

PROVISIONAL LOCAL VESSELS ADVISORY COMMITTEE

Amendments to the Technical requirements for Class III GRP Fishing Sampan

Purpose

This paper is prepared to conclude the amendments to technical requirements for Class III GRP Fishing Sampan.

Background

2. After extensive consultation with Fishing Vessels Working Group under PLVAC, requirements for two new vessel types of Class III GRP fishing sampan have been established. One is GRP fishing sampan fitted with inboard diesel engine and another is GRP fishing sampan fitted with outboard petrol engine. The first draft of technical requirement for GRP fishing sampan fitted with outboard petrol engine was submitted to PLVAC at 27th meeting on 18 May 2001. Amended draft was endorsed by PLVAC Paper 23/2004 on 12 November 2004.
3. During discussion consultation paper no.10/2005 at the 39th PLVAC meeting for the Code of Practice Annex N-4(C) on 2 December 2005, members showed their concern on the plying limit and engine power of Class III GRP fishing sampan fitted with outboard petrol engine. Considerations include the following:
 - (a) Plying limit, petrol engine power and fuel system should be restricted to avoid creating safety problem in the harbour.
 - (b) Relating to possible illegal activities at sea, it seems that fishing sampan not necessarily needs such high power.
 - (c) In view of the experience of difficult controlling P4 sampan, it is necessary to consider whether the new type of GRP fishing sampan fitted with petrol engine should be approved.

Follow up

4. Marine Department had reflected the relevant issue in the Fishing Vessels Working Group meeting on 12 December 2005. together with the recent review, comments are summarized as follow:
 - (a) Apart from the engine type, the power and fuel system, others in two kinds of GRP fishing sampan are the same. Fisherman may choose suitable type of vessel for their business so restriction is not unnecessary.
 - (b) Regarding the engine power, maximum diesel engine power is 90HP (for vessel length 5m to 8m) and 250HP (for vessel length 8m to 15m) while maximum petrol outboard engine power is restricted to 75HP (for vessel length 5m to 8m) and 90HP (for vessel length 8m to 15m). The factor of safety is already considered since sampan fitted with petrol outboard engine need to comply the requirements on the proper storage and use of petrol.
 - (c) On the safety of fuel system, Marine Department already had a standard. Regarding to members' comments, Marine Department amended the Code of Practice and added the existing technical requirements for petrol tank and fuel system in Annex I-1.
 - (d) Usually, fishing sampan does not operate in Victoria port. Prohibition to enter the Victoria port will not affect these vessels significantly. Considering that GRP fishing sampan fitted with diesel inboard engine only have slight effect on other port user, therefore the restriction on operation area is applied to fishing vessel fitted with petrol outboard engine only.
 - (e) After approving these two types of GRP fishing sampan (new vessel type that different from P4 sampan), around 40 GRP sampans fitted with inboard diesel engine were licensed and operated. Moreover, about 30 vessels are under plan approval and construction. On the contrary, there is no application for GRP fishing sampan fitted with petrol outboard engine so far. Therefore, this type of fishing sampan

does not show any apparent relationship to difficulties in monitoring and illegal activities at sea.

5. Since safety requirements for vessel are dependent on “Registered Length” in Merchant Shipping (Local Vessel) (Safety and Survey) Regulation and this principle is generally applied to all other ship’s rules, the “length” is amended from “Length Overall” to “Registered Length”. This proposal had been submitted to Fishing Vessels Working Group by circulation in March and members have no comments so far.

Restriction on fishing vessel leaving Hong Kong

6. According to Merchant Shipping (Miscellaneous Craft) Regulation, fishing vessel less than 150 piculs is classified as M7 and fishing vessel over 150 piculs is classified as M6 (wooden) or M9 (steel). Currently, M7 can only operate in Hong Kong waters whereas M6 and M9 can ply beyond Hong Kong waters. In the new Merchant Shipping (Local Vessel) Ordinance, “length” (registered length) will replace the obsolete unit “piculs”. During the conversion, it is found that the length of fishing vessel which is over 150 piculs is around 8 metres to 10 metres. Consequently, “8 metres” will become the new rule to replace “150 piculs” under the new Ordinance for the restriction of local fishing vessels leaving Hong Kong. Around ten some existing fishing vessels which are less than 8 metres but greater than 150 piculs are permitted to leave Hong Kong now. Marine Department will adopt “grandfather’s rule” to permit these vessels to ply beyond Hong Kong waters continuously. In conclusion, new arrangement is consistent with the existing principle. Only fishing vessels that have registered length greater than 8 metres may leave Hong Kong waters.

Amendments and Consultation

7. The above relevant proposed amendments of Annex I-1 and N-4(C) are submitted for members’ reference. Members are welcome to give comment on the content of the amended documents.

8. On the arrangement in paragraph 6, some fisherman groups request to relax the rule “8 metres vessel’s length”. Members are welcome to comment.

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Annex I-1

SAFETY PRECAUTION ON THE PROPER STORAGE AND USING OF PETROL

- 1 No excessive quantity of petrol should be carried on board vessel.
- 2 If portable container is used to carry petrol, the container should be of a type approved by the manufacturer of petrol engine and fitted with air vent (if necessary, owner must submit supporting document issued by the manufacturer, e.g. invoice, sale receipt etc.).
- 3 The portable container should be stored in a well ventilated place, if necessary, on the open deck. The containers and all valves and pipes leading from such containers should be made of suitable material and properly secured and protected against mechanical damage, excessive temperature variations and direct sunlight. The container, storage cabinet, associated valve, pipes and joints should not have any fuel leaking, and should be readily accessible for checking of suspected leaks.
- 4 The storage spaces should be kept clear of any heat source and caution notices "不准吸煙 No Smoking" and "不准明火 No naked light" should be displayed in a conspicuous place when necessary.
- 5 Petrol should not be used for other purposes, e.g. cleaning of engine parts, which may impose un-necessary fire risk.
- 6 Unless it is certain that the containers storage space is well ventilated, otherwise the containers and the petrol should be removed from the storage place which is expected to be unattended for a period of time.

Registered Length (L)	5m ≤ L < 6m	6m ≤ L < 8m	8m ≤ L < 15m
Power (P)	Petrol outboard Engine P ≤ 40HP (30kW)	Petrol outboard Engine P ≤ 75HP (56kW)	Petrol outboard Engine P ≤ 90HP (67kW)
F.O. Storage System	Max. fuel oil capacity not more than 100 litres, each tank capacity not exceeding 50 litres ⁽¹⁾ .		Max. fuel oil capacity not more than 150 litres, each tank capacity not exceeding 100 litres ⁽¹⁾ .
Hull 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 requirement for glass-fibre material 		
Stability and Buoyancy	<ul style="list-style-type: none"> ● Simple inclining test to indicate that angle of heel < 7° in fully loaded condition, ● At full speed light-load condition, angle of trim < 4° & angle of heel due to turning effect < 8° or 80% of the angle of deck edge immersion whichever greater. ● Any water-tight compartment should meet 100% inherent buoyancy at full load condition or filling those compartments with foam. Or <ul style="list-style-type: none"> ● Inclining test ● Stability should fulfil requirements same as vessels leaving Hong Kong waters. 		
Inspection	Survey afloat biennially.		
Plying Limits	(1) 5m ≤ L < 8m, operating within Hong Kong waters only (other than Victoria port) (2) 8m ≤ (L) < 15m, operating within Hong Kong waters (other than Victoria port) and not exceeding 10 nautical miles from shore. (applicable to vessel that holds a valid port clearance in writing or exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General) Regulation)		
LSA	<ul style="list-style-type: none"> ● One lifejacket for each person on board; and ● One Life buoy with lifeline 		
FFA	<ul style="list-style-type: none"> ● One 2.7kg dry powder portable fire extinguisher and one bucket with lanyard ● For vessel length(L) of 8m or above, one additional set of above FFA is required. 		
Navigation lights	One masthead light, sidelights, stern light, N.U.C. light and position of lights should meet requirements in COLREGS.		
Emergency communication	Not required for HK waters. To comply Mainland's requirement when operating in Mainland waters.		
Exemption	Existing	Should comply the revised version.	
	LVO	Exemption from the paragraph 73(2) of the M.S. (Local vessels) (Safety and Survey) regulation is required for fitting petrol engine.	
Drawings-Hull /Machinery	Approval of proto-type design and inspection standards is required for the first vessels, hereafter a certain number of subsequent vessels should built to approved standards.		
Survey-	Hull, machinery and the final inspections of the first vessel should be carry out by Marine Department to verify the vessels to meet the approved design standards and tested. Hereafter a certain number of subsequent vessels, the hull and machinery should be built and inspected by shipyard to the approved standards. Shipyard inspection record to be submitted to Marine Department for vetting and final inspection to be performed by MD.		
Certificate of Survey	According to MS (Local Vessels) (Safety and Survey) Regulation, Certificate of Survey for Category B Local Vessel will be issued.		

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) Petrol tanks including its pipings must fulfil safety standard and be made according to the engine manufacturer or a type approved by the engine manufacturer (see annex I-1). Relevant endorsement should be obtained before using an engine with fuel oil having a flash point below 61°C.