



MARINE SAFETY FORUM

GUARD VESSEL

GOOD PRACTICE

For UK Fishing Vessels

Revision: 1.0 (Dec 2010)



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1 INTRODUCTION

This document has been developed by the Marine Safety Forum, in conjunction with and with the full co-operation of the Scottish Fishermen's Federation (SFF) and the National Federation of Fishermen's Organisation (NFFO), to provide clear guidance on the standards required for fishing vessels prior to being used for guard vessel duties within the UKCS.

The SFF and NFFO are referred to collectively as Fishing Federations (FF).

2. MANAGEMENT of SAFETY

Vessels used for guard duties in the Oil and Gas Sector are generally under 500grt and there is no legal requirement to have a Safety Management System as required by the International Maritime Organisation or to hold a Safety Management Certificate. It is however essential that any vessel contracted to support the offshore Oil and Gas industry is fit for the intended purpose, is being maintained to an adequate standard and is being operated under a robust management system.

Guard vessels generally do not have a Safety Management Systems (SMS) and are governed by legislation as a fishing vessel. It is therefore the responsibility of the Fishing Federations through their in-house Service Companies to supply these vessels with a robust management system aligned to that of the offshore Oil and Gas industry and ideally be accredited to a suitable and acceptable standard.

A copy of the relevant Fishing Federations' Services Company's (FFSC) document (Guard Vessel Operational Procedures Manual) should be placed on board each vessel and all crews made familiar with the content and requirements of the document by the appropriate federation.

3. GUARD VESSEL LISTING and SPECIFICATION

As a guide to offshore oil operators for the contracting of Guard Vessels, the FFSC have established and maintain a database spreadsheet of all fishing vessels which they consider suitable as guard vessels. An extract from this spreadsheet can be made available to the offshore Oil and Gas industry, providing all the relevant information required for the initial selection of a suitable vessel.

Format for this spreadsheet is included within Appendix A.

4 OPERATIONAL AREAS

Each vessel nominated by the FFSC as a guard vessel should be categorised.

This will take into consideration: Season, length, design and construction age for the Operational Area in which each vessel can be used.

The NFFO SC will nominate vessels for guard duty south of 55° 55 North in the North Sea, and the SFF SC north of this line. A line drawn west from the national boundary between Scotland and England will form the boundary on the west coast.

Area Code	Geographical Location
A	Southern North Sea limiting latitude 55° North to UK sector boundary / Morecambe Bay.
B	Central North Sea between latitudes 55° North and 60° North, and not west of Orkneys /Shetland Islands.
C	Northern North Sea above 60° North, but not west of Shetland Islands.
D	West of Shetland to include Faeroes Basin.

Operational Areas and Seasons to be reflected in day rates.

Winter season is from October 1st to March 31st.

5 VESSEL INSPECTION and SPECIFICATION DOCUMENT

The 'Vessel Inspection & Specification' document should be completed by FFSC for all vessels contained in their 'Guard Vessel Listing & Specification' document noted in 3 above.

The format for the Inspection & Specification document has been approved by Marine Safety Forum (MSF) and the FFSC.

- See Appendix B (separate document)

Document to be initially completed by FFSC representative and kept on a register of approved vessels by the federation and available to any prospective Client.

When vessel is accepted for a proposed work scope the FFSC representative along with any Client representative / independent auditor may attend on board the vessel and complete an inspection to verify the content of the 'Vessel Inspection and Specification' document and ensure that the vessel is fit for purpose for the task, taking into account the area of operation and time of year.

A copy of all completed inspection/specification documents is to be held by FFSC.

An annual inspection should to be carried out with a +/- 3 month window.

6 COMPETENCY OF INSPECTOR / AUDITOR

It is a recommendation that all auditors should have completed an approved auditors course and be able to demonstrate a working knowledge of fishing (small) vessels construction and operations.

7 PRE-SAILING & SCOPE OF WORK BRIEF

When a vessel has been selected to conduct offshore guard duties it should be subject to a Pre-Sailing briefing.

At this time the FFSC representative will complete the Pre-Sailing check list as per the FFSC Guard Vessel Operational Procedures Manual.

8 FFSC GUARD VESSEL OPERATIONAL PROCEDURES MANUAL INCLUDES:

- a. Introduction
- b. Objectives / work scope
- c. Safety Policy and Stability
- d. Drug and Alcohol policy
- e. Environmental policy
- f. Guard vessel specification
- g. Vessel inspection process
- h. Risk assessments
- i. Pre-sailing HSE meeting
- j. Pre-sailing work scope instructions
- k. Pre sailing emergency drills
- l. Transit time management/Passage plan
- m. Guard duties
- n. Adverse weather procedures
- o. Emergency procedures
- p. Emergency/incident reporting flow chart
- q. Other HSE requirements

Note – The FFSC Guard Vessel Operational Procedures Manuals (including Appendices) are live documents, constantly under review by the FFSC and open for improvement from relevant marine safety bodies, but subject to Copyright disclaimer contained in said documents.

9. STABILITY REQUIREMENTS

All UK registered fishing vessels hold a current Stability Book, endorsed by the MCA.

It is recommended that all vessels wishing to be considered for Guard Vessel duties have their stability booklets modified to include the following conditions:

- Departure home port
- Mid voyage
- Arrival home

Utilising loading conditions which accurately reflect how they operate whilst employed as a guard vessel.

Where a vessel does not hold the above modifications, stability matters should be highlighted to the vessel skipper prior to the vessel departing port, i.e. the vessel should depart with levels of fuel, water and if relevant ice, deemed appropriate for the particular guard trip for that individual vessel.

Note: With effect from 1 October 2010, all SFF member vessels undertaking Guard Vessel work are required to have a Guardship Stability Booklet. This SFF initiative was funded by the Scottish Fishermen's Trust.

10. MANNING & MARINE QUALIFICATIONS

The Vessel's manning levels shall be such that the desired endurance can be carried out safely and in accordance with the appropriate Manning & Certification Marine Guidance Note (MGN411).

Recommend a minimum of four crew to allow for two man watches, with an experienced watch keeper on each watch. It should be recognised that in certain operating areas, three of a crew has been acceptable.

Mandatory MCA Requirements for Basic Safety Training for Fishermen

- 1 day Basic Sea Survival
- 1 day Basic Fire Fighting & Prevention
- 1 day Basic First Aid
- 1 day Basic Health & Safety Awareness

Optional Training

- Stability Awareness training for all fishermen
- Bridge Watch Keeping training for all serving fishermen
- Engine Room Watch Keeping training for all serving fishermen

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Appendix - A Guard Vessel Database

Vessel Name	Fishing Number	Areas of Operation	Date Built	Speed	Endurance Days	Last Inspection Date	Load Line Expires	AIS Fitted	Meets Stability Requirements	Length