

IAMSA BUREAU OF SHIPPING LLC



TECHNICAL DEPARTMENT

TO: Sierra Leone Fishing vessels ship's owners; Sierra Leone fishing vessels master, operator, surveyors.

SUBJECT: REGULATIONS FOR FISHING VESSELS OF 24 METRES IN LENGHT AND ABOVE

PURPOSE: Applicable Sierra Leone Regulations on fishing vessels

APPLICATION: Fishing Vessels of 24 metres in length

REF: SAFETY REGULATIONS FOR FISHING VESSELS OF 24 METRES IN LENGHT AND ABOVE

REQUIEREMENT: Nones

ANNEX: SAFETY REGULATIONS FOR FISHING VESSELS OF 24 METRES IN LENGHT AND ABOVE

The purpose of this circular is to ensure that all fishing vessels of Sierra Leone of 24 meters in length and above be constructed, equipped, operated and inspected according to this safety regulation.

Marine Surveyors inspecting vessels under Sierra Leona shall inspect the ship under these regulations.

TECHNICAL DEPARTMENT

REPUBLIC OF SIERRA LEONE

**SAFETY REGULATIONS FOR
FISHING VESSELS OF 24 METRES
IN LENGTH AND ABOVE**

ACCORDING TO THE
RESOLUTION SL 20001002
OF OCTOBER 2nd , 2000
OF NATIONAL MERCHANT MARINE

2000

**REPUBLIC OF SIERRA LEONE
SIERRA LEONE INTERNATIONAL SHIP REGISTRY SLISR
DIRECTORATE OF MARITIME AFFAIRS**

**THE UNDERSIGNED, DIRECTOR GENERAL OF
MARITIME AFFAIRS EXERCISING THE POWERS GRANTED TO HIM BY LAW**

CONSIDERING:

That according to Maritime Act of 2000, it is the duty of the DG to establish the regulations required for the inspection of vessels registered under the National Merchant Marine.

That a great number of fishing vessels presently registered in the National Merchant Marine are not subject to any specific safety regulations or inspections national or international, because most international marine conventions exclude this type of vessel from their scope of application.

That these vessels represent an area of potential danger and in consequence suffer a high frequency of accidents and loss of life and property at sea that could be reduced in large measure by the application of specific safety regulations.

That the Republic of Sierra Leone, as signatory of the International Conventions concerning safety of navigation and the prevention of sea water pollution, should take the necessary steps to ensure that every vessel registered in the National Merchant Marine attains the highest level of safety of life and property at sea.

RESOLVES:

To approve in all its parts the Safety Regulations for Fishing Vessels of 24 Meters in Length and Above, as follows:

ARTICLE 1 – Purpose.

The purpose of the present Rules is to ensure that all fishing vessels of the Republic of Sierra Leone of 24 meters in length and above are so constructed, equipped, operated and inspected as to attain the highest practicable safety standards.

ARTICLE 2 – Application.

Unless expressly provided otherwise, the present Rules shall be applied to all Sierra Leone flag fishing vessels of 24 meters in length and above, with the exceptions listed in Article 4.

ARTICLE 3 – Definitions.

- a) "Rules" means the present Rules.
- b) "Administration" is the Maritime Administration of the Government of the Sierra Leone (Sierra Leone International Ship Registry).
- c) "Recognized Organization" is an organization officially authorized by the Administration for performing on its behalf the surveys mentioned in the present Rules.
- d) "Approved" means approved by the Administration.
- e) "Fishing vessel" is a vessel used for catching fish or other living creatures of the sea.
- f) "New vessel" is a vessel the keel of which is laid or which is at a similar stage of construction on or after the entry into force of the present Rules.

- g) "Existing vessel" is a vessel which is not New.
- h) "Coastwise service" are navigations not exceeding 20 nautical miles from the nearest land.
- i) "Vessel" for the purposes of the present Rules means a fishing vessel subject to these regulations.
- j) "Classed vessel" means a vessel fully classed by a classification society authorized by the Administration.
- k) "SOLAS" is the International Convention for the Safety of Life at sea, 1974 and the Protocol of 1978 related thereto. This may include, at the discretion of the Administration and for the application of the present Rules, any amendments to the above or any new convention replacing the above that may subsequently come into force.
- l) "Length" of a vessel shall be taken as 96 percent of the total length at a waterline at 85 percent of the least depth measured from the keel line to the top the working deck beam at side, or as the length from the foreside of the stem to the axis of the rudder stock if that be greater. In vessel designed with rake of keel, the waterline on which the length is measured shall be parallel to the designed waterline.

ARTICLE 4 – Exceptions and Exemptions.

The Rules shall not apply to:

- a) Vessels engaged exclusively in sport or pleasure activities.
- b) Vessels engaged exclusively in processing fish or any other living resources of the sea.
- c) Vessels engaged exclusively in research and/or training.
- d) Vessels engaged exclusively in fish transportation.

The Administration may, on such conditions as it thinks fit, exempt any existing vessels from any requirements of the Rules if it is satisfied that the requirements are either impracticable or unreasonable in the case of that vessel.

Additionally, the Administration may dictate special norms for the application of the present Rules to vessels subject thereto that operate exclusively within the jurisdictional waters of the Republic of Sierra Leone.

ARTICLE 5 – Equivalents.

Where the Rules require that a particular material appliance or apparatus, or type thereof, shall be fitted or carried, or a particular provision is to be made on a vessel, other appliance or apparatus can be carried or other provision can be made in the vessel if the Administration is satisfied that the alternative is as effective as required by the present Rules.

ARTICLE 6 – Required Documents.

- a) Tonnage certificate: An International Tonnage (TON 69) certificate issued by the Administration must be on board, stating up-to-date values of gross and net register tonnages computed according to Rules for admeasurements presently in force in the Republic Sierra Leone.
- b) Certificate of Registration: A valid Certificate of Registry (Provisional or Full Term) shall be on board.
- c) Receipts of Taxes: Current receipts for Sierra Leone annual and inspection taxes shall be on board.
- d) Radio Permit/License: A valid Radio Permit or License shall be on board for all vessels fitted with a radio station.
- e) Fishing Vessel Safety Certificate: A valid Radio Fishing Vessel Safety Certificate issued by the Administration shall be on board. The validity of the certificate shall not exceed five years, subject to an annual survey scheduled between three months before or three months after the anniversary date of the survey for the issuance of the certificate. This is combined certificate which covers items of Safety Construction, Equipment and Radio.

- f) When applicable, a valid International Oil pollution Prevention Certificate shall be carried on board.
- g) When applicable, a valid Certificate of Inspection of Crew Accommodation shall be carried on board.

ARTICLE 7 – Survey and Certification.

The issuance and endorsement of the Fishing Vessel Safety Certificate shall be subject to the successful completion of a survey carried out by a recognized organization and covering all the provisions of the present Rules.

ARTICLE 8 – Loadlines and Stability

On the initial survey, a maximum permissible operating draught shall be approved by the recognized organization and marked on both sides of the vessel. It shall be such that, in the associated operating conditions, the freeboard and stability of the vessel are adequate for the intended service. A complete report shall be prepared describing all openings in the hull that may lead to down flooding, with their means of closing. The position of openings and their means of closing are to be to the satisfaction of the Administration.

a) Stability for New Vessels

1. Every new vessel shall be inclined upon its completion and the elements of its stability determined to the satisfaction of the Administration. The Master shall be supplied with such reliable information as is necessary to enable him by rapid and simple processes to obtain accurate guidance as to the stability of the ship under varying conditions of service.
2. Where any alterations are made to the vessel, the Administration may require additional stability information.
3. Stability Conditions: The trim and stability data shall include at least the following conditions:
 - Departure to fishing place with provisions, ice, fuel, fishing equipment and other essential items.
 - Departure from fishing place with a full catch.
 - Arrival in port with full catch and 10% of provisions, fuel and other essential items.
 - Arrival import with 20% of catch and 10% of provisions, fuel and other essential items.
4. The minimum stability criteria shall be either the ones below or those from a recognized alternative acceptable to the Administration.
 - The area under the righting arm curve shall not be less than 0.055 meters-radian up to an angle of heel of 30° nor less than 0.090 meters-radian up to 40° or up to the flooding angle (θ_f), provided that it is less than 40°. Furthermore, the area under the righting arm curve (GZ curve) within the angles of 30° and 40°, or within 30° and the flooding angle (θ_f) provided that θ_f is less than 40°, shall not be less than 0.030 meters-radian.
 - The righting arm (GZ) shall not be less than 200 mm for an angle of heel of 30° or greater.
 - The maximum righting arm (GZ max.) shall be achieved at an angle of heel preferably exceeding 30°, but not less than 25°.
 - The initial metacentric height (GM) shall not be less than 350 mm.
5. Vessels operating in areas where the effects of wind or of ice deposited on exposed hull, superstructures and other structures above deck could adversely affect their stability, may be required to take account of those effects, according to the recommendations of the International Maritime Organization, in complying with the above criteria.
6. Account shall be taken of all significant free liquid surface effects arising in tanks or other enclosed space in which quantities of liquids may collect. Open and partially enclosed space having restricted provisions for drainage may also be included in this category at the discretion of the Administration.

7. Means (longitudinal shifting boards) are to be arranged to prevent the shifting of fish within the holds, to the satisfaction of the Administration. These means will comply, as far as possible, with the recommendations of the International Maritime Organization.
- b) Stability of existing vessels.
1. Every existing vessel shall be provided with elements of its stability determined to the satisfaction of the Administration. In certain instances the Administration may prescribe that the vessel be inclined to confirm the elements of its stability. This inclination would normally be performed before the second annual survey. However, other means of determining the initial stability of the vessel, such as the rolling period test combined with data from similar vessels, can be accepted. The Master shall be supplied with such reliable information as is necessary to enable him, by rapid and simple processes, to obtain accurate guidance as to the stability of the ship under varying conditions of service.
 2. The information to the Master can be in the form of a "stability letter" which gives specific directions on the load carrying ability of the vessel. The format of this letter has to be approved by the Administration.
 3. Stability letters issued by previous by flag administrations and pre-existing stability information may be accepted by the Administration, at its discretion, as evidence of compliance with the requirements of this article.

ARTICLE 9 – Construction.

Every vessel shall have sufficient structural strength as to be able to withstand any foreseeable service condition. Vessels build and maintained in conformity with the requirements of a classification society recognized by the Administration shall be regarded as being in compliance with these requirements. For all other vessels, the standards must fulfill the requirements of the Administration.

ARTICLE 10 – Drydocking.

As a minimum every two and a half years vessels shall be put in dry-dock or on a slipway and undergo a thorough examination of all underwater and overside parts. The drydocking may take place separately from the survey to issue the Fishing Vessel Safety Certificate, but is subject to verification by the recognized organization carrying out the survey, and a detailed report of the drydocking shall be attached to the next periodic survey report.

ARTICLE 11 – Machinery Installations.

Main and auxiliary machinery, steering gear, boilers, fuel oil systems, air compressors and air bottles, piping and pumping arrangements and refrigeration systems shall be designed, constructed and installed in accordance with good marine practice. They shall also be so protected and maintained as not to constitute a danger to persons. Classed vessels shall be regarded as meeting these requirements. For all other ships the standards must fulfill the requirements of the Administration.

The following minimum requirements apply to all vessels, classed or not:

- a) Vessels shall have sufficient power for going astern to secure control of the vessel in all normal circumstances.
- b) Indicators shall be fitted in the wheelhouse for propeller speed and direction in the case of fixed propellers, and for propeller speed and pitch position in the case of controllable pitch propellers. Engine tachometers shall be considered equivalent to propeller speed indicators for vessels under 45 meters in length.
- c) Means of communication shall be provided between the navigation bridge and the engine room. Remote control of the propulsion machinery will be regarded as equivalent to the above. On vessels of 45 meters in length and above two such means are to be provided, one of which shall be an engine room telegraph giving visual indication of the orders and responses both in the engine room and on the navigation bridge.

- d) Vessels shall have a main steering gear capable of guiding the vessel at maximum speed ahead. The main steering gear and rudder shall also be capable of operation without damage at maximum speed astern.
- e) Single screw vessels of 45 meters in length and above, unless fitted with a complete dual steering system, shall be provided with an auxiliary steering arrangement capable of steering the vessel at navigable speed and of being brought speedily into action in an emergency. Clear instructions shall be posted in a conspicuous place to indicate how the system is brought into effect.
- f) An indicator shall be provided on the bridge to show the exact position of the rudder.
- g) Vessels shall have an efficient bilge pumping plant, capable of draining any watertight compartment which is neither a permanent oil tank nor a water tank. Providing that, if the Administration is satisfied that the safety of the vessel is not impaired, the bilge pumping arrangements can be dispensed with in particular compartments. Classed vessels shall be regarded as meeting these requirements. For all other ships, the following shall apply:
 - 1. Two independently drive power operated bilge pumps shall be provided, capable of giving a speed of not less than 2 m/s through the bilge main whose internal diameter shall be not less than 5 cm. A ballast or general service pump may be accepted as bilge pump provided it is fitted with the necessary connections to the bilge pumping system. On vessels under 45 meters in length, a portable diesel driven pump with flexible suction line capable of reaching the bottom of every compartment shall be acceptable as one of the bilge pumps.
 - 2. Suctions, non-return valves, distribution boxes and control spindles, including accessibility and passage through bulkheads, shall follow standard marine practice to the satisfaction of the recognized organization. Means shall be provided for sounding every compartment which is served by the bilge pumping system and not readily accessible at all times during the voyage.
 - 3. In any unattended propulsion machinery space, an automatic remote bilge alarm shall be fitted.

ARTICLE 12 – Electrical Installations.

Electrical systems are to be so designed, installed, protected and maintained as not to constitute a danger to persons. For these purposes, classed vessels shall be regarded as meeting this requirement. For all other ships, it shall be verified that suitable precautions against shock are adopted by earthing electrical machines, equipment and metal sheaths of cables; by providing protection against short circuits, by preventing temperature rises in light fittings, cables and motors and in general by following accepted marine practice.

The following minimum requirements apply to all vessels, classed or not:

- a) Vessels shall have a main source of electrical power, a distribution switchboard and a system of electric wiring suitably protected to provide power to machinery, heating, lighting, ventilation, alarms and other circuits required on board. On vessels of 45 meters in length and above, at least two independent generators shall be capable each of supplying the essential propulsion and navigation consumers.
- b) Vessel shall have an emergency source of electrical power situated above the uppermost continuous deck and outside the machinery casing in addition to the main source of electrical power. This emergency source of electrical power may be a self-contained, oil-powered generator or an accumulator battery. It shall be provided with an emergency switchboard installed as near to the emergency generator as possible or, in the case of the accumulator battery, in a different but nearby space. Emergency power shall be provided for at least three (3) hours to the following consumers simultaneously:
 - 1. Emergency lighting in under deck fish processing areas, alleyways, stairways and exits; as well as survival craft stowage, launching and embarkation stations and oversides.
 - 2. The general alarm.
 - 3. Not-under-command navigation lights, unless they are autonomous (batteries or oil).

4. The radio station, unless fitted with a separate set of batteries.
- c) Where hull returns is used, special precautions shall be taken to the satisfaction of the Administration. Hull return is not acceptable on new vessels.

ARTICLE 13 – Anchor and Mooring Equipment.

- a) Every vessel shall be provided with anchor equipment designed for quick and safe operation, which shall consist of anchors, anchor chains or wire ropes, stoppers and windlass or other arrangements for dropping and hoisting the anchor and for holding the vessel at anchor in all foreseeable service conditions. Each vessel shall also be provided with adequate mooring equipment for safe mooring in all operating conditions.
- b) Anchor and mooring equipment shall comply with the requirements of the Administration or those of a classification society of the Administration or those of a classification society recognized by the Administration.

ARTICLE 14 – Means of Escape.

- a) Two widely separated means of escape shall be provided at each level of the accommodation and in spaces in which the crew is normally employed, other than the machinery spaces. At least one shall be through a door, stairway or ladder. Escapes shall be so arranged as to provide ready means of escape to the open deck and thence to the survival craft.
- b) Two means of escape shall be provided from propulsion machinery space, which shall be as separated as possible. In vessels under 45 meters in length where the size of the machinery spaces makes it impracticable, one of these means of escape may be omitted. In such cases special consideration shall be given to the remaining exit.
- c) At least one of the escapes from every space below the waterline shall be by means of a stairway or ladder. In the machinery spaces it shall be made of steel.
- d) Escape routes are to be kept of obstructions at all times.

ARTICLE 15 – Fire-fighting Appliances and Fire Protection.

- a) Approval – All fire-fighting appliances must be of an approved type. Appliances approved by the government of a traditional maritime country subscribing to SOLAS will be accepted by the Administration.
- b) Fire Pumps – Every vessel under 45 meters in length shall have at least one main fire pump and larger vessels shall have at least two main fire pumps. Additionally, every vessel shall be provided with an emergency fire pump. Fire pump shall comply with the following requirements:
 1. Main fire pumps shall be power-driven. On vessels under 45 meters in length they can be driven by the propulsion machinery, provided that the propeller shafting can be readily disconnected or that a controllable pitch propeller is fitted to that shaft. When connected to a fire hose fitted with 12 mm or larger nozzle a main fire pump shall be capable of producing a jet of water having a throw of not less than 12 meters or it shall maintain a pressure of 0.25 newton/mm² at any hydrant.
 2. Emergency fire pumps shall be located outside the spaces containing the main fire pumps and their prime movers. They shall be powered independently from the propulsion machinery and the main source of electrical power. Portable engine-driven pumps are acceptable for this purpose. When connected to a fire hose fitted with a 12 mm or larger nozzle, an emergency fire pump shall be capable of producing a jet of water having a throw of no less than 6 meters.
 3. Sanitary, bilge or general service pumps may be used as fire pumps, provided that they are not used for pumping oil. Every centrifugal pump which is connected to the fire main shall be fitted with a non-return valve. Relief valves shall be provided in conjunction with all fire pumps so placed and adjusted as to prevent excessive pressure in any part of the fire main.

- c) Fire Main, Hydrants, Hoses and Nozzles – All vessels shall be provided with a fire main and hydrants and hoses as follows:
1. The fire main shall have no connection other than those necessary for fire-fighting and washing down. Materials readily rendered ineffective by heat shall not be used for fire mains. Where the fire main is not self-draining, suitable drain-cocks shall be fitted. Where the emergency fire pump discharge is connected to the fire main an isolating valve shall be fitted to the main at or adjacent to the exit of the main from the machinery space.
 2. In every vessel of 45 meters in length and above, the number and position of the hydrants shall be such that at least two jets of water not emanating from the same hydrant, one of which shall be from a single length of hose, may reach any part of the vessel normally accessible to the crew while the vessel is being navigated. For smaller vessels it will suffice to do the same with one jet of water from a single length of hose. In addition to the above all ships must have a hydrant located near the entrance to the machinery spaces, but outside the spaces. Hydrants shall have a minimum diameter of 37mm (1-1/2 in) and each hydrant shall have a shutoff valve.
 3. For every hydrant required there shall be one fire hose. At least one spare fire hose shall be provided in addition to this requirement. However, vessels shall have at least three (3) fire hoses.
 4. Fire hoses shall be kept in a conspicuous position near the hydrants to which they belong and the respective couplings are to be fully compatible. Unless couplings are of quick connection type, each hydrant shall have a fire hose permanently attached.
 5. Fire hoses shall be made of closely-woven flax canvas or other suitable material. They shall have a minimum diameter of 37mm (1-1/2 in) and each length shall be no more than 20 meters long. Each fire hose shall be attached a nozzle of at least 12mm diameter.
 6. The fire hose located by the hydrant at the entrance to the machinery spaces is to be fitted with a dual-purpose jet/spray nozzle. The other fire hoses may have regular jet nozzles.
 7. Hydrants and hose-stowage boxes are to be suitably labeled and painted red.
- d) Fixed Fire-Fighting Installation – One such system shall be provided in spaces with oil-fired boilers or fuel-oil units and in unattended spaces containing internal-combustion propulsion machinery with more than 750kw installed power. However, vessels certificated for coastwise service may be exempted from this requirement by the Administration. When fitted, due regard will be taken of the vessel's size in assessing the detailed requirements for the above system. The system can be based on either:
1. Pressure water-spraying; or
 2. A fire-smothering or fire extinguishing gas; or
 3. High-expansion foam.
- e) Fire Extinguishers – Vessels shall be provided with a sufficient number of a approved fire extinguishers, as follows:
1. In accommodation and service spaces at least one portable fire extinguisher is to be provided at each deck level, with a minimum of three (3) units on vessels under 45 meters in length and five (5) units on larger vessels.
 2. In spaces containing oil-fired boilers or fuel oil units, at least two (2) portable fire extinguishers shall be provided. These spaces shall also have a receptacle containing at least 0.15m³ of sand and scoop.
 3. In spaces containing internal-combustion machinery there shall be one portable fire extinguisher for each 750kw of engine-power output or part thereof. The total number of portable fire extinguishers so supplied in propulsion machinery spaces shall not be less than two.
 4. Vessels having internal combustion propelling machinery spaces not protected by a fixed fire-extinguishing system shall be provided with at least a 45-liter foam extinguisher or its equivalent,

- suitable for fighting oil fires. Where the size of the machinery space makes this provision impracticable, four (4) additional portable fire extinguishers shall be carried.
5. Portable foam fire extinguishers shall have a capacity of between 9 and 14 liters of liquid. For other types of fire extinguishers, the fire-fighting power and portability shall be equivalent to the above, to the satisfaction of the Administration. In machinery spaces portable fire extinguishers shall be of foam type or an equivalent suitable for oil fires.
 6. A spare charge shall be provided for each portable fire extinguisher capable of being readily recharged. Spare units are to be provided for at least one half of the portable fire extinguishers required by the present Rules that are not readily recharged.
 7. Extinguishers specifically intended for use in a particular space shall be stowed near the accesses to the space.
 8. All extinguishers shall be recharged or serviced every two (2) years and pressure-tested when the strength of the containers appears suspect, but at least every five (5) years.
- f) Fireman's Outfit – Every vessel of 45 meters in length and above, shall be provided with at least one complete fireman's outfit complying with the technical requirements of SOLAS. This item will not be required on vessels certified for coastwise service.
 - g) Labeling of Fire-Fighting Equipment – All fire-fighting equipment is to be clearly labeled for its specific purpose either in the predominant language of the crew and in English or by means of self-explanatory diagrams.
 - h) Fire Control Plans – Fire control plans shall be permanently exhibited on every vessel of 45 meters in length and above, for the guidance of the crew. They shall consist of general arrangement plans showing clearly for each deck the control stations, the various fire sections enclosed by steel divisions, together with particulars of the fire alarms, detecting system, fire-extinguishing appliances, means of access to different compartments, decks, etc., and the ventilating system. Alternatively, at the discretion of the Administration, the aforementioned details may be set out in a booklet, a copy of which shall at all times be available on board in an accessible position. Plans and booklets shall be kept up to date and any alterations being recorded thereon as soon as practicable. Description in such plans and booklets shall be in the national language of the crew. If the language is not English, a translation into English shall be included. In addition, instructions concerning the maintenance and operation of all the equipment and installations on board for the fighting and containment of fire shall be kept under cover and readily available in an accessible position.
 - i) Fire Protection – The following minimum requirements are applicable:
 1. Means shall be provided for closing doorways, ventilators and other openings to machinery and cargo spaces and for stopping the ventilating fans serving these spaces, which shall be operable from outside the concerned spaces.
 2. Means shall be provided for stopping forced/induced draft fans, oil transfer pumps, oil fuel units, purifiers and other oil handling equipment, which shall be operable from outside the spaces where they are located.
 3. Flammable or other dangerous gases shall be stowed on the open deck and be properly secured and protected from the elements. Gas piping shall be of copper or steel. Special care is to be taken to avoid the danger of fire or explosion.
 4. Portable gasoline engines, paint, and other flammable or dangerous liquids shall be stowed in well ventilated rooms separated from other accommodation and service spaces by gastight bulkheads and having access only from the open deck. Electric equipment installed in these rooms shall be appropriate for use in a flammable atmosphere.
 5. Any electric heaters fitted in the accommodation shall be of fixed type and located away from readily ignitable materials. Open-flame heaters shall not be permitted in the accommodation. Gas or kerosene stoves and water heaters, if fitted, shall be installed in well ventilated rooms with low level air exhausts to the open air.

6. In any unattended propulsion machinery space, an automatic remote fire alarm shall be fitted.

ARTICLE 16 – Life-saving Appliances.

- a) Approval – All life-saving appliances must be of an approved type. Appliances approved by the government of a traditional maritime country subscribing to SOLAS shall be accepted by the Administration.
- b) Survival Craft Requirements – Each vessel shall have at least two (2) survival craft, which can be either lifeboats, or a combination thereof. The following minimum requirements apply:
 - 1. Vessels shall have survival craft of aggregate capacity to accommodate at least 200 percent of the total number of persons on board. Survival craft accommodating at least the total number of persons on board shall be capable of being launched from either side of the vessel.
 - 2. On vessels over 45 meters in length, the survival craft must include float free life rafts of aggregate capacity to accommodate at least 50 percent of the total number of persons on board.
 - 3. On vessels of 45 meters in length and above a rescue boat is required in addition to the above, unless the vessel is provided with a motor lifeboat.
 - 4. Vessels carrying more than 100 persons on board shall have at least one motor lifeboat on each side.
- c) Survival Craft Specifications – Lifeboats, liferafts, rescue boats and launching gear are to be of an approved design and construction according to the technical requirements of SOLAS. Lifeboats shall have a minimum length of 4.9 meters (16 feet).
- d) Survival Craft Equipment and Provisions – They shall comply with the applicable SOLAS requirements, except that lifeboats of vessels certificated for coastwise service may be exempted by the Administration from some of these requirements.
- e) Survival Craft Maintenance – Equipment and provisions in lifeboats and non-inflatable liferafts shall be inspected every 12 months and renewed as required. Inflatable liferafts, their equipment and provisions, shall be serviced at regular intervals not exceeding 12 months at an approved service station. However, in cases where it appears proper and reasonable, the Administration may extend this period to 17 months.
- f) Availability of Lifeboats and Liferafts.

All items of life-saving equipment shall be readily available for use in an emergency. All boats and rafts shall be stowed so that they can be put in the water quickly and safely even if the vessel is listed 15° either way and with a 10° trim. They should be stowed clear of the vessel's propeller where practicable.

All liferafts should be stowed in float-free positions. If they are secured to prevent movement in inclement weather, they should be fitted securing arrangements in their securing arrangements with a hydrostatic release to allow the rafts to rise to the surface if carried down by a sinking ship.

Detailed instructions for operation of and survival in liferafts should be conspicuously displayed in the crew accommodation and on the bridge.
- g) Marking of Survival Craft – Lifeboats and non-inflatable liferafts shall be of a highly visible color (orange used internationally) and have the name of parent ship, port of registry, principal dimensions and carrying capacity clearly marked. Containers for inflatable liferafts shall be marked with the name of the manufacturer, serial number and maximum capacity.
- h) Davits – Each lifeboat shall be attached to a set of davits of approved type. Davits are also to be provided for non-inflatable liferafts and rescue boats that cannot be readily launched and recovered without mechanical assistance.
 - 1. Gravity davits are to be so designed that there is a positive turning-out moment during the whole of the davit travel from the inboard stowed position to the outboard position under the conditions

of list and trim specified above. For this purpose the turning-out load of the boat shall be taken as the weight of the boat with the addition of the equipment but excluding the launching crew.

2. When luffing-type davits are installed the operating gear shall be such as to enable the lifeboats to be turned out quickly and in full control under the above specified conditions of list and trim, fully equipped and manned by the launching crew only, from the inboard to the outboard position.
 3. Mechanically-controlled single arm davits are acceptable for rescue boats and liferafts only. The turning-out gear shall enable the craft to be turned out quickly and under full control from inboard to outboard position under the above specified conditions of list and trim. Means to hold the arm at the inboard and outboard positions shall be provided.
 4. Davits falls, blocks and associated lowering gear are to be of sufficient strength so that a boat with its full equipment and manned by a launching crew of not less than two persons or a liferaft with its full equipment and complement can be turned out and then safely lowered to the water from the embarkation deck when the ship has the conditions of list and trim as specified above.
 5. Winches are to have at least an efficient hand-gear for the recovery of the lifeboats or rescue boats and where davits are recovery by power, an automatic stop must be installed in order to prevent the gear being overstressed when the davits meet the stops.
 6. Boat falls should have a proof load of 2.5 times the working load on the drum. Falls should be reversed every 30 months and replaced every five years.
 7. Acceptable means of releasing the lifeboats, rescue boats or liferafts from the falls shall be provided.
- i) Embarkation Into Survival Craft – Suitable arrangements shall be made for embarking into the survival craft which shall include:
1. At least one ladder on each side of the vessel, unless the distance from the point of embarkation to the waterborne survival craft is so small that the ladder is unnecessary.
 2. Means of illuminating the stowage positions of the survival craft and their launching appliances during preparation for launching, and also for illuminating the water into which the survival craft are launched until the process of launching is complete, the power for which is to be supplied from the emergency source.
 3. Arrangements for warning all persons on board that the vessel is about to be abandoned.
- j) Life-jackets – All vessels must carry life-jackets of an approved type for all personnel on board. Life-jackets shall be so placed as to be readily accessible and their position shall be plainly indicated.
- k) Immersion suits – On vessels not engaged in coastwise service and when operating outside tropical waters, an immersion suit of an appropriate size, complying with the SOLAS requirements, shall be provided for every person assigned to crew the rescue boat.
- l) Lifebuoys – The minimum lifebuoy requirements are:
- Eight (8) lifebuoys in vessels of 75 meters in length and above;
 - Six (6) lifebuoys in vessels of 45 meters in length and above but less than 75 meters;
 - Four (4) lifebuoys in vessels of less than 45 meters in length.
- At least half of the number of lifebuoys required above shall have self-igniting lights, which shall be stowed near the lifebuoys to which they belong, with the necessary means of attachment.
- In vessels of 45 meters in length and above, at least two of the lifebuoys provided with self-igniting lights shall also be provided with an efficient self-activating smoke signal and shall where practicable be capable of quick release from the wheelhouse.
- At least one lifebuoy on each side of the vessel shall be fitted with a buoyant line of at least 27.5 meters in length. Such lifebuoys shall not have self-igniting lights.

All lifebuoys shall be so placed as to be readily accessible to the persons on board and shall always be capable of being rapidly cast loose and shall not be permanently secured in any way.

- m) Distress Signals – Every vessel shall be provided with approved means of making effective distress signals by day and night, including at least 12 parachute signals capable of giving a bright red light at a high altitude. They shall be so placed as to be readily accessible and their position shall be plainly indicated. All pyrotechnic distress signals shall be replaced within the period required by the manufacturer.
- n) Line Throwing Appliance – All ships shall have an approved line-throwing appliance with two lines and two projectiles capable of throwing a line over a minimum distance of 230 meters (250 yards). The rockets and cartridges shall be replaced as required by the manufacturer.
- o) Portable Radio Equipment – A portable radio apparatus or an emergency position indicating radio beacon (EPIRB), each of an approved type and according to the technical requirements of SOLAS, shall be carried and be located so as to be readily accessible and its position shall be plainly indicated.
- p) Labeling of Life-saving Equipment – All life-saving equipment is to be clearly labeled as required for its specific purpose either in the predominant language of the crew and in English or by means of self-explanatory diagrams.
- q) Retro-reflective tape – All life-jackets and lifebuoys shall be fitted with retro-reflective tapes.

ARTICLE 17 – Emergency Procedures, Musters and Drills.

- a) On vessels of 45 meters in length and above, a muster list shall be permanently posted containing instructions on the duties assigned to members of the crew in the event of an emergency and the signals for summoning the crew to their survival craft and fire stations. The signal shall be a succession of seven or more short blasts followed by one long blast on the whistle or siren.
- b) A muster of the crew for abandon ship drill and fire drill shall take place at intervals not exceeding one month, provided that these musters shall take place within 24 hours of leaving port whenever 25 percent of the crew have been replaced since the last muster.
- c) When holding musters, the life-saving, fire-fighting and other safety equipment shall be examined to ensure that they are complete and in satisfactory working order.
- d) The dates on which musters are held shall be recorded in the deck log book and if no muster is held within the prescribed interval or a partial muster only is held, an entry shall be made stating the circumstance and extent of the muster held. A report of the examination of the life-saving equipment shall be entered in the log book, together with a record of boast used.
- e) In ships fitted with lifeboats, different boast shall be swung out at successive drills. The lifeboats and rescue boats shall, where practicable, be lowered into the water at least once every four months at which time checks shall be carried out for the reliability of all apparatus and systems and the watertight integrity of the boat, as well as the operation of the releasing devices.
- f) The musters shall be so arranged as to ensure that the crew thoroughly understand and are practiced in the duties they have to perform including instructions in the handling and operation of liferafts where these are carried.

ARTICLE 18 – First Aid.

- a) Every ship shall be provided with suitable first-aid equipment, taking into account the length and intended service of the ship.
- b) For vessels 45 meters in length and above, a stretcher shall be included in the equipment capable of enfolded the patient and being transferred from interior spaces accessible to the crew to the open deck or from the ship to the shore or a boat.
- c) Instructions in the form of a medical guide shall be available on board.

ARTICLE 19 – Radio Installations.

- a) All vessels of 75 meters in length and above shall be fitted with a Radiotelegraph Station according to SOLAS.

An INMARSAT Station combined with a Radiotelephone Station will be considered equivalent to the Radiotelegraph Station.

- b) All vessels less than 75 meters in length not fitted with a Radiotelegraph Station, shall have a Radiotelephone Station according to SOLAS.
- c) Notwithstanding the above, vessels of any size certificated for coastwise service which remain, while at sea, within Very High Frequency (VHF) coverage of coast stations, may be authorized by the Administration to have only a VHF Radiotelephone Station.
- d) Any shipboard Radiotelegraph or Radiotelephone Station, whether fitted on a compulsory or on a voluntary basis, must comply with the technical requirements of SOLAS. INMARSAT Station and other long-distance communications equipment shall comply with approved International Maritime Organization guidelines as well as with the regulations of the International Telecommunications Union.
- e) All vessels, except those fitted only with a VHF Radiotelephone, shall carry on board the Manual for Use by the Maritime Mobile and Maritime Satellite Services of the International Telecommunications Union.

ARTICLE 20 – Radio Watches.

- a) Vessels having a Radiotelegraph Station shall carry at least one licensed Radio Officer. While at sea, the Radio Officer shall maintain a continuous listening watch on the radiotelegraph distress frequency by means of headphones, or a loudspeaker, or with a radiotelegraph auto alarm. Additionally, on those vessels having a Radiotelephone Station, while at sea, the requirement of paragraph (b) of this Article shall also apply.
- b) Vessels having a Radiotelephone Station shall have at least one crew member with a Restricted Radiotelephone Operator License or Permit. While at sea, a continuous listening watch on the radiotelephone distress frequency shall be maintained in the place from which the vessel is usually navigated, by means of a radiotelephone distress frequency watch receiver using a loudspeaker, a filtered loudspeaker or a radiotelephone auto alarm.
- c) Vessels having only a VHF Radiotelephone Station shall maintain a continuous listening watch on Channel 16 or the alternative distress and emergency call channel in the area of operation.
- d) Every vessel shall keep a radio log-book.

ARTICLE 21 – Pilot Ladders.

All vessels shall carry a pilot ladder. The ladder shall be efficient for the purpose of enabling pilots to embark and disembark safely. It must be kept clean and in good order and may be used by officials and other persons while a ship is arriving-at or leaving a port.

ARTICLE 22 – Navigation Equipment.

- a) Magnetic Compasses – Every vessel shall be provided with an approved standard magnetic compass outside the bridge with means for taking bearings or azimuths over an arc of the horizon of 360° or as near to that as practicable. Unless a reflected or projected image of this compass is visible from the steering position, a second approved magnetic compass is to be provided within the wheelhouse for steering purposes.
- b) Gyro-compasses – A gyro-compass is to be fitted on vessels of 75 meters in length and above and also of vessels operating at latitudes where the magnetic compasses become unstable.
- c) Depth Sounding Equipment – Every vessel shall be provided with a hand-lead properly marked and graduate up to 45 meters (25 fathoms). Vessels of 45 meters in length and above shall also be provided with an approved echo-sounding device.

- d) Radar – Vessels of 45 meters in length and above shall be fitted with approved radar equipment.
- e) Publications and Instruments – Every vessel shall be provided with nautical instruments, charts and navigational publications suitable for the voyage it is to undertake. The Administration shall decide in cases of doubt with additional publications and instruments shall be provided on board.
- f) Signaling Equipment – All vessels shall carry on board a copy of the International Code of Signals in force. Vessels of 45 meters in length and above shall also carry an efficient daylight signaling lamp which shall not be solely dependent upon the ship's main source of electrical power. Vessels of 45 meters in length and above shall carry a full complement of flags and pennants to enable communications to be sent using the International Code of Signals.
- g) Record Books – Every vessel shall carry a bridge log-book for entering the daily routine of navigation and ship's operation. Vessels with propulsion machinery of more than 750 kW of installed power shall also carry an engine room log-book for entering the daily routine of engine and auxiliary machinery operation.

ARTICLE 23 – Collision Regulations.

The navigation lights and shapes and also the means for making acoustic signals of every vessel shall comply with the requirements of the International Regulations for Preventing Collisions at Sea, 1972. Vessels shall carry a copy of the regulations on board.

ARTICLE 24 – Accommodation Regulations.

Every vessel shall conform as far as practicable with the requirements of Convention No. 126 of the International Labour Organization (ILO) concerning Crew Accommodation on Board Fishing Vessel. Special consideration shall be given to the size of the vessel and the duration of the sea voyages to determine the extent to which the convention requirements are to be applied.

ARTICLE 25 – Pollution Prevention.

Every vessel shall comply with the applicable requirements of the International Convention for the Prevention of Pollution from Ships, 1973 and the Protocol of 1978 relating thereto (MARPOL 73/78). All vessels over 400 gross register tons shall have an International Oil Pollution Prevention Certificate.

ARTICLE 26 – Entry into Force.

This Resolution shall come into force from its publication. Vessels already registered in the Republic of Sierra Leone on the date of entry into force of the Rules will have a period of grace of six months to obtain the Fishing Vessel Safety Certificate. All Safety Equipment and Radio items are to be complied with within six months from the entry into force of the Rules. The remaining items, including Safety Construction, are to be complied with at the second annual survey but no later than 30 months from the entry into force of the Rules. The Fishing Vessel Safety Certificate shall reflect the status of such items.

LET IT BE KNOWN, PUBLISHED AND COMPLIED WITH.

Lic. LESLIE MEZICH
DIRECTOR GENERAL