

Code of Practice – Class I, II & III Vessel Safety Standard

Amendments update as at 14 July 2006

ITEM	CHAPTER	DESCRIPTION	REMARKS
1.	Chapter I - Section 1.6 to 1.13	Update section number under reference of Survey Reg in relevant tables.	To align the section number in latest draft Survey Reg.
2.	Chapter I – Section 3.1	(a) Amend the definition of “new vessel”. (b) Add the definition of “Ordinance”, “Recognized Authority”, “Survey Regulation”.	(a) To clarify that the propulsion engine power increased not more than 10% will not become a new vessel. (b) To convey the latest draft Survey Regulation to CoP.
3.	Chapter II–Section 1.2 & table	Replace ‘non-mechanically propelled’ ‘Fishing Vessel’ & ‘other than steel’ by ‘not fitted with propulsion engine’ ‘Fishing Sampan’ & ‘other than metal’, & add column ‘minimum requirements for life saving appliances & fire fighting apparatus’ (page II-1).	Elaboration on the types of vessel that are not required to be surveyed, in line with Survey Reg.
4.	Chapter II Section 7 table2	(a) Insert “(*14)” at first column in No.11 & 12 under section C&D (page II-13 & 15). (b) Add an item for Final Survey, i.e. vessel’s principal dimensions, engine and machinery particulars.	(a) Additional note regarding cement tank inspection report. (b) To measure the vessel’s length and breadth and check the engine and machinery model and serial number during each final survey.
5.	Chapter II–Section 5 table remarks 1,2, & 3 & Section 8.2, 8.3	(a) Amend remarks 1, 2 & 3 (page II-7 & 8). (b) Replace ‘sonic decoder’ & ‘National’ by ‘echo sounder’ & ‘equivalent’ (page II-17).	(a) Wooden fishing vessels not required to submit plan for approval. (b) Editorial amendments.
6.	Chapter IIIA Sect. 7	Added section 7.5 – auxiliary engine.	Auxiliary engines to be marine type.
7.	Chapter IIIA Section 10.5 & 12.3.2	(a) Add Section 10.5 - cleanliness of machinery space. (b) Amend and add Section 12.3.1 and Section 12.3.2 – requirements for water boat.	(a) Convey the existing requirements to CoP. (b) Specify the requirements for tanks and ballast system on water boat.
8.	Chapter IIIA Sect. 19 table	Oil pollution prevention requirement on kaito and work boat.	Clearly specify the oil pollution prevention requirement on kaito and work boat.
9.	Chapter IIIB Part2 Section 1.4 Part3 Section7.3 & 9.4	(a) Delete Section IIIB Part 2 Section 1.4 – Plan (simplified) submission requirement for wooden fishing vessel. (b) Add Section 7.3 – cleanliness of machinery space. (c) Modify section 9.3. (d) Amend and add Section 9.4.1 and 9.4.2 - requirements for water boat.	(a) Wooden fishing vessels not required to submit plan (including simplified plans) for approval. (b) Convey the existing requirements to CoP. (c) Elaborate the fuel tank requirements for GRP fishing sampan. (d) Specify the requirements for tanks and ballast system on water boat.
10.	Chapter IV Section 9.3	Add Section 9.3. – false bottom or secret compartment	Convey the existing requirements to CoP.
11.	Chapter V Section 1	Add section 1.4- Glass or mirror shall be made of materials which will not break into dangerous fragments if fractured.	Guideline for glass and mirror material onboard.

ITEM	CHAPTER	DESCRIPTION	REMARKS
12.	Chapter V Section 3.2	Add Section 3.2.	Maximum crew allowance for Class III vessel (the calculation is the same as existing consideration).
13.	Chapter V Section 6.1	Insert “where space is available” after “for the use of passengers”.	To clarify that sanitary apparatus is required if the vessel’s space is available.
14.	Chapter VI Section 2.4 and 2.5	(a) Add section 2.4 - the consideration factors for fire fighting requirements. (b) Add section 2.5 to require the readiness of all fire fighting appliances.	(a) To list the factors when Marine Department considers the fire fighting requirements for the vessel’s length $\geq 45\text{m}$ or $\geq 75\text{ m}$ for a certain types of vessel. (b) Copy the requirement from latest draft Survey Regulation.
15.	Chapter VII Section 4.1	Amend section 4.1	Copy the requirement from latest draft Survey Regulation.
16.	Annex B	Align the wordings and freeboard mark diagram with latest draft Survey Reg.	Editorial amendments.
17.	Annex I-1	Amend Sections 2, 3 & 6.	Clear guideline for safety precaution on the proper storage and use of petrol.
18.	Annex I-7(B), I-7(E), I-7(F), I-7(G)	(a) Editorial amendments. (b) Add the requirement to verify the principal dimensions, engine and machinery particulars in each survey.	(b) Same requirement as item 4(b).
19.	Annex N	(a) Editorial amendments to align the draft Survey Reg. (b) Add the requirement to verify the principal dimensions, engine and machinery particulars in each survey.	(a) the wordings in line with the latest draft Survey Regulation. (b) Same requirement as item 4(b).

- 1.6 Owner or agent of a Class I, II or III vessel is required to observe and comply with relevant requirements relating to vessel safe operation and operator requirements specified in the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation (“Survey Regulation”), Merchant Shipping (Local Vessels) (General) Regulation (“General Regulation”) and Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation, in addition to requirements given in the following chapters and annexes of this Code.

Item No.	Chapter	Section of relevant Regulation
(a)	Para. 8 and 9 of Ch. X, para. 5 and 6 of Annex H	Section 20 31 on “Construction and maintenance of local vessels” under Survey Regulation Section 19 30 on Certificate of survey or certificate of Inspection kept on board under Survey Regulation
(b)	Para. 4 of Chapter X, Annex I-4	Section 55 80 on “Radar” under Survey Regulation
(c)	Annex T-1	Section 5 “Restriction on vessels of Class II and Class III” under Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation
(d)	Para. 2 to 4, 6 and 9 of Chapter X, Annexes I-1, I-6, I-8, R, P, Q and T-2	Section 11 on “Manning and equipment” under General Regulation Section 29 31 “Local Passenger vessel cleanliness” under General Regulation
(e)	Para. 9 of Chapter V	Section 31 33 “Notice stating maximum number of passenger to be posted” under General Regulation

- 1.7 In order to satisfy the requirements specified in the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation for the issuance of Certificate of Survey or Certificate of Inspection, the safety standards given in the following chapters and annexes of this Code are to be complied with:-

Item No.	Chapter	Section of Survey Regulation
(a)	I and II	Section 9 to 19 7 to 30 on “CERTIFICATE OF SURVEY AND CERTIFICATE OF INSPECTION” - Ensuring the compliance on plan approval, survey and certification for the issuance of Certificate of survey or Certificate of Inspection; Survey Record of Tonnage Measurement; and Certification of Lifting Appliances and Lifting Gear

(b)	III A, III B, IV, V, XII s.3 of X	20. 31. Construction and maintenance of local vessels
(c)	V	51 to 53 68 to 74 Carriage of Passengers and space not measured as passenger space
(d)	VII	21. 32. Provision of life-saving appliances on board of local vessels Schedule 4 3 – Life Saving Appliances
(e)	VI and XII	22. 33. Fire prevention measures and provision of fire-fighting apparatus on board local vessels Schedule 5 4 – Fire protection and fire fighting apparatus
(f)	VIII	12 (2) (a) (vii) 18(2)(a)(viii) Collision regulations
(g)	s.4 of X Annex I-4	55. 80. Radar
Note: For high speed craft, relevant safety standards in Chapter XI are to be complied with.		

- 1.8 In order to satisfy the requirements specified in the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation for the issuance of Survey Record of Safety Equipment, the safety standards given in the following chapters and annexes of this Code are to be complied with:-

Item No.	Chapter	Section Survey Regulation
(a)	I and II	23 34 – application 24 36 – Survey leading to issue of survey record of safety equipment 25, 26 37, 38 – Matters to be surveyed and declaration 27, 28 39, 40 – Issuance of certificate and validity
(b)	VII and XII	Schedule 4 3 – Life Saving Appliances
(c)	VI and XII	Schedule 5 4 – Fire protection and fire fighting apparatus
(d)	VIII	12 (2) (a) (vii) 18(2)(a)(viii) Collision regulations
(e)	Section 4 of X, Annex I-4	55. 80. Radar

- 1.9 In order to satisfy the requirements specified in the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation for the issuance of Hong Kong Load Line Certificate or Freeboard Assignment Certificate, the safety standards given in the following chapters of this Code are to be complied with:-

Item No.	Chapter	Section of Survey Regulation
----------	---------	------------------------------

(a)	I and II	29, 41 – application 30, 43 – Survey leading to issue of Hong Kong Load Line Certificate (HKLL Certificate) or Freeboard Assignment Certificate (FA certificate) (Note 1) 33, 34, 46, 47 – Issue of HKLL certificate or FA certificate and validity
(b)	IIIA, IIIB, IV, V, Annex C, Annex D and Annex E	31, 32, 44, 45 – Matters to be surveyed and declaration Schedule 6, 5 – Minimum Freeboard for certain Class II vessels

1.10 In order to satisfy the requirements specified in the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation for the issuance of Declaration of Fitness, the safety standards given in the following chapters and annexes of this Code are to be complied with:-

Item No.	Chapter	Section of Survey Regulation
(a)	I and II	37, 49 – application 40, 41, 51, 55 – Survey leading to issue of declaration of fitness and validity
(b)	VI, XII	38, 39, 52, 53 – Matters to be surveyed and declaration

1.11 In order to satisfy the requirements for the issuance of Survey Record of Tonnage Measurement, the safety standards given in the chapter IX of this Code is to be complied with.

1.12 In order to satisfy the requirements and conditions specified in the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation for the issuance of Hong Kong Oil Pollution Prevention under Merchant Shipping (Prevention of Oil Pollution) Regulation, Cap. 413 Sub-leg., or Pollution Prevention Certificate for the carriage of Noxious Liquid Substances in Bulk under Merchant Shipping (Control of Pollution by Noxious Liquid Substance in Bulk) under Merchant Shipping, Cap. 413 Sub-leg., the safety standards given in the following chapters and annexes of this Code are to be complied with:-

Item No.	Chapter	Section of Survey Regulation
(a)	I and II	Section 3 to 11 on “CERTIFICATE OF SURVEY AND CERTIFICATE OF INSPECTION”
(b)	Para. 19 and 20 of IIIA; or para. 14 of IIIB	Schedule 7 – exemption etc.

1.13 In order to satisfy the requirements and conditions specified in the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation for the issuance of Hong Kong Air Pollution Prevention under Merchant Shipping (Prevention of Air Pollution) Regulation, Cap. 413 Sub-leg.(Note 2-1), the safety standards given in the following chapters and annexes of this Code are to be complied with:-

Item No.	Chapter	Section of Survey Regulation
(a)	I and II	Section 3 to 11 7 to 30 on “CERTIFICATE OF SURVEY AND CERTIFICATE OF INSPECTION”
(b)	Para. 7 and of Annex I-10	(Note 2 1)

Note 1 : HKLL means Hong Kong Loadline Certificate

FA certificate means Freeboard Assignment Certificate

Note 2 1 : Subject to enactment and enforcement of Merchant Shipping (Prevention of Air Pollution) Regulation, Cap 413 Sub-leg.

“new vessel” (新船隻) means –

- (a) a local vessel –
 - (i) that has never been licensed under Part IV of the Shipping and Port Control Ordinance (Cap. 313) before the commencement date of the Survey Regulation; and
 - (ii) in respect of which an application for an operating licence is made for the first time on or after the commencement date of the Survey Regulation, but does not include a vessel the keel of which is laid, or which is at a similar stage of construction, within 12 months immediately before that date and is still under construction on that date;
- (b) a local vessel that does not fall within paragraph (a) and undergoes, on or after the commencement date of the Survey Regulation, alteration –
 - (i) of –
 - (A) its length, breadth or depth as recorded in the certificate of ownership issued or endorsed under the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation;
 - (B) the output of its main propulsion engine so that –
 - (I) the output is increased by 10% or more than what is recorded in its certificate of inspection or certificate of survey; or
 - (II) particulars relating to the materials, scantlings or design of the propulsion shafting or stern tube, as shown in the plans approved under Part 3 of Survey Regulation, are no longer accurate; or
 - (C) its passenger capacity so that it increases from not more than 60 to more than 60, or from not more than 100 to more than 100; or
 - (ii) to an extent that it is no longer suitable –
 - (A) to remain certificated for the particular class or type that it is certificated for under the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation; or
 - (B) to be categorized as a Category A vessel or a Category B vessel.

“Ordinance” or “LVO” (《商船(本地船隻)條例》或《條例》) means the Merchant Shipping (Local Vessels) Ordinance (Cap 548).

“Recognized Authority” (獲承認的當局) means a government authority recognized under section 7A of the Ordinance;

“Survey Regulation” or “Survey Reg” (《檢驗規例》) means the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation (Cap 548).

CHAPTER II SURVEY, ISSUANCE OF CERTIFICATE AND PLAN APPROVAL

1 Survey for Issue or Endorsement of Certificate

1.1 Except vessels of the types referred to in 1.2 below, every vessel should be surveyed per items as indicated in the tables in section 7 (items marked with '✓') as relevant -

- (a) new vessel: Table 1 (applicable vessels as indicated in the table) and Table 3;
- (b) existing vessel : Table 2 (applicable vessels as indicated in the table) and Table 3.

1.2 Vessels of the types referred to in the table below, which are ~~non-mechanically propelled~~ not fitted with propulsion engine and not fitted with any internal combustion engine onboard, are not subject to any survey:

Class	Types	Material of construction	Length overall x extreme breadth ^(note)	Minimum requirements for life-saving appliances and fire-fighting apparatus
II	transportation sampan	any material	not exceeding 25 m ²	(a) 1 lifejacket for every person on board; (b) 1 lifebuoy; and (c) 1 fire bucket with lanyard
II	work boat	other than steel metal	not exceeding 25 m ²	(a) 1 lifebuoy; and (b) 1 fire bucket with lanyard
III	fishing vessel sampan	other than steel metal	not exceeding 25 m ²	(a) 1 lifebuoy; and (b) 1 fire bucket with lanyard

Note :

“Extreme breadth” means the athwartship distance between the extremity of the outermost permanent structure on the port side and the extremity of the outermost permanent structure on the starboard side of a local vessel.

- 1.3 A laid-up vessel should be presented for survey before returning to service if the inspection certificate/endorsement previously issued has expired. The survey should include the survey items due in the period as the vessel was not laid up.
- 1.4 When deemed necessary or at his discretion, the attending surveyor/inspector may request any other item to be presented for inspection

4	Generator engine- stripped down for inspection			✓			✓			✓			
		(by engine workshop) (*4)											
5	Main fire pump, emergency fire pump, bilge pump, windlass - stripped down for inspection		✓				✓			✓			
6	Air Receiver (P<17.2 bar) - internal inspection			✓			✓			✓			✓
7	- hydraulic test (*13)			✓			✓			✓			✓
8	Air Receiver (P≥17.2 bar) - internal inspection		✓			✓				✓			✓
9	- hydraulic test (*13)		✓			✓				✓			✓
10	Tail Shaft, Propeller, Rudder and Rudder Stock (*13) - drawn out for inspection		✓				✓			✓			
11	Independent Cement Tank – internal inspection & thickness gauging (*14)												✓
12	Independent Cement Tank – external inspection (*14)											✓	
13	Independent Fuel Oil Tank – internal inspection & hydraulic test			✓			✓			✓			
14	Independent Water Tank (For Water Boat only) – hydraulic test											✓	
15	Oil Pollution Prevention Installation - vessel with HKOPP certificate	(*6)											
16	- vessel without HKOPP certificate: - hydraulic test of independent bilge water/sludge holding tank			✓			✓			✓			
17	AC electrical circuit –main circuit breaker load test			✓ (*12)									
18	Pump Room - inspection					✓							
19	Cargo Tank Vent Piping System – inspection					✓							
20	Cargo Tank Lids - inspection					✓							

Abbreviations

- DG Carrier - dangerous goods carrier
- NLS Carrier - noxious liquid substances carrier

Note

- (*a) The need for refilling should be in accordance with the instruction of manufacturer of fire extinguisher.
 - (*b) Intervals of hydraulic test:
 - Portable Fire Extinguishers - 5 years
 - CO₂ bottles - 10 years
 - (*c) MD officers may examine the owner's competence on carrying out the servicing and conduct random checks including function test of the portable fire extinguishers.
- *9 Air case not filled with buoyant materials should be tested for air tightness by submerging in water.
- *10 Applicable to ceremonial boat, dumb lighters and hopper barges only.
- *11 If the hull and machinery installation of a classed vessel are inspected by a surveyor of classification society, the inspection reports/certificates issued by classification society should be submitted for record. For dangerous goods carriers, oil carriers and noxious liquid substances carriers, MD officer should be invited for each hull external inspection carried out according to classification society's survey programme. (Class I category A vessels should be inspected as per Ch. II Part 7 Table 2).
- *12 Applicable to Class I Category A vessels fitted with generator of each capacity exceeding 50kW.
- *13 For guidance on machinery and hull wear down or corrosion tolerance limits and other inspection items, please refer to Annex M.
- *14 Upon satisfactory inspection, an inspection report will be issued.

Table 3 Final Survey (*1)

No.	Survey Items (*2)
A&B	GENERAL, HULL & SAFETY EQUIPMENT
1	Life Saving Appliances - inspection and function test
2	Fire Fighting Appliances (incl. CO ₂ fixed fire extinguishing installation, emergency fire pump) - inspection and function test
3	Navigation Lights and Sound Signals - inspection and function test
4	Watertight / Weathertight Closing Appliances (incl. door, ventilator, air pipe, etc.) - inspection
5	Freeboard Mark / Load Line Mark - verification
6	Passenger Space (incl. escape signs, 'No Smoking' signs, etc.), Crew Space, Escape Arrangement, Bulwarks and Rails - general inspection
7	General condition in Machinery Space <ul style="list-style-type: none">(a) protection from injury of personnel(b) prevention of fire hazard(c) prevention of oil pollution hazard
8	Verification of principal dimensions, engine and major machinery particulars

Vessel Category	A		B
	Plans and Data		
3) Additional Items for DG or NLS Carrier (COP Ch.VI refers) (*12)	MD	MD	MD
(G) LIFTING APPLIANCES (including derrick cranes, extensible jib cranes and fixed-jib crane etc.) (*11)			
1) Strength calculations for the stress members including derrick boom, mast, supporting structures, permanent attachments and other associated fittings @	Competent Examiner		
2) Rigging diagrams that should include all rigging arrangements used in all modes of operation of the derrick 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			

Remarks in Tables

- *1 Applicable to the following Category B vessels: dumb lighter, hopper barge, water boat, flat top work barge, landing pontoon, stationary vessel including separation barge, kitchen boat barge, ice barge, fish drying barge, waste water treatment barge and fish storage barge; ~~wooden fishing vessel and prototype vessel of fishing sampan. Existing wooden fishing vessels are required to submit General Arrangement drawings with main particulars not later than 1st survey date after implementation of Local Vessel Ordinance.~~
- *2 Applicable to dumb lighters, hopper barges, ~~wooden fishing vessels~~ and prototype vessel of fishing sampan.
- *3 For dumb lighters required to be submitted with heavy lifting stability calculations, hopper barges, ~~wooden fishing vessels~~ and prototype vessel of GRP fishing sampan.
- *4 Applicable to floating restaurants and ceremony boats only.
- *5 For new vessels, (i) maker certificate for petrol engine; (ii) for diesel engine maker or classification societies approved certificates / information and document as appropriate required in chapter IIIA or IIIB and in MARPOL Annex VI or Annex I-10.
- *6 For water boats only.
- *7 Applicable to simple design and construction vessels, such as Class III GRP fishing sampan , Class II Cat. A transportation sampan, etc, (length overall not more than 15m), simplified set of plans includes 5(A)(1), 5(A)(8), 5(A)(10), 5(A)(11), 5(A)(12), 5(B)(2), 5(C)(4) , 5(C)(5) & 5(D)(1) and supplementary information / data as necessary to be submitted.
- *8 Applicable to vessels of other than wooden construction.
- *9 Applicable to the following Category B vessels fitted with A.C. generator:
Dumb lighters, other barges, landing pontoons, all stationary vessels (including separation barges , kitchen barges , ice barges , fish drying barges , water dispensing barges and fish storage barges); and prototype vessels of GRP fishing sampans but not applicable to vessels of wooden construction.
- *10 International Tonnage Certificate and calculation may be acceptable to MD.
- *11 Any cranes for works, including cargo handling, fitted on local vessels, should have the document/drawing item 1) to 3) indicated below certified by a competent examiner. One copy of each of these documents/drawings certified under Merchant Shipping (Local Vessels) (Works) Regulation, Cap 548 should be submitted to MD. Following document plans and data to be certified are:-
- 1) Strength calculations for the stress members including derrick boom, mast, supporting structures, permanent attachments and other associated fittings (*Note: Recognised*

manufacturer's loading tables indicated essential information are acceptable instead of detailed strength calculations)

- 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 (excluding wooden fishing vessel and sampan) 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. >

Category B Fishing Vessel, Ice Boat, Fish Drying Barge, Waste water treatment Barge and Live Fish Dealing Boat:

- (a) vessels of L x B Numeral not exceeding 25 - triennially
 - (b) vessels of L x B Numeral exceeding 25 - biennially.
- *2 Where practicable the listed items may be presented for inspection prior to the final survey.
- *3 Air emission requirements to be conducted as per Annex I-10.
- *4 Applicable to all vessels other than category B wooden construction vessels. For guidance on machinery and hull wear down or corrosion tolerance limits and other inspection items, please refer to Annex M. (Electrical system insulation test reports from EMSD qualified registered engineers or electricians are also acceptable.)
- *5 Applicable to all vessels fitted with generator of each capacity exceeding 50 kW.
- *6 Applicable to launches, ferries, floating restaurants, oil carriers, dangerous goods carriers, noxious liquid substances carriers and vessels plying beyond Hong Kong waters.
- *7 Ch. II/Pt.6 refers.
- *8 Applicable to ferry vessels only. The trial should include crash ahead and astern running, turning and windlass operation test. Valid sea trial permit should be produced at the time of sea trial.
- *9 Applicable to vessels of the type stated in Ch.I/Part4/4.2.
- *10 The following document / certificates certified by competency examiner should be presented in final survey for verification of validity.
- i) Register of Lifting Appliance & Lifting Gear (Form 1);
 - ii) Certificate of Test and Examination of Winches, Derricks and their Accessory Gear (Form 2);
 - iii) Certificate of Test and Examination of Lifting Appliance and their Accessory Gear other than Derricks (Form 3);

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 windlass;
 - (b) Mechanically propelled vessel: compass, ~~sonic detector~~ echo sounder, radar, VHF(Very High Frequency) radio telephone(with licence issued by Telecommunication Authority, Hong Kong), anchor, windlass and inclinator.
- 8.3 Standard of anchor and anchoring machine must comply with relevant strength and calculation requirements of Classification Societies or an ~~National~~ equivalent standard.

- 4.3 Vessels issued with HKLLC or ILLC should in addition comply with relevant requirements on means of protection prescribed in the load line regulations.

5 Flooring

Metallic or wooden flooring, if fitted above bilge, should be readily removable for cleaning and inspection. A steel inner bottom, if fitted, should meet the requirements of classification society rules in respect of double bottom. Access openings and air pipes should be provided for such spaces.

6 Marking of Hull

- 6.1 The certificate of ownership number of a vessel should be marked in accordance with section 11 of the Merchant Shipping (Local Vessels) (Certification and Licensing) Regulation.
- 6.2 On every launch and ferry vessel, the name of vessel and the total number of persons (passenger and crew) should be painted on vessel's bows and stern. The minimum size of lettering is 100 mm in height.
- 6.3 Permanent draft marks should be provided on port and starboard side of stem and stern of a vessel. The marks should be measured from the bottom of the keel, with letters and figures being in decimetric heights and at two decimetric intervals.

PART 3 MACHINERY INSTALLATION

7 Main Engine, Auxiliary Engine and Gear Box

- 7.1 In any
- (a) launch or ferry vessel carrying more than 60 passengers;
 - (b) oil tanker;
 - (c) noxious liquid substances carrier;
 - (d) dangerous goods carrier;
 - (e) tug; or
 - (f) vessel plying beyond Hong Kong waters

which is not classed with a classification society and has main engine power output exceeding 130 kW, such main engine and its associated gear box should be of a type approved by a classification society or maritime administration.

- 7.2 The main engine and the associated gearbox should be matched at the maximum continuous rating condition. Alternative rating may be accepted subject to proper justification is given.
- 7.3 New main engines and gear boxes are required to be fitted on new vessels stated in 7.1 above. For vessels other than those stated in 7.1 above and carrying more than 12 passengers, if used engine is intended to be installed, it should be properly stripped down and overhauled for examination. To facilitate the confirmation of the source of origin and/or the quality of reconditioning of the engines proper document from the original engine maker or purchase document from the engine workshop should be submitted. The 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 Auxiliary engine(s) on new mechanically propelled vessel should be 'marine type'. Auxiliary engine(s) on existing mechanically propelled vessel should also be 'marine type' if they are being replaced/renewed.

7.6 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.

7.7 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:

- 10.2 Adequate ventilation should be provided in engine room. If only natural ventilation is provided, at least two cowl ventilators of adequate size should be fitted. One of the cowl vents should be led well down into the space to vent out the accumulated vapour in the lower part of the space. Ventilation trunk if passing through other compartments should be of watertight or gastight construction, as appropriate. The ventilator should be fitted with damper or other means of closing. The fire damper, if fitted, should be provided with indicator showing its open or close position.
- 10.3 If the vessel is constructed of wooden or GRP of non-oil resistant material, a suitable metal tray which can readily be cleaned should be fitted under the engine to protect the bilges against saturation by oil.
- 10.4 Two means of escape including suitable ladders and exits should be provided for the engine room. One of these means of escape may be waived with regard to the size and disposition of the space. If such means of escape is led to passenger space, it should be clear of any seating.
- 10.5 Every machinery spaces shall be at all times kept clean and free from unnecessary combustible materials and that waste oil is not allowed to accumulate in the bilges.

11 Nature of Fuel

Except otherwise permitted by the Director, marine fuel oil of flash point above 61°C (closed cup test) should be used for engine.

12 Tanks

- 12.1 The arrangements for filling fuel tanks should be such that oil will not spill or overflow into any compartment of the vessel. Woodwork surrounding the deck filling mouth should be covered with metal piece. No loose can/barrel of fuel oil should be carried on board.
- 12.2 Fuel tanks should be substantially constructed of suitable material and securely fixed in position. The tanks and their connections should be tested by hydraulic pressure to a water head of 2.5 metres, or to the height of the overflow whichever is the higher.

12.3.1 The materials for water tank of water boats should be of steel, aluminum or glass reinforced fibre (GRP) subject to:

- (a) the tanks are watertight;
- (b) the tanks do not affect the stability, structure and safety of the vessel;
- (c) the shell of water tank shall not be formed as any part of ship hull unless the ship hull is constructed of steel or aluminum;
- (d) the physical construction and installation of the water tank, fittings and piping are up to the Director's satisfaction; and
- (e) the requirements from other Department (if any) shall be fulfilled.

12.3.2 If water boat requires ballasting, detail information, drawing and calculation of the ballast tank and ballast system shall be prior approved by the Director.

13 Pumping and Piping Arrangement

19 Installation for Prevention of Oil Pollution

19.1 Vessels to which the requirements of Merchant Shipping (Prevention of Oil Pollution) Regulations and relevant exemption notice apply are summarised in the following table:

Type of vessel	Category of vessel	A		B	
	Propulsion	Fitted with propulsion engine	Not fitted with propulsion engine	Fitted with propulsion engine	Not fitted with propulsion engine
		Gross Tonnage	Gross Tonnage	Gross Tonnage	Gross Tonnage
Class I Vessel					
Launch (incl. new Class IV vessel carrying 60 passengers)		≥ 80	-	-	-
Ferry Vessel		≥ 80	-	-	-
Floating Restaurant		-	≥ 80	-	-
Stationary Vessel (Ceremonial Boat)			≥ 80		Exm
Primitive vessel (Kaito)		≥ 80	-	≥ 400	-
Multi-purposes Vessel		≥ 80	-	-	-
Class II Vessel					
Dangerous Goods Carrier		≥ 80	-	≥ 400	-
Noxious Liquid Substances Carrier		≥ 80	Exm		
Oil Carrier		Of any tonnage	Of any tonnage		
Edible Oil Carrier		≥ 80	Exm		
Dry Cargo Vessel		≥ 80		≥ 400	
Dumb Lighter (incl. Flat Top Cargo Barge)					Exm
Dredger		≥ 80			
Hopper Barge					Exm
Water Boat		≥ 80		≥ 400	
Tug		≥ 80			
Transportation Vessel		≥ 80			
Transportation Sampan				≥ 400	
Pilot Boat		≥ 80		≥ 400	
Floating Dock			≥ 80		

Floating Workshop (incl. Repair Pontoon, Welding Barge)	≥ 80	≥ 80	≥ 80	≥ 80
Crane Barge		Exm		Exm
Work Boat	≥ 80	≥ 80	≥ 80	≥ 80
Flat Top Work Barge				Exm
Landing Pontoon				Exm
Landing Platform				Exm
Stationary vessel (including Separation Barge, Kitchen Barge, Ice Boat, Fish Drying Barge, Waste Water Treatment Barge, Fish Storage Barge)		Exm		Exm
Special Purpose Vessel	≥ 80	≥ 80		
Class III Vessel				
Fishing Vessel	≥ 80		≥ 400	Exm
Fish Carrier	≥ 80		≥ 400	
Fishing Sampan			≥ 400	
Outboard open sampan (P4)			Exm	

plans.>

~~1.4 Existing wooden fishing vessels are required to submit General Arrangement drawings with main particulars by end of 2005 or not later than 1st survey date after implementation of Local Vessel Ordinance.~~

2 Closing Appliances, Freeing Ports

2.1 The air pipes, ventilators, cargo hatchways, small hatchways, manholes and doors which are leading to a space below main deck should be fitted with closing appliance and should have a minimum coaming height of 230 or <300> mm on every vessels of-

(a) vessel of other than wooden vessel not in possession of a Freeboard Assignment Certificate; or

< (b) wooden vessel plying beyond Hong Kong waters >

2.2 No coaming is required for watertight manholes.

2.3 If bulwark is fitted at the shipside on vessels operating outside the Specified Sheltered Waters, freeing ports should be provided in both sides of the bulwark with the minimum aggregate area (in m²) indicated in the following table. For vessels operating beyond Hong Kong Waters, the aggregate area should be twice of that indicated in the tables.

Vessel Length Lr (m)	Aggregate Freeing Port Area (m ²)
Lr ≤ 12	0.0115 Lr
12 < Lr ≤ 24	(0.00146 L-0.006) Lr
Lr ≥ 24	0.029 Lr

3 Protection of Passengers and Crew

Ch.III A/Pt 2/4 refer.

4 Flooring

Ch.III A/Pt 2/5 refers.

5 Marking of Hull

5.1 For vessels of all kinds of construction, Ch.III A/Pt 2/6.1 refers.

<5.2 Every steel fishing vessel and vessel assigned with a freeboard in compliance with requirement of Ch.IV/1.1 should provide with draft marks per requirements of Ch.III A/Pt 2/6.3>.

exceed that indicated in the following table:

Length of Vessel (Lr)	Maximum Horsepower (BHP)
$L_r < 6 \text{ m}$	40
$6 \text{ m} \leq L_r < 15 \text{ m}$	90

7 Engine Room

7.1 Adequate ventilation should be provided in engine room. If only natural ventilation is provided, at least two cowl ventilators of adequate size should be fitted.

7.2 If the vessel is of wooden construction, a metal tray, which can readily be cleaned, should be fitted under the engine to protect the bilges against saturation by oil.

7.3 Every machinery spaces shall be at all times kept clean and free from unnecessary combustible materials and that waste oil is not allowed to accumulate in the bilges.

8 Nature of Fuel

Ch.III A/Pt 2/11 refers.

9 ~~Positioning and Construction of Fuel Tanks~~

9.3 On Class III GRP fishing sampan, the petrol fuel tank may be of portable plastic tank approved by engine manufacturer. The fuel tank capacity is as follows:

Registered Length (Lr)	$5\text{m} \leq L_r < 6\text{m}$	$6\text{m} \leq L_r < 8\text{m}$	$8\text{m} \leq L_r < 15\text{m}$
Maximum capacity for each fuel tank	50 litres		100 litres
Maximum capacity for all fuel tanks on board	100 litres		150 litres

9.4.1 The materials for water tank of water boats should be of steel, aluminum or glass reinforced fibre (GRP) subject to:

- (a) the tanks are watertight;
- (b) the tanks do not affect the stability, structure and safety of the vessel;
- (c) the shell of water tank shall not be formed as any part of ship hull unless the ship hull is constructed of steel or aluminum;
- (d) the physical construction and installation of the water tank, fittings and piping are up to the Director's satisfaction; and
- (e) the requirements from other Department (if any) shall be fulfilled.

9.4.2 If water boat requires ballasting, detail information, drawing and calculation of the ballast tank and ballast system shall be prior approved by the Director.

regularly maintained and inspected.

9 Modification onboard

9.1 Before a vessel is to undergo any modifications, application should be submitted specifying the nature of the proposed alterations. Stability estimates for the modifications may be required to submit for approval.

9.2 If the stability estimates show that the alterations will adversely affect the stability of the vessel, a lightweight survey, or an inclining experiment, or a rolling period test, as appropriate, should be conducted.

9.3 No local vessel is allowed to construct or altered to have false bottom or secret compartment.

10 Towing

10.1 No vessel under towing is permitted to carry passengers.

CHAPTER V

PASSENGER AND CREW ACCOMMODATION

1 General Requirements

- 1.1 In every vessel the spaces allocated for passengers and crew should be -
- (a) constructed properly;
 - (b) protected from sea and weather;
 - (c) minimum 1.85 metres clear headroom above deck covering or stair tread;
 - (d) well lighted and ventilated ; and
 - (e) maintained in a clean and habitable condition.
- 1.2 Any deck or bulkhead, or part of a deck or bulkhead, which separates a passenger or crew space from any engine room, machinery space, paint room, galley, or spaces used for the storage of flammable oils, should be of gastight construction. There should not be manhole or opening in passenger spaces leading to the oil fuel bunker.
- 1.3 Toughened safety glass should be used for window, the thickness should meet the requirements of a classification society rules.
- 1.4 Glass or mirror shall be made of materials which will not break into dangerous fragments if fractured (such as BS6206 or equivalent).

2 Deck Areas Disallowed as Passengers Spaces

- 2.1 The following spaces should not be used as passenger space:
- (a) any compartment below main deck except on a sunken deck meeting the requirements of Ch.IIIA/Pt 2/1;
 - (b) the areas forward of collision bulkhead or abaft rudder stock on main deck;
 - (c) the areas forward of the wheelhouse on the same deck, and the portion of a compartment or of a deck used for the purpose of navigation;
 - (d) within one metre (1 m) distance of deck machinery (such as windlass);
 - (e) machinery compartments, casings and skylights;
 - (f) decks or part of a deck set apart exclusively for the carriage of motor vehicles, luggage, etc.;
 - (g) stairways (including stairway landings), hatchways and ventilators;
 - (h) areas permanently occupied by equipment, fittings (such as inflatable liferaft, hatch, ventilation trunking, etc.);
 - (i) crew spaces;
 - (j) sanitary spaces, galley/pantry and any other service spaces;
 - (k) spaces not covered;

- (l) 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.
- (c) 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 crew allowance for Class III vessel is depended on the factor $A=3.21(L-B)B^2$, in which, L & B are in metre.

Factor	Crew Allowance
$A \geq 150$	4
$1000 \geq A > 150$	8
$A > 1000$	15

<3.3 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 = $L \times B \times C_{np}$	
(a) if no simple inclining test is carried C _{np} = 0.35	(b) subject to a simple inclining test and operate in favorable weather condition. C _{np} = 0.35~ 0.85
Total number of persons = $L \times B \times 0.35$	Total number of persons = $L \times B \times C_{np}$
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.

5.4 Heat Insulation

Every deck, which forms the crown of any part of enclosed accommodation spaces and is exposed to the weather should be -

- (a) insulated on its underside with insulation materials which do not readily ignite and are not injurious to health; or
- (b) covered on its upper side with wood.

6 Sanitary Apparatus

6.1 Sanitary apparatus should be provided on vessels for the use of passengers where space is available.

6.2 Launches and ferry vessels carrying more than 60 passengers should be provided with sanitary space solely for the use of passengers. Such sanitary spaces should conform to the following requirements –

- (a) it should be of adequate size and be so arranged as to permit unobstructed access and to ensure the user's privacy;
- (b) bulkheads exposed to weather should be constructed of steel or other suitable materials, and should be of weathertight construction. Interior bulkheads which separate from other part of the vessel should be of gastight construction. Self-closing door should be fitted;
- (c) floor deck should be covered with terrazzo, tiles or other hard materials impervious to liquids and should provide a good foothold;
- (d) a hand rail or grip should be provided for each water closet and urinal;
- (e) it should be sufficiently lighted and be adequately ventilated to remove odour to open air;
- (f) efficient means should be provided at the discharge outlet to prevent it from the accidental admission of water.

2. 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 Schedule 4 of the Survey Regulation.

2.3 Fire fighting appliances, type and quantity of Class III vessels should comply with Table 7 in Schedule 4 of the Survey Regulation. An extract of the regulation can also be found at Annex N-1B of this COP.

2.4 In Tables 1, 3 and 6 in Schedule 4 of the Survey Regulation, there are notes specifying that “the requirement for a local vessel of 75m or more in length shall be specified by the Director on a case-by-case basis” and in Table 7, the notes is the same but the vessel’s length is 45m.

The fire fighting requirement for such vessels will be considered based on the following factors:

- (a) the vessel’s mode of operation;
- (b) the vessel’s intended service;
- (c) the vessel’s size;
- (d) the vessel’s construction;
- (e) the total number of persons on board (and crew manning);
- (f) the compliance of regional standards or international standards, if applicable; and
- (g) potential hazards to the safety of the vessel and any person or property on board the vessel.

2.5 Whenever a local vessel is being used or operated, every fire-fighting apparatus carried on board the vessel shall be –

- (a) in working order;
- (b) ready for immediate use; and
- (c) placed in a position easily accessible.

Authority, Hong Kong.

- 2.5 One lifebuoy is deemed to support two adult persons.
- 2.6 Each of the buoyant lifeline, self-igniting light and self-activating smoke signal required by the Regulation should be attached to a lifebuoy and be placed in proximity of the vessel's both sides.
- 2.7 Lifebuoys should be marked with the name or Certificate of Ownership number of the vessel on which they are carried, on both sides of lifebuoy.
- 2.8 On vessels plying in waters beyond Hong Kong, the lifejackets and lifebuoys should be fitted with the following:
- (a) for lifejacket : lifejacket light, whistle and retro-reflective tape
 - (b) for lifebuoy : retro-reflective tape
- 2.9 Donning instructions should be posted at suitable positions in the vessel.

3. Replacement of life-saving appliances

Any item of life-saving equipment marked with an expiry date shall be replaced on or before that date.

4. Operational readiness, maintenance, inspections and servicing

- 4.1 ~~All life saving appliances shall be in working order and for immediate use before any vessel commences a voyage and at all times during the voyage.~~ Whenever a local vessel is being used or operated, every life-saving appliance carried on board the vessel shall be –
- (a) in working order;
 - (b) ready for immediate use; and
 - (c) placed in a position easily accessible.
- 4.2 Falls used in launching shall be turned end for end at intervals of not more than 30 months and be renewed when necessary due to deterioration of the falls or at intervals of not more than 5 years, whichever is the earlier. Stainless steel falls shall be turned end for end at intervals of not more than 30 months but need not be renewed provided that on inspection there are no signs of mechanical damage or other possible defects.
- 4.3 Lifeboat disengaging gears shall be overhauled at intervals not exceeding 5 years.

ANNEX B FREEBOARD MARKS

1. Position of marks

On receiving particulars of the assigned freeboard, the owner of the Class II vessel concerned or his agent shall cause to be marked on each side of the vessel, to the satisfaction of the Director or competent surveyor, the appropriate marks in accordance with this Annex.

2. Method of marking

- 2.1. The lines described in section 3 shall be marked in such a manner as to make them plainly visible. They shall be painted in white or yellow on a dark background or in black on a light background, and shall be carefully cut in or centre punched.
- 2.2. On steel or aluminum vessels, the marks shall be made by cutting plate or welding bead; on wooden vessels, the marks shall be cut into the planking to a depth of not less than 3 mm; on glass reinforced plastic (GRP) vessels, the marks shall be permanently affixed to the sides of the vessel by bonding or some other effective method.

3. Details of marks

A Class II vessel to which this Part applies shall be marked on each side at amidships, with a deck line and freeboard line as follows -

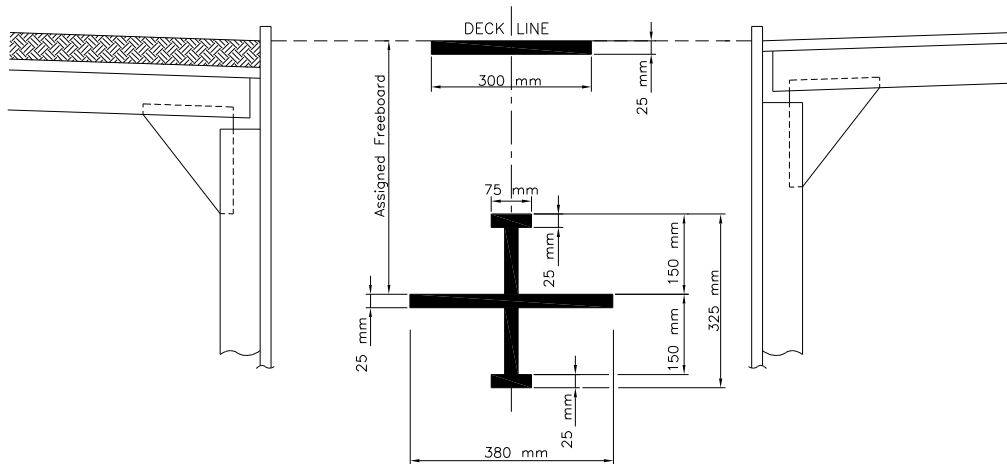


Figure (Midship)

- (a) The deck line shall be a horizontal line of 300 mm in length and 25 mm in breadth marked amidships with its upper edge passing through the point where the continuation outwards of the upper surface of the freeboard deck intersects the outer surface of the shell. Where the deck is partly sheathed amidships, the upper edge of the deck line shall pass through the point where the continuation outwards of the upper surface of the actual sheathing at amidships intersects the outer surface of the shell.
- (b) The horizontal freeboard line shall be 380 mm in length and 25 mm in breadth, and 2 additional lines each 75 mm in length and 25 mm in breadth, shall be located with their upper edges at distances of 150 mm, one above, and one below, the upper edge of the horizontal freeboard line. All horizontal lines shall be at right angles to a vertical line 325 mm in depth and 25 mm in width which bisects the horizontal lines.
- (c) The assigned freeboard shall be measured from the upper edge of the deck line to the upper edge of the horizontal freeboard line.

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 space which is expected to be unattended for a period of time.

Annex I-7(B)

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 ready before licence renewal)

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 Survey at the time of renewal of licence.

Form with fields for vessel details: Name of Vessel, Certificate of Ownership No., Class, Category, Type, Overall Length (m), Registered Length, Breadth (m), Material, Tonnage Gross, Tonnage Nett, 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 Survey, 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 altered 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.)

Table with 2 rows: Master's name, Certificate No., Engineer's name, Certificate No.

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

Remarks : (1) The original copy of this Declaration must be kept together with the Inspection Certificate of Survey 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

PERIODIC SURVEYS REQUIREMENT
for Steel Vessel or GRP / New Wooden / Existing Licensed wooden Vessel
of 8 metres and above in length

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.
- (h) Verification of principal dimensions, engine and major machinery particulars**

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

PERIODIC SURVEYS REQUIREMENT
for GRP / 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⁾
 - (iii) 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)
 - (iv) 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.
- (h) Verification of principal dimensions, engine and major machinery particulars.

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

**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; and
- (i) verification of principal dimensions, engine and major machinery particulars.

Table of content amended as follows:

ANNEX N CONSTRUCTION, INITIAL SURVEY REQUIREMENTS, PERIODIC SURVEY PROCEDURE AND CYCLES, ETC. OF CLASS III HONG KONG LICENSED FISHING VESSEL

- N-1(A) Requirements of Life Saving and Radio Communication Safety Equipment for Fishing Vessels
- N-1(B) Requirements of Fire Fighting Appliances for Fishing Vessels
- N-1(C) General Safety Standard and Regulations for the Construction of Fishing Vessels
- N-2 Initial Survey for Licensing of Steel Fishing Vessel or GRP Fishing Vessel of length 15 metres and above – (applicable to vessels permitted to operate beyond Hong Kong Waters holds a valid port clearance or is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance.)
- N-3 Construction and Initial Survey for Licence of GRP Fishing Vessels or Fishing Sampans
- N-4(A) Construction and Initial Survey for licensing of GRP Fishing Sampans of Length less than 15 metres
- N-4(B) Requirements for Class III GRP Fishing Sampan fitted with Diesel Engine
- N-4(C) Requirements for Class III GRP Fishing Sampan fitted with Petrol Outboard Engine
- N-5 Survey Requirements for Wooden Fishing Vessels or Fishing Sampans
- N-6(A) Periodical Survey Cycle for Fishing Vessels
- N-6(B) Declaration of Safety and Equipment for Renewal of Fishing Vessel Licence
- N-7(A) Periodical Inspection Programme for Steel Fishing Vessels and GRP Fishing Vessels of Length of 15 metres or above (applicable to vessels permitted to operate beyond Hong Kong Waters holds a valid port clearance or is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance.)
- N-7(B) Periodic Inspection Programme for Wooden Fishing Vessels, Fishing Sampan less than 8 metres in length and GRP Fishing Sampan less than 15 metres in length

ANNEX N-1(A)

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

1. Life Saving and Radio Communication Safety Equipment for Fishing Vessels

Requirements of life saving and radio communication safety equipment appliances for fishing vessels quoted from Table 6 of Schedule 4 3 of Merchant Shipping (Local Vessels) (Safety and Survey) Regulation. are as below:-

QUOTE

Life Saving and Radio Communication Safety Equipment for Fishing Vessels

Table 6 of Schedule 3

Class III Vessels

Life-saving appliances	Category of vessel	A		B	
	Vessel length(L)(m)	(L)<24	24≤(L) ≤45 ⁽¹⁾	(L)<24	24≤(L) ≤45 ⁽¹⁾
lifejacket		100% ⁽²⁾		100% ⁽²⁾	
lifebuoy		2	4	2 ^{(3) and (4)}	2 or < 4> ⁽⁵⁾
buoyant apparatus (for vessel(L)>30 m)		-	100% ⁽²⁾	-	
inflatable liferaft		100% ⁽²⁾ (type, equipment, location and arrangement of liferaft shall be in accordance with the relevant plans approved under Part 3 of this Regulation)		-	
buoyant lifeline ⁽⁶⁾		2		2 ⁽³⁾	
< self-activating smoke > ⁽⁵⁾		1 ⁽⁷⁾		1 ⁽⁷⁾	
self-igniting light		1 ⁽⁷⁾	2 ⁽⁷⁾	1 ⁽⁷⁾	2 ⁽⁷⁾
< rocket parachute flare > ⁽⁵⁾		4 ⁽⁷⁾		4 ⁽⁷⁾	
< radar transponder > ⁽⁵⁾		1 ⁽⁷⁾		1 ⁽⁷⁾	
radio communications equipment		description, quantity, type, function and location of equipment shall be in accordance with the relevant plans approved under Part 3 of this Regulation		-	

Note :

(1) The requirement for a Class III vessel of 45 m or more in length shall be specified by the

Director on a case-by-case basis.

- (2) Where the required quantity of life-saving appliances is expressed as a percentage, it means the percentage of the total number of persons on board.
- (3) 1 lifebuoy with 30 m buoyant lifeline is sufficient for –
 - (a) a fishing sampan –
 - (i) made of glass reinforced plastic; and
 - (ii) of less than 15 m in length;
 - (b) a fishing sampan –
 - (i) of wooden construction; and
 - (ii) of less than 8 m in length; and
 - (c) a fishing vessel –
 - (i) of wooden construction; and
 - (ii) of less than 12 m in length.
- (4) For a fishing sampan that falls within paragraph (b) of Schedule 2, the minimum requirement for life-saving appliance is 1 lifebuoy.
- (5) Requirements in angle bracket (“< >”) are for new vessels only.
- (6) The minimum length of buoyant lifeline is 30 m.
- (7) Applicable to a Class III vessel that -
 - (a) holds a valid port clearance; or
 - (b) is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance.

UNQUOTED

(Remark : (a) “(L)” means registered length (symbol in Survey Regulation).

(b) The above content shall quote from the latest version after the consideration and legislation of the Merchant Shipping (Local Vessels) (Safety & Survey) Regulation)

1.1 The life saving requirements for a Class III vessel of 45 m or more in length will be considered based on the following factors:

- (a) the vessel’s mode of operation;
- (b) the vessel’s intended service;
- (c) the vessel’s size;
- (d) the vessel’s construction;
- (e) the total number of persons on board (and crew manning);
- (f) the compliance of regional standards or international standards, if applicable; and
- (g) potential hazards to the safety of the vessel and any person or property on board the vessel.

2. Requirement of inflatable liferaft for fishing vessel

	Category of Vessel	A		B	
Life Saving Appliances	Vessel registered Length (Lr) (m)	Lr < 24	24 ≤ Lr < 45 ⁽¹⁾	Lr < 24	24 ≤ Lr < 45 ⁽¹⁾
Inflatable Liferaft ^{(2) (7)}		100% “SOLAS B Pack inflatable liferaft ⁽⁴⁾⁽⁶⁾	100% “SOLAS A Pack inflatable liferaft ⁽³⁾ 100% “SOLAS B Pack inflatable liferaft ⁽⁴⁾⁽⁵⁾	-	

Note:

(1) The requirement for a Class III vessel of 45 m or more in length shall be specified by the Director on a case-by-case basis. The consideration factors include:

- (a) the vessel’s mode of operation;
- (b) the vessel’s intended service;
- (c) the vessel’s size;
- (d) the vessel’s construction;
- (e) the total number of persons on board (and crew manning);
- (f) the compliance of regional standards or international standards, if applicable; and
- (g) potential hazards to the safety of the vessel and any person or property on board the vessel.

(2) Where the required quantity of life-saving appliances is expressed as a percentage, it means the percentage of the total number of persons on board.

(3) “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). “Y” type inflatable liferafts approved by Bureau of Fishing Vessel Inspection may also be accepted, this type of liferaft is applicable for sea-going vessel.

(4) “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.

“YJ” type inflatable liferafts approved by Bureau of Fishing Vessel Inspection may also be accepted, this type of liferaft is applicable to vessels operating in area not more than 200 nautical miles away from the coast.

- (5) Fishing vessels intended to operate in area not more than 200 nautical miles away from the coast, may use “SOLAS B Pack” inflatable liferaft for at least 80% of the total persons onboard, and use buoyant apparatus for the remaining persons.
- (6) Fishing vessels of L<20m and intended to operate in area not more than 120 nautical miles away from the coast, may use “SOLAS B Pack” inflatable liferaft for at least 60% of the total persons onboard, and use buoyant apparatus for the remaining persons.
- (7) Applicable to a Class III vessel that -
 - (a) holds a valid port clearance; or
 - (b) is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance.

3. Radio communication safety equipment for Fishing Vessels

Radio Communications Equipment	Category of Vessel	A		B	
	Vessel registered Length (Lr) (m)	Lr<24	24 ≤ Lr< 45 ⁽¹⁾	Lr < 24	24 ≤ Lr< 45 ⁽¹⁾
VHF(Very High Frequency) Radio ⁽⁵⁾				1 ⁽²⁾	
Single Side Band Radio ^{(5) & (7)}		1		1 ^{(3) & (6)}	
Citizen Band Transceiver		1		1 ⁽⁴⁾	

Note:

- (1) The requirement for a Class III vessel of 45 m or more in length shall be specified by the Director on a case-by-case basis. The consideration factors include:
 - (a) the vessel’s mode of operation;
 - (b) the vessel’s intended service;
 - (c) the vessel’s size;
 - (d) the vessel’s construction;
 - (e) the total number of persons on board (and crew manning);
 - (f) the compliance of regional standards or international standards, if applicable; and
 - (g) potential hazards to the safety of the vessel and any person or property on board the vessel.
- (2) Required equipment for GRP fishing sampan that holds a valid port clearance or is

exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance.

- (3) Required equipment for leader fishing vessel or individual fishing vessel that holds a valid port clearance or is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance.
- (4) Required equipment for fishing sampans of Lr<8m (GRP fishing sampans not included) that holds a valid port clearance or is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance.
- (5) Shall be fitted with DSC and GPS function, effective date shall be determined and announced by relevant authority.
- (6) Individual fishing vessels intended to operate in area not more than 25 nautical miles away from the coast, may be substituted by a VHF Radio plus a 406MHz EPIRB. EPIRB should be registered and annually checked.
- (7) Requirement may be substituted by an INMARSAT Ship Earth Station.

4. Licensing, operating, operating condition and maintenance of radio communication safety equipment for fishing vessel

- 4.1 According to Radio Communication Ordinance (Chapter 106), the type and model of radio communication safety equipment for fishing vessels should be approved or accepted by OFTA, and to be issued a licence of radio equipment by OFTA.
- 4.2 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.
- 4.3 The general condition of radio communication safety equipment should be efficiently maintained. While the vessel is in operation, the certified operator or the ship master should regularly carry out the operation test or examine the equipment and maintain record keeping.
- 4.4 Upon initial licensing or installation of radio communication safety equipment, the vessel owner must submit a testing and inspection report issued by the supplier or a suitable radio service company.

ANNEX N-1(B)

REQUIREMENTS OF FIRE FIGHTING APPLIANCES FOR FISHING VESSELS

1. Requirements of fire fighting appliances equipment for fishing vessels are quoted from Table 7 of Schedule 5 4(excluding fishing sampans made of glass reinforced plastic) of the Merchant Shipping (Local Vessels) (Safety and Survey) Regulation. The provisions are quoted as below:

QUOTE

Table 7
Class III vessels

Fire-fighting apparatus	Category of vessel	A		B ⁽¹⁾	
	Vessel length (L) (m)	(L) < 30	30 ≤ (L) < 45 ⁽²⁾	(L) < 10	(L) ≥ 10
portable fire extinguisher ⁽³⁾	accommodation space	1	2	1	1 within not more than 10 m walking distance, but at least 2 and not more than 4 within each space
	wheel house	1	1		
	engine room	2	4		
	machinery space	2	4		
non-portable fire extinguisher	engine room	-	1	-	-
main fire pump	power	1 ⁽⁴⁾	1	-	-
emergency fire pump	power	1	1	-	< 1 > ^{(5) & (6)}
	manual				
fire main + hose + hydrant + jet nozzle		quantity, size, length, type, location and arrangement shall be in accordance with the relevant plans approved under Part 3 of this Regulation		-	< 1 set > ^{(5)&(6)}
hydrant	engine room	1	1	-	-
spray nozzle ⁽⁷⁾		1 on each deck 1 in each engine room	1 on each deck 1 in each engine room	-	-
fire bucket with lanyard		2	2	1	2
additional requirements for a Class III vessel with any engine room that may be periodically unattended when the vessel is being used or operated					
< fire detection and alarm system > ⁽⁶⁾	engine room	quantity, type, location and	quantity, type, location and		

		arrangement shall be in accordance with the relevant plans approved under Part 3 of this Regulation ⁽⁸⁾	arrangement shall be in accordance with the relevant plans approved under Part 3 of this Regulation ⁽⁸⁾		
--	--	--	--	--	--

Notes :

- (1) For a fishing sampan made of glass reinforced plastic, only the following fire-fighting apparatus are required –
 - (a) if the sampan is less than 8 m in length, 1 portable dry powder fire extinguisher that has a capacity of not less than 2.7 kg of dry powder and 1 fire bucket with lanyard; and
 - (b) if the sampan is 8 m or more in length, 2 portable dry powder fire extinguishers each of a capacity not less than 2.7 kg of dry powder and 2 fire buckets with lanyard.
- (2) The requirement for a Class III vessel of 45 m or more in length shall be specified by the Director on a case-by-case basis.
- (3) A Class III vessel that falls within paragraph (b) of Schedule 2 is not required to be provided with any portable fire extinguisher. Instead, such a vessel shall be provided with 1 fire bucket with lanyard.
- (4) The fire pump may be propulsion engine driven, provided it can be readily engaged to the engine.
- (5) Applicable to a Class III vessel that –
 - (a) holds a valid port clearance; or
 - (b) is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance.
- (6) Requirements in angle brackets (“< >”) are for new vessels only.
- (7) An engine room that 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.
- (8) The fire detection and alarm system may be waived, provided the location of the machinery space facilitates the detection of fire by persons on board.

UNQUOTE

- (Remark : (a) “(L)” means registered length (symbol in Survey Regulation).
 (b) The above content shall quote from the latest version after the consideration and legislation of the Merchant Shipping (Local Vessels) (Safety & Survey) Regulation.

1.1 The requirement for a Class III vessel of 45 m or more in length will be considered based on the following factors:

- (a) the vessel’s mode of operation;
- (b) the vessel’s intended service;
- (c) the vessel’s size;
- (d) the vessel’s construction;
- (e) the total number of persons on board (and crew manning);
- (f) the compliance of regional standards or international standards, if applicable; and
- (g) potential hazards to the safety of the vessel and any person or property on board the vessel.

**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 Torremolinos International Convention for the Safety of Fishing Vessels, 1977 promulgated technical standards and regulations
(a)	IMO 1993 Torremolinos Protocol and Torremolinos International Convention for the Safety of Fishing Vessels, 1977, Consolidated Edition – Construction and equipment of fishing vessels (Applicable to fishing vessels of length 24 m and over)
(b)	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 Note: This is a voluntary guidelines.
(c)	Voluntary Guidelines for the Design, Construction and Equipment of Small Fishing Vessels, 2005 (Applicable to decked vessels of length 12m and over but less than 24m) Note: This is a voluntary guidelines.
(d)	Code of Safety for Fishermen and Fishing Vessels, 2005– Part A – Safety and Health Practice (relating to construction and equipment of fishing vessels) (Applicable to decked or undecked vessels of length 12m or less and decked vessels of length 12m and over) Note: This is a voluntary code.
(e)	Code of Safety for Fishermen and Fishing Vessels, 2005–Part B – Safety and Health Requirements for the construction and equipment of Fishing Vessels (Applicable to vessels of length 24m and over but less than 45m) Note: This is a voluntary code.
2	“Register of Fishing Vessels of the PRC ”promulgated the inspection rules technical standards and regulations
(a)	Regulations for Fishing Vessel of the PRC (Came into force on 1 August 2003)
(b)	Regulation for the Construction of Steel Sea Going Fishing Vessels - 1998 (Applicable to steel fishing vessels of length not less than 12m and but less than 90m)
(c)	Regulation for Statutory Surveys of Fishing Vessels of the PRC (2000)
(d)	Regulation for Statutory Surveys of Fishing Vessels of the PRC – River Trade, GRP, Wooden Sea-going and Small Steel Fishing Vessels Statutory Surveys and Technical Regulations (2002)

(e)	Regulation for Statutory Surveys of Sea-going Fishing Vessels of the PRC (2003)
(f)	Regulation for Statutory Surveys of Fishing Vessels of the PRC –fire protection of fuel oil pipe of diesel engine, prevention of sewage pollution and implement nitrogen oxide emission from diesel engines of statutory surveys and technical regulations (2003)
(g)	Regulation for Design Specimen and Technical Appraisal Document for Fishing Vessels (2003)
3	British Sea Fish Industrial Authority (Construction Standard for GRP Fishing Vessels of length less than 24m)

Remark : (1) IMO means International Maritimes Organization

(2) Fishing vessels are to be complied the above relevant standards, but also complied with the requirements of this Code of Practice, Merchant Shipping (Local Vessels) Ordinance and Merchant Shipping (Local Vessels) (Safety & Survey) Regulation.

**INITIAL SURVEY FOR LICENCE OF STEEL FISHING VESSELS OR GRP FISHING VESSELS OF
LENGTH 15 METRES OR ABOVE-**

(Applicable to vessel that holds a valid port clearance or is exempted under section
69(1) of the Ordinance from complying with section 28(1) of the Ordinance)

(A) Plans required to be submitted for approval for new built 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, 23 Floor, Harbour Building, 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 Nozz;e, 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 ⁽¹⁾ and
 - 14) Measures against potential hazards to the safety of the vessel or any person or property on board the vessel

Remarks:

- (1) If vessel's gross tonnage is less than 400, the requirement for installation of Prevention of Oil Pollution equipment may be waived provided that some basic and effective means for prevention of oil pollution is arranged on board.

(B) Initial Survey Items for fishing vessels

- (1) Having returned the approval of the submitted drawings, ship owner can apply to Marine Department for all the survey work of the vessel or arrange to delegate 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 most of the items of new construction and docking survey for fishing vessels 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 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) 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 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 Merchant Shipping (Local Vessels) Ordinance, the ship owner may have the discretion to select the competent surveyor and recognized authority for plan approval and survey work. [Owner should follow the time table for authorization of survey]

**Construction and initial survey for licence
of GRP fishing vessels or fishing sampans**

1. 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) Ordinance.

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. Construction, initial survey for licence, approval and issue of licence etc. shall be considered and take reference to relevant safety operating waters requirement.

2.1 Glass Reinforced Plastic Fishing Vessel of length overall of 15 metres or above, drawing approval and construction survey, 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 Chapter II that applicable to a Cat. B vessel.

(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 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:

(1) General arrangement (including L.S.A., F.F.A. evacuation arrangement, L.S.S. and radio communication equipment arrangement)

- (2) Cross-section plan and structural plan (including the side and deck), rudder and rudder stock
- (3) Propeller shafting and stern tube plan
- (4) Fuel oil tanks and piping
- (5) Fire fighting piping and bilge pumping system
- (6) Electrical wiring diagram and electrical installation plan (if fitted with 220V or above generator)
- (7) Inclining experiment report and stability information booklet

2.2.3 Initial Survey

The following items should be presented for survey (for new vessels under construction):

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

2.3 Vessels of Overall Length below 15 metres (may apply prototype)

- (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 (including modification) of length overall not exceeding 10 metres, in lieu of para. 2.2.2 and 2.3(1), owner may submit relevant “simple plans/information” for verification.

- (2) For new vessel of length overall not exceeding 10 metres and only operating in Hong Kong waters, in lieu of para. 2.2.2 (7) and 2.2.3 (5), a simple inclining test and report is required for verification.

**Guidance Note on the Construction and Initial Survey for Licensing of
GRP Fishing Sampans of Length less than 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 shall be considered and take reference to relevant safety operating waters requirement.

2. Drawings required to be submitted for approval.(May refer to para.2.2, 2.3 of annex-N3)
 - 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, engines, major machineries 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.

Requirements for Class III GRP Fishing Sampan Fitted with Diesel Engine

Registered Length (Lr)	$5m \leq Lr < 8m$	$8m \leq Lr < 15m$
Power	Diesel inboard / outboard engine $\leq 90\text{HP}$ (67kW)	Diesel inboard / outboard engine $\leq 250\text{HP}$ (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 CFVIB-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 Or <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 $5m \leq Lr < 8m$, Hong Kong waters only (2) For vessel length of $8m \leq Lr < 15m$, Hong Kong waters or not exceeding 10 n miles from shore. (Applicable to vessel that holds a valid port clearance or exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General Regulation) is exempted under section 69(1) of the LVO from complying with section 28(1) of the LVO	
LSA	<ul style="list-style-type: none"> ● One lifejacket for each person on board; and ● One lifebuoy 	
FFA	<ul style="list-style-type: none"> ● One 2.7kg dry powder portable fire extinguisher and one bucket with lanyard ● For vessel length of 8m or above, one additional set of above is required 	
Navigation lights	One masthead light, sidelights, stern light. 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-Survey	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>

Requirements for Class III GRP Fishing Sampan Fitted with Petrol Outboard Engine

Annex N-4(C)

Registered Length (Lr)	5m ≤ Lr < 6m	6m ≤ Lr < 8m	8m ≤ Lr < 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 fulfill requirements same as vessels leaving Hong Kong waters. 		
Inspection	Survey afloat every 2 years and survey on slipway every 6 years (refer Annex N-6(A))		
Plying Limits	(1) 5m ≤ Lr < 8m, operating within Hong Kong waters only (other than Victoria port) (2) 8m ≤ Lr < 15m, operating within Hong Kong waters (other than Victoria port) and not exceeding 10 n. 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) or is exempted under section 69(1) of the LVO from complying with section 28(1) of the LVO		
LSA	<ul style="list-style-type: none"> One lifejacket for each person on board; and One lifebuoy 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 Lr 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 section 73(2) Section 81 and Schedule 6 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 carried 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 fulfill 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.

SURVEY REQUIREMENTS FOR WOODEN FISHING VESSELS OR FISHING SAMPANS

(Applicable to vessels 8 metres or above^(A) or less than 8 metres^(B))

1. **Annual extension of the licence should have owner declaration for safety** ^(A or B)
(Declaration of Safety for license extension of fishing vessels) [See Annex N-6(B)]
2. **Initial survey for licence and subsequent biennial^(A) or triennial^(B) survey afloat**
 - (a) Inspection of general hull condition, fire-fighting appliances, life-saving appliances, escape route, light and sound signals, navigation, communication equipment and pollution prevention of vessel etc.
 - (b) Inspection of the condition of closing appliances and air vents etc.
 - (c) General inspection of the fuel oil systems for fire prevention.
 - (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 or megger tests report is to be submitted for record purposes (Insulation resistance shall not be less than 1 MΩ).
 - (g) Setting of the relief valves for the air receivers, if fitted.
 - (h) L.P.G. system to be checked, if fitted.
 - (i) Verification of Certificate of Competency of the engineer and the master on board.
 - (j) Verification of principal dimensions, engine and major machinery particulars.

- Remarks : (1) Before the commencement of the new Merchant Shipping (Local Vessels) Ordinance. 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. Radio equipment (if require to install) should comply with the concerned ordinance of Hong Kong. If the vessel operated in Chinese waters, they should also comply with the requirement of local legislation in order to

provide the need of rescue and emergency communication.

- (3) After the commencement of the new Merchant Shipping (Local Vessels) Ordinance, vessel owner may choose to employ the authorized surveyors/corporation (Classification Society) or recognized government body (Fishing Vessel Inspection Authority) to carry out the relevant inspection and plan approval according to arrangement.

Periodical Survey Cycle for Fishing Vessels ⁽¹⁾ ⁽³⁾

- (A) Steel Hull or GRP fishing Vessels
(Vessel length 24 metres or above and holds a valid port clearance or ~~exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General) Regulation~~ is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance)
- (I) Annual Survey (Afloat)
 - (II) Biennial Survey (Intermediate Survey) ⁽²⁾
 - (III) Quadrennial Survey (Survey-on-slip) ⁽²⁾
- (B) (1) Steel fishing Vessels (Vessel length below 24 metres and holds a valid port clearance or ~~exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General) Regulation~~ is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance)
- (2) GRP Fishing Vessels (Vessel length between 15 and below 24 metres and holds a valid port clearance or ~~exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General) Regulation~~ is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance)
- (I) Annual Survey (Afloat)
 - (II) Triennial Survey (Intermediate Survey)
 - (III) Survey for every six years (Survey-on-slip)
- (C) Wooden Fishing Vessel of length above 8m or GRP Fishing Sampans of length between 8 and below 15 metres and holds a valid port clearance or ~~exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General) Regulation~~ is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance)
- (I) Annual renewal 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)
- (D) Wooden Fishing Vessel or GRP Fishing Sampan (vessel length below 8 metres and operate within Hong Kong waters only)
- (I) Annual renewal 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) (applicable to GRP Fishing Sampan only)
 - (III) Triennial Inspection (Afloat) (applicable to Wooden Fishing Vessels only)

Remark:

- (1) The inspection items of above-mentioned inspection for annual, biennial or triennial survey should be the same as Annex N-7(A) or N-7(B).

- (2) Depends on the vessel condition, the ship owner can apply to extend the date of survey-on- slip during the annual inspection. Extension (not exceeding one year) may be granted upon satisfactory inspection or on condition. Following that, the quadrennial survey can be extended accordingly.
- (3) Vessel which holds a valid port clearance or ~~exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General Regulation)~~ is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance), when operate outside the territory, should comply the safety requirements or instructions laid by the officer-in-charge of the local waters.

Annex N-6(B)

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

(Applicable to Wooden Fishing Vessel/fishing sampan or GRP Fishing Sampan
less than 15 Metres in length)(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 Survey** 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)	註冊長度 (米) Registered Length (m)
總噸 Tonnage Gross.....	淨噸 Tonnage Nett.
	類型 Type
	最大寬度 (米) Extreme Breadth (m).
	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:

- (h) The equipment and quantities of LSA and FFA onboard this vessel were found in compliance with Certificate of **Inspection Survey**, have appropriate maintenance and the conditions are good and not exceeding the expiry date of such equipment; (if such equipment have expiry date)
- (i) The working condition of the radio communication equipment is normal;
- (j) That the vessel is properly fitted with navigational equipment, light and sound signals. They also comply COLREG 1972 regulations;
- (k) The conditions of vessel, construction, machinery, electrical apparatus and escape routes were found in good condition and fit for service intended;
- (l) The vessel have not been **modified altered** without the approval from Director of Marine;
- (m) Watertight doors and hatches are in good and normal condition; and
- (n) 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 survey** 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 **registered length overall** not exceeding 8 metres.

**Periodic Inspection Programme for Steel Fishing Vessels and
GRP Fishing Vessels of Length 15 Metres or Above**

(Applicable to vessels that holds a valid port clearance or ~~exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General) Regulation~~) is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance) ⁽⁷⁾

- (A) Steel fishing vessels of length 24m or above or GRP fishing vessels
(Applicable to vessel that holds a valid port clearance or ~~exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General) Regulation~~) is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance)
- (I) Annual Inspection (Afloat) (See remark 1, 2, 3)
- (a) Inspection of hull general condition, fire-fighting appliances, life-saving appliances, escape route, light and sound signals, navigation, communication equipment and pollution prevention of vessel etc.
 - (b) Inspection of the condition of closing appliances and air vents etc.
 - (c) General inspection of the fuel oil systems for fire prevention.
 - (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.
 - (j) Verification of principal dimensions, engine and major machinery particulars.
- (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) If the vessel is 8 years old or above, 50% of the fuel oil tanks are to be hydraulically tested to the appropriate heads. [See remark (4)];
 - * (c) Tail shafts, propellers, rudders and rudder stocks are to be drawn out for

examination by Surveyors or Inspectors of the Marine Department [or refer remarks (1)]. The conditions of stern bush will also be checked. (For water lubricated tailshaft, the stern bush and shaft clearance is not to be exceeded 4% of the shaft diameter); or remarks (5) & (6) can be referred;

- * (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.

Note: * [The above item(s) (c) and/or (d) may either be carried out during this inspection or if conditions are good (e.g. Submission of information on engine's good running record, etc), the items can be deferred to the 4th annual (major cycle) inspection. Or remark (4) can also be referred.

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 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 8 years old or above. {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 8 years old or above. (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 Marine 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 exceeded 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; or remark (5) and (6) can also be referred.

Note: * [above items (f) and/or (g) can be waived if they have been carried out during the biennial inspection (intermediate inspection). Or remark (4) can also be referred.

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 MΩ)

(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 less than 24m and GRP fishing vessels of length 15m to below 24m (Applicable to vessel that holds a valid port clearance or exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General) Regulation) is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance)

Periodic inspection programme same as (A); 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) Before the commencement of the new Merchant Shipping (Local Vessels) Ordinance, 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 required to be installed) should comply with the requirements of relevant legislation of Hong Kong. Vessel which holds a valid port clearance or exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General) Regulation) is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance, when operate in such areas, 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 and rudder installation, the vessel owner can decide either to open up or completely strip down all the engines 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 is on a trial basis or transitional arrangement, and would be reviewed after three years.]
- (7) After the commencement of the new Merchant Shipping (Local Vessels) Ordinance, the vessel owner may choose to employ the authorized surveyors/corporation (Classification Society) or recognized government body (Fishing Vessel Inspection Authority) to carry out the relevant inspection and plan approval according to arrangement.

Periodic Inspection Programme for Wooden Fishing Vessels or Fishing Sampan less than 8 metres in length or GRP Fishing Sampan less than 15 metres in length

(I) Following periodic inspection programme is applicable to :

- (a) Wooden fishing vessels of length over 8 metres or GRP fishing sampans of length 8 metres to less than 15 metres (vessel that holds a valid port clearance or ~~exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General) Regulation~~) is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance).

---Survey afloat of the above two types of vessels should be conducted at least every two years. Annual renewal of the licence should have owner declaration of safety [See Annex N-6(B)].

- (b) Wooden fishing sampan less than 8 metres in length or GRP fishing sampan (Operating within Hong Kong waters only)

---Survey afloat of the above two types of vessels should be conducted at least every two years for GRP vessel and every three years for wooden vessels. Annual renewal of the licence should have owner declaration of safety [See Annex N-6(B)].

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

(Declaration of Safety and Equipment for Renewal of Fishing Vessel License) [See Annex N-6B]

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

- (a) Inspection of hull general condition, fire-fighting appliances, life-saving appliances, escape route, light and sound signals, navigation, communication equipment and pollution prevention of vessel etc.
- (b) Inspection of the condition of closing appliances and air vents etc.
- (c) General inspection of the fuel oil systems for fire prevention.
- (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 or Megger test report of electric circuits is to be submitted for record purposes (Insulation resistance should not be less than 1MΩ).

- (g) Setting of the relief valves for air receivers, if fitted.
- (h) L.P.G. system is to be checked, if fitted.
- (i) Verification of Certificate of Competency of the engineer and the master on board.
- (j) Verification of principal dimensions, engine and major machinery particulars.

(IV) **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 any time.

Remark: (1) Before the commencement of the new Merchant Shipping (Local Vessels) Ordinance, 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. Vessel which holds a valid port clearance or ~~exempt from the port clearance requirements in Part 2 of the Merchant Shipping (Local Vessels) (General Regulation)~~ is exempted under section 69(1) of the Ordinance from complying with section 28(1) of the Ordinance, when operate in such areas, should also comply with the requirement of local legislation in order to ensure the needs of rescue and emergency communication.
- (4) After the commencement of the new Merchant Shipping (Local Vessels) Ordinance, the vessel owner may choose to employ the authorized surveyors/corporation (Classification Society) or recognized authority (Fishing Vessel Inspection Authority) to carry out the relevant inspection and plan approval according to arrangement.