

Seafish certification services

Guidance for boat builders and outfitters

Seafish provides survey and certification services for new fishing vessels up to 24m registered length. The following guidance is directed at builders and outfitters aiming to use this service. It should be noted that Seafish only provides these services for vessels that are to be registered in the UK as commercial fishing vessels.

FIRST STEPS

Drawing approval

Before building a vessel, you will need to obtain drawing approval for the vessel you intend to build. There are two ways to apply for drawing approval. If you are building a one-off vessel, you may wish to apply for the survey and certification service using Form 1 and request drawing approval as part of the service. If you'd like the drawing approval to be dealt with separately, such as when multiple boats are to be built from the same set of drawings, then you can submit Form 44 for just drawing approval.

To do: Submit either Form 1 or Form 44 along with the drawings. You will receive a letter of offer by return, stating the cost. The letter will need signing and returning if you wish to proceed with the service. Once we have received the signed letter and payment, we will review the drawings and notify you of any amendments that may be required. The review process can take up to 20 days, not including extra time needed if amendments are requested, so you should take this into consideration when submitting the application. Once we are satisfied with the drawings, we will return stamp-approved copies for your records.

The following drawings are required at minimum:

Vessels less than 7m length overall:

- (i) General Arrangement
- (ii) Hull construction drawings
- (iii) Welding details (for steel and aluminium vessels)

7-24m vessels:

- (i) General Arrangement
- (ii) Hull construction drawings
- (iii) Superstructure construction drawings, including the wheelhouse
- (iv) Welding details (for steel and aluminium vessels)
- (v) Crew accommodation layout

Drawings may be submitted by post in hard copy format or by email in pdf or AutoCAD dwg format.

The vessel structure and layout detailed on the drawings will need to meet the requirements of the Seafish Construction Standards in order for drawing approval to be granted. This will need to be taken into account when producing the drawings.

Where special consideration is required for an item or arrangement that doesn't appear to directly comply with the standards, but where there is reasonable argument that the arrangement does meet an equivalence, then a request for special consideration should be made using the relevant form when the drawings are first submitted.

Construction drawings should generally include a profile of the vessel, a plan view of the hull structure, a plan view of the main deck and sections through the vessel. In the case of GRP vessels, the drawings should also include lay-up details and sizes of connection overlaps. It is also important to show the locations of watertight bulkheads, the minimum freeboard measurement and the main scantling dimensions of the vessel (scantling length L, breadth B, and depth D as defined in the construction standards, along with breadth 'b' in the case of catamarans). Where welding details are required, these may be included on the main construction drawings or as a separate schedule.

The general arrangement drawing will need to identify the purpose of each compartment in the vessel and, for vessels of 7m length overall to less than 15m length overall, it is recommended that the drawings show the locations of hatches and doors so that it can be seen where access and escape routes are. If these are not shown at drawing approval stage, there is a risk that such arrangements will be rejected during survey if they are not found to be compliant with the standards. In addition, for vessels 7m – 15m in size, we will need to know if the deck is to be fully sealed or not and, if so, the sizes of the compartments below deck, because this will affect whether or not bilge pumping (or closed-cell foam) will be required. For vessels 15-24m in size, locations of hatches and doors have to be shown on the drawing. General arrangement drawings for any size of vessel should also show other important items such as heavy deck machinery.

Drawing review can be a lengthy process. We recommend that you allow at least 20 working days for the review to be completed, though it could be longer if amendments are needed or if demand on our service is higher than usual. Any alterations made to the drawings during the review process should be logged on the drawings under a revision heading and the drawings re-submitted (failure to do this correctly may delay approval and subsequent services). Please be aware that we may charge additional costs if extensive revisions are made or if revised drawings are submitted after initial approval. In such instances, you will be notified of any additional costs before the revised drawings are reviewed.

Yard Inspection (GRP vessels only)

If you intend to build GRP vessels, Seafish will need to inspect the moulding premises. The premises will need to comply with the requirements laid out in the Seafish Construction Standards.

To do: Submit Form 44 for a yard inspection. You will receive a letter of offer by return, stating the cost. The letter will need signing and returning if you wish to proceed with the service. Once we have received the signed letter and payment, we will arrange for an inspection of the moulding premises. After the inspection, a report will be issued which may list actions to take if the premises do not meet Seafish requirements.

Welder qualifications

For steel and aluminium builds, welding operators should be qualified or coded to an approved standard and be proficient in the type of work to be undertaken. It is up to the builder to make sure that this is the case. The builder will be required to sign a declaration during build attesting to this.

CERTIFICATION SERVICE

In order for Seafish to survey the vessel that is to be constructed, you will need to submit an application for our certification services.

To do: submit Form 1 to apply for the certification service. You will receive a letter of offer by return, stating the cost. The letter will need signing and returning if you wish to proceed with the service. Once we have received the signed letter and initial payment, a surveyor will contact you to make arrangements for the number of inspections required.

Construction of a vessel should not begin until the drawings (and the moulding premises in the case of GRP vessels), have been approved and an application for certification (Form 1) has been submitted. In addition, we will not be able to begin the inspection process until we have received the signed letter of offer and the initial payment for the certification service. Failure to follow these procedures may result in a refusal of certification.

For vessels less than 7m length overall, the certification service consists of only one part: hull construction certification. It does not include outfit.

For vessels 7m length overall to less than 15m length overall, the certification service consists of two parts: (i) hull construction certification, and (ii) outfit certification. It is possible to apply for one or both, depending on the arrangements for construction, but ultimately both parts of the certification will be required to register the vessel in the UK as a commercial fishing vessel.

For vessels 15m length overall to 24m registered length, the service is conducted in conjunction with surveying services provided by the MCA (Maritime and Coastguard Agency). As such, the resulting certification consists of a Partial Declaration of Survey. For this size of vessel, the builder will need to apply to both the MCA and Seafish for the surveying of the vessel.

Please be aware of what structure will be included in the Length Overall. We would advise speaking to the MCA if you are in any doubt. Of particular note, pods and brackets for the attachment of outboard engines are usually included in Length Overall.

Number of inspections

Each vessel will need to be inspected at certain stages of build by a designated Seafish surveyor. The letter of offer will state how many inspections will be due for the particular service requested and these inspections are normally carried out at the stages listed on the following pages. It is the responsibility of the builder or outfitter to notify the surveyor when the build is nearing the next stage for inspection so that arrangements can be made for the inspection. We advise that 2 weeks' notice should be given to the attending surveyor for each inspection. It is important that these inspections are conducted at the correct stages. If, when attending, the surveyor finds that the vessel is not at the required stage for inspection, then a further inspection may be required with associated additional costs. In addition, certification may be refused if a vessel of 7m LOA or over is found to be beyond the stage agreed at first inspection.

Vessels less than 7m length overall

1 inspection: Upon completion of hull

GRP vessels 7m LOA – 20m LOA

1st hull inspection: Early stage of framing while still in mould

2nd hull inspection (vessels over 12m RL only): On completion of hull framing, beam shelf and machinery seatings

3rd hull inspection: On completion of hull, after release from mould, with the main internal frames fitted (including decks/soles where applicable)

1st outfit inspection: When the engine is installed *

2nd outfit inspection (vessels over 12m RL only): When nearing completion

3rd outfit inspection: Upon completion of fit out (may include witness of trials at the discretion of the surveyor)

* or an equivalent stage of build if the build programme doesn't follow a conventional sequence of construction.

Wooden vessels 7m LOA – 20m LOA

1 st hull inspection:	Inspection of the keel and main timber to be used in construction
2 nd hull inspection:	Erected frames prior to planking
3 rd hull inspection:	Planking on its completion
4 th hull inspection:	Decks and superstructure
1 st outfit inspection	When the engine is installed *
2 nd outfit inspection (vessels over 12m RL only):	When nearing completion
3 rd outfit inspection:	Upon completion of fit out (may include witness of trials at the discretion of the surveyor)

* or an equivalent stage of build if the build programme doesn't follow a conventional sequence of construction.

Steel and aluminium vessels 7m LOA – 20m LOA

1 st hull inspection:	Fully framed stage *
2 nd hull inspection (vessels over 12m RL only):	When the hull is fully plated *
3 rd hull inspection	Upon completion of hull
1 st outfit inspection	When the engine is installed *
2 nd outfit inspection (vessels over 12m RL only):	When nearing completion
3 rd outfit inspection:	Upon completion of fit out (may include witness of trials at the discretion of the surveyor)

* or an equivalent stage of build if the build programme doesn't follow a conventional sequence of construction.

Steel and aluminium vessels 20m LOA – 24m RL

1 st hull inspection:	50% framed stage *
2 nd hull inspection:	When the hull is fully framed *
3 rd hull inspection:	Hull fully plated *
4 th hull inspection:	On completion of hull, including decks
1 st outfit inspection:	When engine is installed *
2 nd outfit inspection:	50% of fit out *
3 rd outfit inspection:	When nearing completion
4 th outfit inspection:	Upon completion of fit out (may include witness of trials at the discretion of the surveyor)

* or an equivalent stage of build if the build programme doesn't follow a conventional sequence of construction.

Notes concerning build stages

Note 1: If a vessel is less than 10m LOA and has a completely sealed main deck (ie. no access to areas below deck) then only one outfit inspection will be required upon completion, in addition to the hull inspections.

Note 2: If a vessel is less than 10m LOA and is being built and fitted out by the same builder then the last hull inspection may be combined with the first outfit inspection except where Note 1 is applied and only at the discretion of the Seafish Marine Survey department.

In addition, please be aware that hulls should not be prepared for antifoul coating, or given any such coating, until they have been inspected by Seafish.

The Seafish Unique Number

The letter of offer that we issue will be accompanied by a Seafish Unique Number notification. Seafish allocates a unique number to each vessel as a means of identification. The unique number, beginning with the letters SFIA, should be marked on the vessel in accordance with the instructions provided in the note.

The survey of the vessel

During each inspection, the surveyor will check that the vessel is in compliance with the approved drawings and the Seafish standards where applicable at that stage of build. Any deficiencies will be

noted and, where possible, the surveyor will discuss these with the builder or outfitter at the time of inspection. Afterwards, the surveyor will produce a stage report that will list any deficiencies found and this will be issued to the client. In any event, the builder or outfitter will be made aware if there are deficiencies that need to be rectified.

If the builder wishes to deviate from the approved drawings, then details of the alteration must be submitted to Seafish for approval prior to construction. For major alterations, revised drawings should be submitted, but if the alteration is to be relatively minor then details of the desired modification may be submitted to Seafish using Form 56. The details will then be reviewed by Seafish to determine if the modification is acceptable. In any event, the builder should not deviate from the approved drawings without first gaining approval from Seafish for the modification otherwise certification may be refused.

Build information required

There are a number of documents listed below that are required as part of the certification process. These should be submitted at the earliest time they are available to either our Administrator at the Edinburgh office or the attending surveyor. It is common for further information to be requested by either the attending surveyor or by Seafish in addition to the information listed.

Key documents to be submitted by the builder:

- 1) Seafish environment / material data sheet (GRP vessels only).
- 2) Seafish, or other, tank testing certificate (all vessels 7m LOA and over).
- 3) Seafish electrical completion certificate (all vessels 7m LOA and over).
- 4) Gas Certificate, supplied and signed off by a registered certified gas technician (all vessels 7m LOA and over where applicable).
- 5) Seafish Declaration of Welding Operators Competency form (steel and aluminium vessels).
- 6) Mill certificates for hull plating and main structural members (steel and aluminium vessels).

Please be aware that documents 1-5 will not be accepted unless they have been signed and dated by the relevant person. Where tanks are stamped by the manufacturer as complying with a recognised standard (CE/ISO), then, at the discretion of Seafish, this may be considered acceptable in lieu of a test certificate.

For vessels less than 7m length overall that have a sealed deck, good quality photographs will also be required of the underdeck structure, taken prior to fitting the deck. These photos should clearly show the shell and framing, and should in general include the following:

- View down on hull looking forward.
- View down on hull looking aft.
- Close-ups of the frame stiffening with tape measure showing sizes.
- View looking aft at transom.
- View looking down on the fore peak compartment.

In the case of a catamaran, photos of each hull, looking forward and aft, should be included, as well as general photos of the vessel. If a compartment in any size of vessel is to be sealed before the attending surveyor can inspect it, photos should be taken prior to sealing so that they can be submitted if requested. All photos should be supplied as jpg files attached to an email or, alternatively, they may be included in a pdf or Word document providing there are no more than 2 photos per page.

STANDARDS, ADVICE AND GUIDANCE

Seafish Construction Standards

Seafish has two sets of construction standards, one set for fishing vessels less than 15m length overall and another set for fishing vessels 15m length overall to less than 24m registered length.

The Seafish Construction Standards can be found online at www.seafish.org

In addition, there are a number of Seafish Information Notes also posted on the website that should be read in conjunction with the standards.

Advice & Guidance

If you're not sure what the next step of the process is or you'd like to know if a certain product or arrangement is acceptable, or you just need some guidance in respect of the standards, the Marine Survey team can be contacted for assistance. In the first instance, it is advised that you contact the Administrator who will direct you to the appropriate surveyor.

Administrator Tel: 0131 5248678

All of the forms mentioned in this document can be found online at www.seafish.org

Alternatively, you should contact the Administrator if you would like the relevant forms to be sent to you by post.

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