 註 : 如有需要, 船東必須另加圖則去補充不足資料之處 (請參考本有關工作守則或規例)。		

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc
適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖或木質小船 / 舢舨等

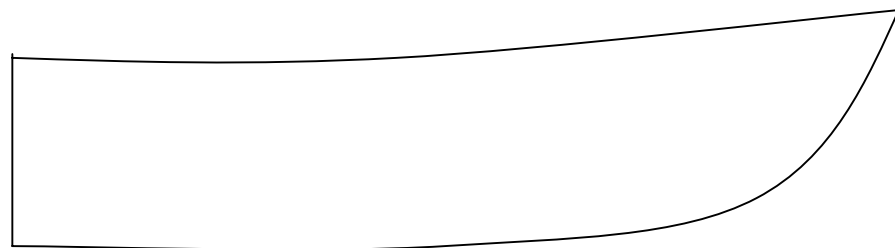
簡單圖則 *Plan(Simp)-G -01*

General Arrangement Plan (Owner to provide necessary information on layout, decks etc.)

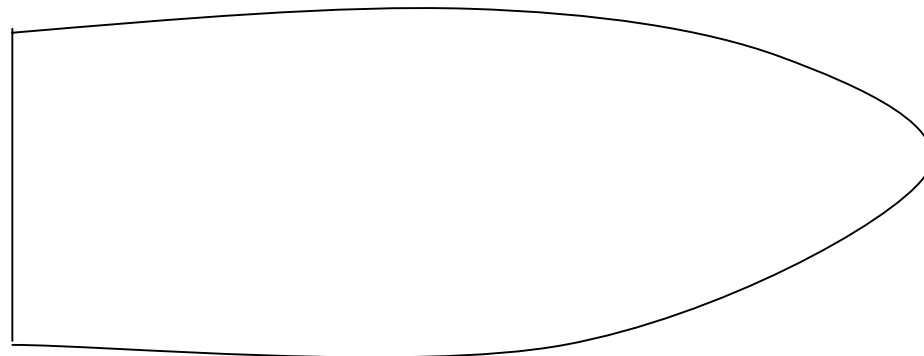
一般佈置圖則 (船東提供所需資料如外形、甲板層數等)

(Note : A copy of this diagram must be kept onboard)

(註 : 一份此圖則必須放置在船上)



側面圖
Side View Profile



甲板
DECK

(簡單圖則 Sim.Plan - 2)

Remarks 備註:

1. If there is superstructure, please indicate.
如設有上層建築, 請標示
2. Details can be supplement by photos or separate sheets.
詳程可以相片補充或另加紙張
3. Not to proportion/scale.
不按比例/標尺

Vessel information 船隻資料	Content 資料內容
1. File No. 檔案號碼	
2. Licence No./ Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. Length 長度	
5. Width 闊度	
6. Depth 深度	
7. No. of decks 甲板層數 (Please Show Location / 請顯示位置)	
Approved by 經辦審批 :	Date 日期 :

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc

適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖或木質小船 / 舢舨等

簡單圖則 Plan(Simp)-G-02 /11

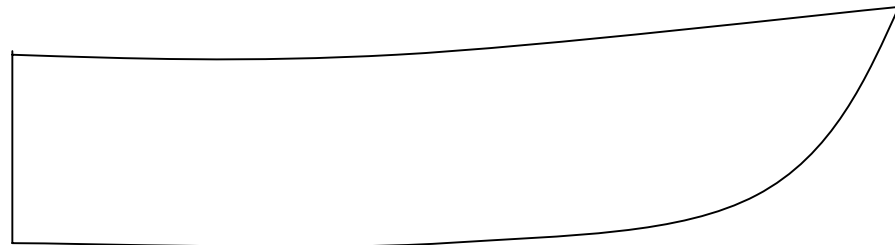
(Only applicable to vessels carrying more than 4 passengers / 只適用載乘客 4 人以上)

Passenger Space (shelter)/ Seating Arrangement and Position / Freeboard Mark Diagram

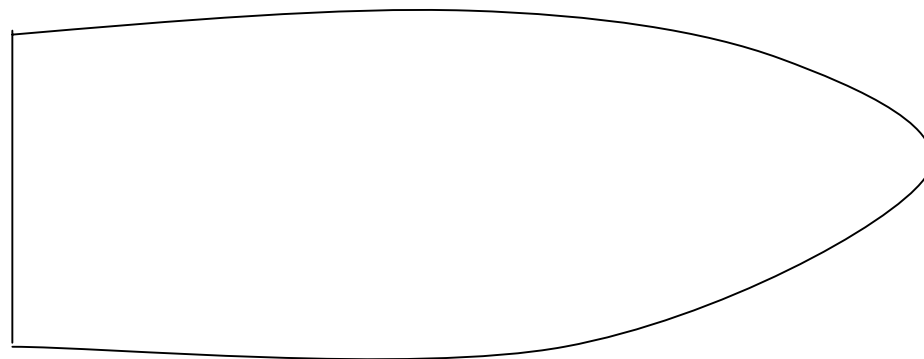
乘客艙(遮閉安排) / 座位佈置及座位設置 / 吃水標 示意圖則

(Note : A copy of this diagram must be kept onboard)

(註 : 一份此圖則必須放置在船上)



側面圖
Side View Profile



甲板
DECK

Remarks 備註:

1. If there is superstructure, please indicate.
如設有上層建築, 請標示
2. Details can be supplement by photos or separate sheets.
詳程可以相片補充或另加紙張
3. Not to proportion/scale.
不按比例/標尺

<u>Vessel information</u> 船隻資料	<u>Content</u> 資料內容
1. File No. 檔案號碼	
2. Licence No./ Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. Length 長度	
5. Width 闊度	
6. Depth 深度	
7. Freeboard Mark (mm below main deck) 吃水標 (主甲板以下(mm)) (Please Show Location / 請顯示位置)	
8. Seating Arrangement / Position(*) 座佈置及座位設置(*)	
Approved by 經辦審批 :	Date 日期 :

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc

適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖或木質小船 / 舢舨等

(Only applicable to vessel length less than 8 m / 只適用於船隻長度小於 8 米)

簡單圖則 Plan(Simp)- G-01+ HS-01/09

Vessel Particulars / General Arrangement and Basic Hull and Deck Plate Thickness Diagram

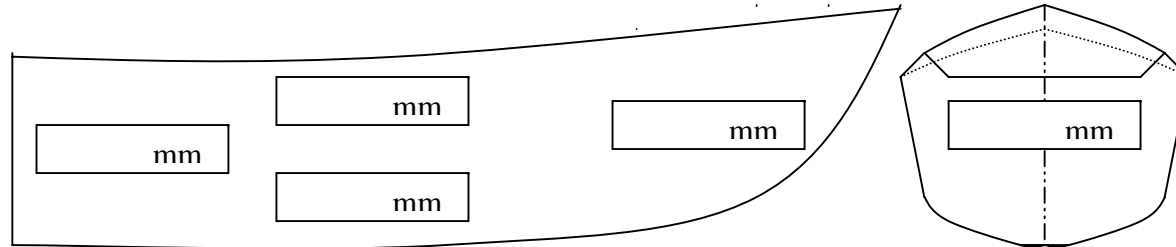
船隻特別資料/一般佈置/及基本船殼和甲板之板厚示意圖則

(Note : A copy of this diagram must be kept onboard)

(註 : 一份此圖則必須放置在船上)

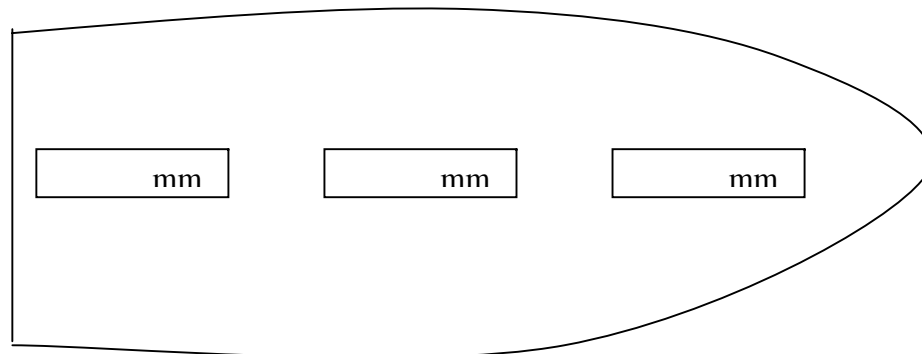
Remarks 備註:

1. If there is superstructure, please indicate. 如設有上層建築, 請標示
2. Details can be supplemented by photos or separate sheets. 詳程可以相片補充或另加紙張.
3. Please show by dotted line long/transverse frame. 請以虛線列出縱及橫向肋骨.
4. Not to proportion/scale. / 不按比例/標尺



船旁及船底板
SIDE & BOTTOM PLATING

船尾板圖
TRANSOM



甲板
DECK PLATING

Vessel Particulars & Basic Hull information 船隻特別資料及基本船殼資料	Content 資料內容
1. File No. 檔案號碼	
2. Licence No./ Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. Length 長度	
5. Width 闊度	
6. Depth 深度	
7. Material 構造材料 (GRP 或 木質)	
8. Number of Transverse Frame 橫架數目	
9. Number of Long. Girder/Keelson/ Frame 縱龍骨/邊龍骨/直隔擋數目	
10. Number / Size of Buoyancy Space 浮艙數目及容量 ____ / _____ (Please show location/ 請顯示位置)	
11. Hull design / construction standards /rules adopted 應用的船殼/結構標準/規則	
Approved by 經辦審批	Date 日期

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc

適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖或木質小船 / 舢舨等

簡單圖則 Plan(Simp)-HS-01/09

Vessel Particulars and Basic Hull and Deck Plate Thickness Diagram

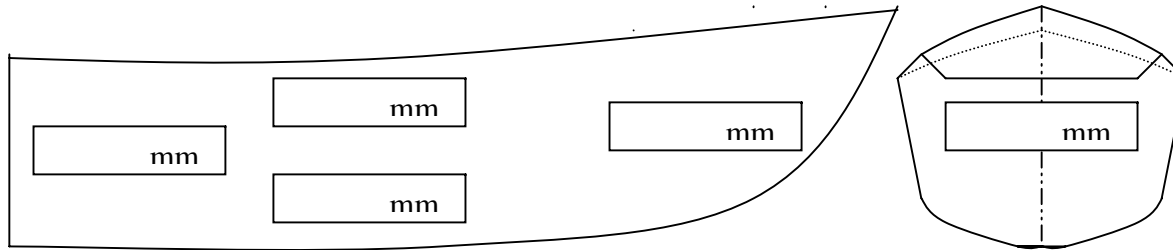
船隻特別資料及基本船殼和甲板之板厚示意圖則

(Note : A copy of this diagram must be kept onboard)

(註 : 一份此圖則必須放置在船上)

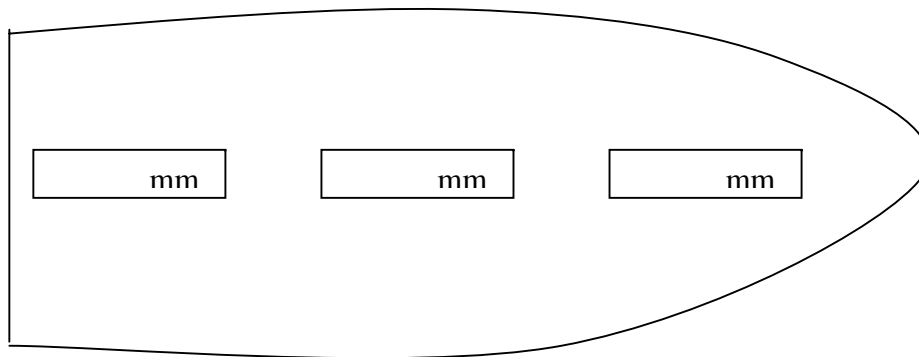
Remarks 備註:

1. If there is superstructure, please indicate.
如設有上層建築, 請標示
2. Details can be supplemented by photos or separate sheets.
詳程可以相片補充或另加紙張.
3. Please show by dotted line long/transverse frame.
請以虛線列出縱及橫向肋骨.
4. Not to proportion/scale. / 不按比例/標尺



船旁及船底板
SIDE & BOTTOM PLATING

船尾板圖
TRANSOM



甲板
DECK PLATING

(簡單圖則 Sim.Plan - 5)

Vessel Particulars & Basic Hull information 船隻特別資料及基本船殼資料	Content 資料內容
1. File No. 檔案號碼	
2. Licence No./ Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. Length 長度	
5. Width 闊度	
6. Depth 深度	
7. Material 構造材料 (GRP 或 木質)	
8. Number of Transverse Frame 橫架數目	
9. Number of Long. Girder/Keelson/ Frame 縱龍骨/邊龍骨/直隔擋數目	
10. Number / Size of Buoyancy Space 浮艙數目及容量 ____ / _____ (Please show location/ 請顯示位置)	
11. Hull design / construction standards /rules adopted 應用的船殼/結構標準/規則	
Approved by 經辦審批	Date 日期

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc

適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖或木質小船 / 舢舨等

簡單圖則 Plan(Simp)-HS-07

Inclining Experiment Report/Rolling Period / Simple Inclining - Test Report

傾斜試驗 / 橫搖週期 / 簡單傾斜- 測試報告

Remarks 備註:

1. Details can be supplemented by photos or separate sheets.
詳程可以相片補充或另加紙張.
2. Please show by dotted line long/transverse frame.
請以虛線列出縱及橫向肋骨.
3. Not to proportion/scale.
不按比例/標尺

Vessel Particulars & Basic Hull information 船隻特別資料及基本船殼資料	Content 資料內容
1. File No. 檔案號碼	
2. Licence No./ Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. Length 長度	
5. Width 闊度	
6. Depth 深度	
7. Material 構造材料 (GRP 或 木質)	
8. Number of Transverse Frame 橫架數目	
9. Number of Long. Girder/Keelson/ Frame 縱龍骨/邊龍骨/直隔擋數目	
10. Number / Size of Buoyancy Space 浮艙數目及容量 _____/_____ (Please show location/ 請顯示位置)	
Approved by 經辦審批	Date 日期

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc

適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖或木質小船 / 舢舨等

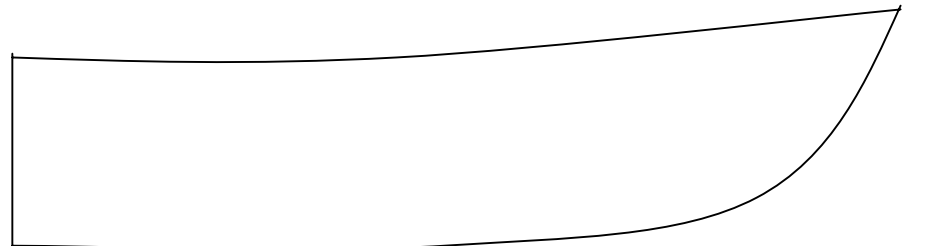
簡單圖則 Plan(Simp)-HS -10A&B (HS-10C)

LSA & FFA Installation and Arrangement Diagram

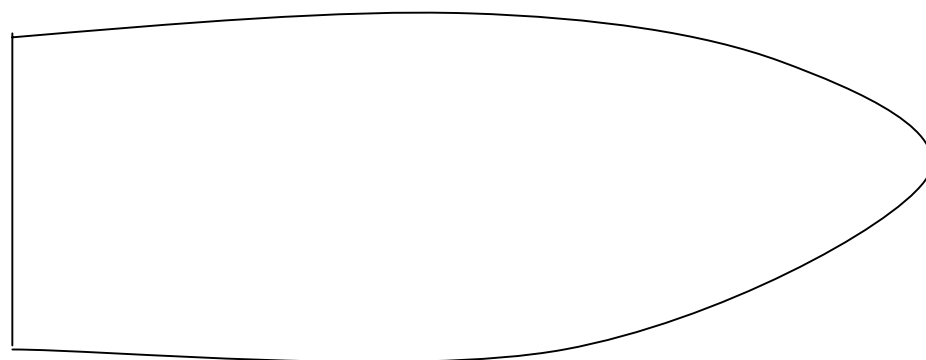
救生及救火設備及佈置示意圖則

(Note : A copy of this diagram must be kept onboard)

(註 : 一份此圖則必須放置在船上)



側面圖
Side View Profile



甲板
DECK

Remarks 備註:

1. If there is superstructure, please indicate.
如設有上層建築, 請註明
2. May use separate sheet for each arrangement of information
可用另外紙張顯示每種設備或佈置
3. Escape routes can be shown in this plan or in separate sheets.
逃生佈置可顯示在本圖則上或另外紙張
4. Details can be supplemented by photos or separate sheets.
詳情可以相片補充或另加紙張
5. Not to proportion/scale.
不按比例/標尺

<u>Vessel information</u> 船隻資料	Content 資料內容
1. File No. 檔案號碼	
2. Licence No. / Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. LSA & FFA installation 救生及救火設備	(Please show location/ 請顯示位置)
(a)	
(b)	
(c)	
(d)	
(e)	
(f)	
(g)	
Approved by 經辦審批	Date 日期

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc.

適用於簡單玻璃纖維交通或捕漁舢舨及玻璃纖或木質小船 / 舢舨等

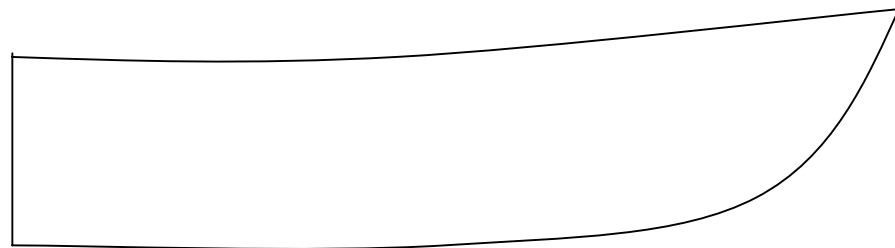
簡單圖則 Plan(Simp)-HS-10C (Not applicable to open boat / 開敞船隻不需要)

Escape Installation and Arrangement Diagram

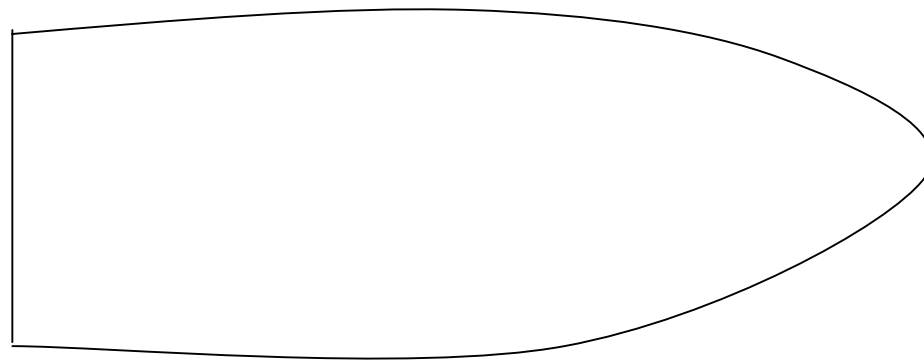
逃生設備及佈置示意圖則

(Note : A copy of this diagram must be kept onboard)

(註 : 一份此圖則必須放置在船上)



側面圖
Side View Profile



甲板
DECK

Remarks 備註:

1. If there is superstructure, please indicate.
如設有上層建築, 請標示
2. Details can be supplemented by photos or separate sheets.
詳程可以相片補充或另加紙張
3. Not to proportion/scale.
不按比例/標尺

<u>Vessel information</u> 船隻資料	<u>Content</u> 資料內容
1. File No. 檔案號碼	
2. Licence No. / Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. Escape Installation 逃生及設備 (Please show location/ 請顯示位置)	
Approved by 經辦審批	Date 日期

For use on GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc
適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖或木質小船 / 舢舨等

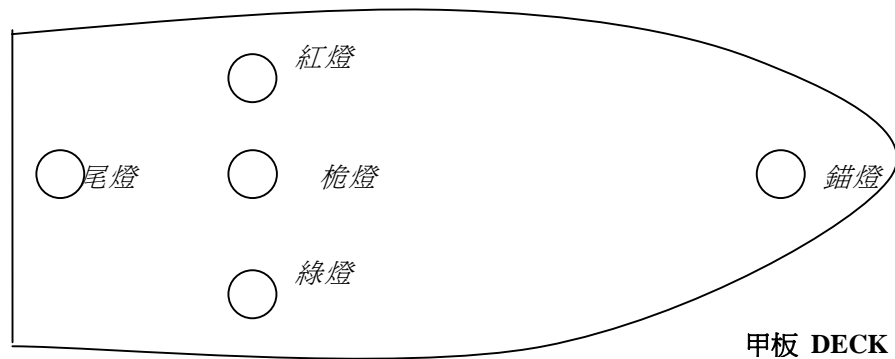
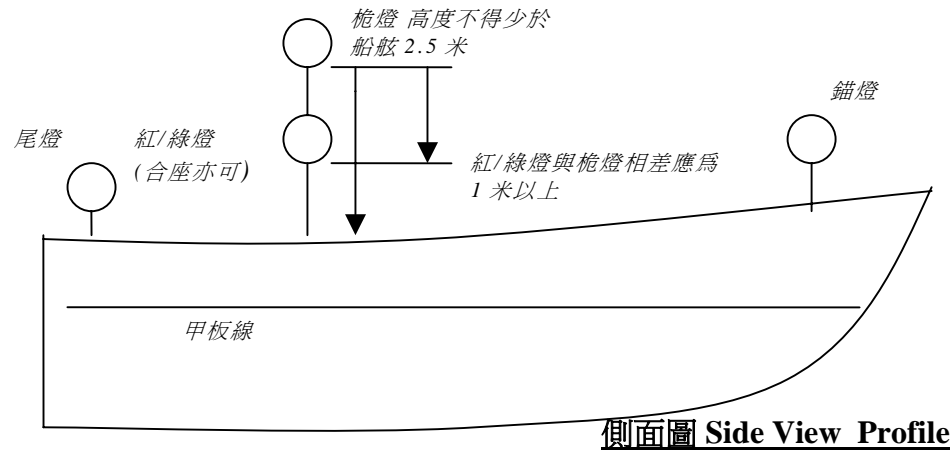
簡單圖則 *Plan(Simp)-HS -10D*

Lights, Shapes & Sound Signals Installation and Arrangement Diagram

號燈、號型、聲號設備及佈置示意圖則

(Note : A copy of this diagram must be kept onboard)

(註 : 一份此圖則必須放置在船上)



- 註: 1) 長度未滿 7 米, 最大航速不超過 7 節, 只需環照白(錨燈)一盞。如條件許可, 亦需裝設紅及綠燈。
 2) 長度滿 7 米至小於 12 米, 需加 3 個黑色球體, 1 個黑色菱形體及一個能發出有效聲號器具。
 3) 長度滿 12 米至小於 20 米, 需加 2 支環照紅(失控燈), 1 個黑色菱形體及 3 個黑色球體, 號笛及號鐘各一個。

Remarks 備註:

1. If there is superstructure, please indicate.
如設有上層建築, 請標示
2. Details can be supplemented by photos or separate sheets.
詳程可以相片補充或另加紙張
3. Not to proportion/scale.
不按比例/標尺

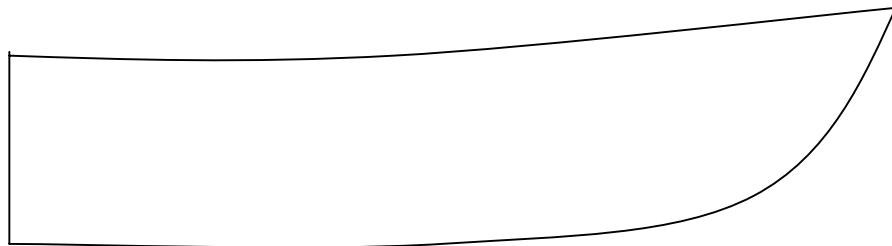
<u>Vessel information</u> 船隻資料	Content 資料內容
1. File No. 檔案號碼	
2. Licence No. / Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. Lights, Shapes & Sound Signals installation 號燈、號型、聲號設備 (Please show location/ 請顯示位置)	
Approved by 經辦審批	Date 日期

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc
適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖或木質小船 / 舢舨等

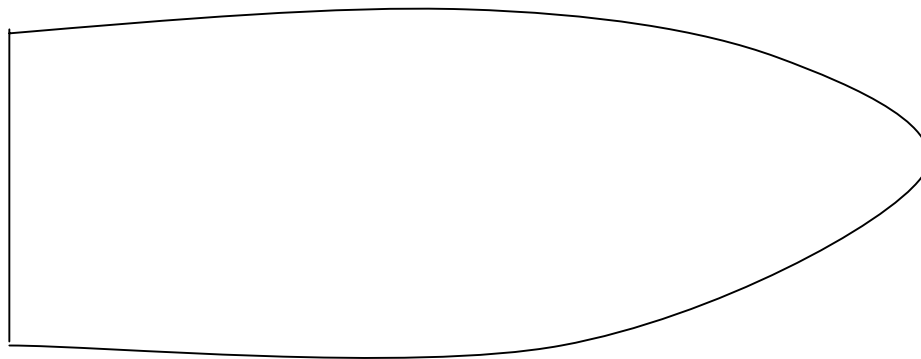
Machinery Installation Plans 機器及其系統設備圖則

(Note : A copy of this diagram must be kept onboard)
(註 : 一份此圖則必須放置在船上)

簡單圖則 Plan(Simp)-M-01/ / 16 etc



側面圖
Side View Profile



甲板
DECK

(簡單圖則 Sim.Plan - 10)

Remarks 備註:

1. If there is superstructure, please indicate.
如設有上層建築, 請標示
2. Details can be supplemented by photos or separate sheets.
詳程可以相片補充或另加紙張
3. Not to proportion/scale.
不按比例/標尺

Vessel information 船隻資料	Content 資料內容
1. File No. 檔案號碼	
2. Licence No. / Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. No. of Main engines/ Propellers. 主機 / 推進器 數量	
5. Main engine maker /type. 主機製造商/型類	
6. Main engine serial number. 主機號碼	
7. Total engine power (kW)/ RPM. 主機總功率 (千瓦) / 轉速	
8. Fuel type/ tank no./ total capacity 燃油類 / 油缸數量 / 總容量	
9. Generator IC engine maker /type. 發電內燃機製造商/型類	
10. Generator engine serial number. 發電內燃機號碼	
11. Fuel type/ tank no./ total capacity 燃油類 /油缸數量 / 總容量 (If not same as above / 如與上不同)	
(Please show location/ 請顯示位置)	
Approved by 經辦審批	Date 日期

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc

適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖或木質小船 / 舢舨等

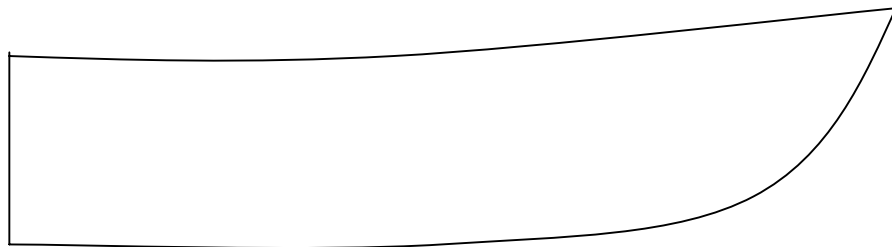
Electrical Installation Plans

電器及其系統設備圖則

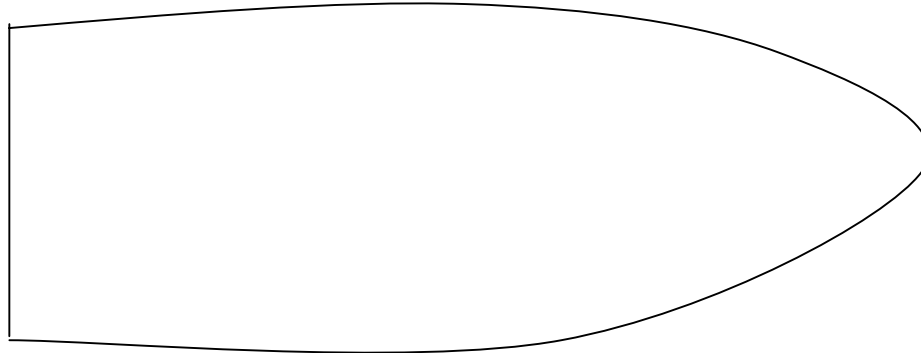
(Note : A copy of this diagram must be kept onboard)

(註 : 一份此圖則必須放置在船上)

簡單圖則 *Plan(Simp)-E 01/ / 05 etc*



側面圖
Side View Profile



甲板
DECK

Remarks 備註:

1. If there is superstructure, please indicate.
如設有上層建築, 請標示
2. Details can be supplemented by photos or separate sheets.
詳程可以相片補充或另加紙張
3. Not to proportion/scale.
不按比例/標尺

Vessel information 船隻資料	Content 資料內容
1. File No. 檔案號碼	
2. Licence No./ Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. Generator maker /type. 發電機製造商/型類	
5. No. of Generator / serial no.. 發電機數目 / 號碼	
6. Total engine power (kW)/ RPM. 發電總功率 (千瓦) / 轉速(每分)	
7. Voltage (V) / Frequency (Hz) 電壓 (伏特) / 週頻 (轉數/每秒)	
(Please show location/ 請顯示位置)	
Approved by 經辦審批	Date 日期

For use on simple GRP transportation or fishing sampan / GRP or wooden small boat / sampan etc

適用於簡單玻璃纖維交通或捕漁舢舨 / 玻璃纖或木質小船 / 舢舨等

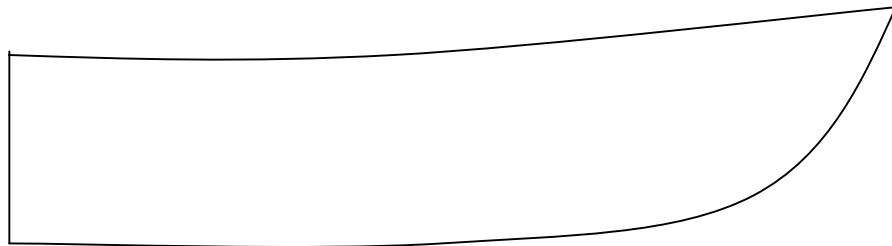
Machinery & Electrical Installation Plans

機器與電器及其系統設備圖則

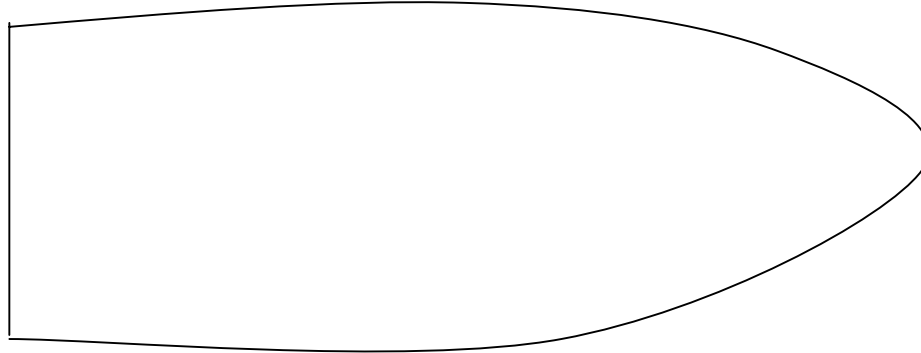
(Note : A copy of this diagram must be kept onboard)

(註 : 一份此圖則必須放置在船上)

簡單圖則 Plan(Simp)-M-01/ / 16 & E-01/ /05 etc



側面圖
Side View Profile



甲板
DECK

Remarks 備註:

1. If there is superstructure, please indicate.
如設有上層建築, 請標示
2. Details can be supplemented by photos or separate sheets.
詳程可以相片補充或另加紙張
3. Not to proportion/scale.
不按比例/標尺

Vessel information 船隻資料	Content 資料內容
1. File No. 檔案號碼	
2. Licence No. / Cert of Ownership no. 牌照號碼 / 船隻擁有權證明書號碼	
3. Vessel Class / Type / Category 船隻 類別 / 類型 / 種類	
4. No. of Main engines/ Propellers. 主機 / 推進器 數量	
5. Main engine maker /type. 主機製造商/型類	
6. Main engine serial number. 主機號碼	
7. Total engine power (kW)/ RPM. 主機總功率 (千瓦) / 轉速	
8. Fuel type/ tank no./ total capacity 燃油類 / 油缸數量 / 總容量	
9. Generator IC engine maker / type. 發電內燃機製造商/型類	
10. Generator engine serial no. 發電內燃機號碼	
11. Generator maker /type. 發電機製造商/型類	
12. No. of Generator / serial no.. 發電機數目 / 號碼	
13. Total engine power (kW)/ RPM. 發電總功率 (千瓦) / 轉速(每分)	
14. Voltage (V) / Frequency (Hz) 電壓 (伏特) / 週頻 (轉數/每秒)	
(Please show location/ 請顯示位置)	
Approved by 經辦審批	Date 日期