



South African Maritime Safety Authority

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Date: 2 April 2013

Marine Notice No. 12 of 2013

Factory Deck Flooding Of Fishing Vessels

TO OWNERS AND MASTERS OF ALL SOUTH AFRICAN FISHING VESSELS, NAVAL ARCHITECTS, PRINCIPAL OFFICERS AND SURVEYORS

Marine Notice No.7 of 2001 is cancelled

Summary

Factory deck flooding has contributed to the loss of a number of South African registered fishing vessels in recent years. This marine notice applies to all South African registered fishing vessels provided with factor deck spaces which form part of the enclosed volume of the vessel and advises the minimum standards of watertight integrity to be applied to reduce the risk of flooding and for conformance with statutory legislation.

Definitions:

Enclosed Volume of a vessel is the volume used for determining the cross curves of stability for a vessel which are used to determine vessel compliance with statutory intact stability criteria in defined operating conditions.

Weathertight means that in any wind and wave conditions which the vessel is expected to encounter water will not penetrate into the ship.

Watertight in relation to a structure means its capability of preventing the passage of water through the structure in any direction under the head of water likely to occur in the intact or damaged condition.

1. This marine notice applies to all South African registered fishing vessels provided with factory deck spaces which form part of the vessels enclosed volume.
2. Factory deck flooding has contributed to the loss of a number of South African registered fishing vessels in recent years. Investigations have shown that once a point is reached where progressive flooding takes place, the influx of water far exceeds the vessel's pump capacity and subsequently the vessel can only be saved by stopping or severely limiting the flow of water into the vessel.
3. This marine notice therefore defines the minimum requirements for the closing arrangements of openings in the shell and deck plating bounding factory compartments to reduce the risk of flooding and for conformance with statutory legislation.
4. Any openings in the shell plating providing access to a factory deck which forms part of the enclosed volume of a vessel, shall be provided with efficient and readily accessible means for preventing the accidental ingress of water, unless it can be shown that the vessel's intact stability is not adversely affected by such opening(s).

Without prejudice to the generality of the above paragraph the following are applicable:

4.1 Scuppers

4.1.1 Scuppers shall be able to be closed *weathertight*. As a minimum, a non-return arrangement shall be provided with a positive means of closing at the local position as well as at a remote position at least one deck above the factory compartment which shall be provided with "open" / "closed" indication.

4.1.2 Scuppers shall be regarded as sea connections and shall be opened for inspection by a SAMSA surveyor, at the time of dry docking at intervals not exceeding 2 years. For intermediate surveys an external inspection and testing in place will be carried out, however, the surveyor may require dismantling for inspection should it be deemed necessary.

4.2 Offal chutes

4.2.1 Offal chutes shall be able to be closed *weathertight*. As a minimum, two means of closing should be provided with one means of closing being in the form of a non- return arrangement which can be positively secured in the open or closed position.

4.2.2 One of the closing arrangements shall be provided as close as possible to the ships side so that the strength of the intermediate plating and closing arrangement is at least equivalent to the side shell plating and structure. No opening of any nature (eg. inspection hatch) shall be provided between the side shell and the closing arrangement.

4.2.3 The closing arrangement closest to the ships side shall be provided with a positive means of closing at the local position as well as at a remote position at least one deck above the factory compartment which shall be provided with "open" / "closed" indication

4.2.4 Offal chutes or arrangements leading to offal chutes shall be designed to prevent the entry of large items (eg. rocks) into area's of the offal chute which could potentially prevent the efficient operation of the chute and its closing arrangements.

4.2.5 Offal chutes shall be regarded as sea connections and shall be opened for inspection by a SAMSA surveyor, at the time of dry docking at intervals not exceeding 2 years. For intermediate surveys an external inspection and testing in place will be carried out, however, the surveyor may require dismantling for inspection should it be deemed necessary.

4.3 Linehauler Operations

4.3.1 Linehauler recovery stations situated on the factory deck should be separate from the factory area. Accesses between the station and factory shall be *weathertight*. SAMSA will not consider including linehauler recovery stations as part of the *enclosed volume* of a vessel unless they can be closed *weathertight*.

4.3.2 Openings provided for "shooting away" the line shall be *weathertight* in order to be considered as part of the *enclosed volume*.

4.4 Trawl Deck Accesses to the Enclosed Volume

4.4.1 Doors shall be able to be closed *weathertight* and must be closed at sea during adverse weather conditions. It is recommended that doors which cannot be sighted open or closed from the wheelhouse by day or night, be provided with "open" / "closed" indications in the wheelhouse.

4.4.2 The opening of hatches should be minimized taking into account the operation of the vessel. The following should be borne in mind:

4.4.2.1 Stockerpond hatches shall be able to be closed *weathertight*;

4.4.2.2 all other hatches shall be able to be closed *weathertight* and should be kept closed at sea. Hatches should only be opened to allow the passage of crew for operational purposes after which they should be closed. Hatches may not be left open to supplement compartment ventilation;

4.4.2.3 hold hatches used for the unloading of fish, when alongside, shall be able to be closed *weathertight* and should be kept closed at sea.

4.5 Factory Deck Accesses to Adjacent Compartments

4.5.1 Hold hatches used for the loading of fish and/or crew access during fishing operations should be of minimum size and number consistent with the fishing operation. These hatches shall be able to be

closed watertight and be closed quickly and efficiently if necessary. ie within a maximum of 2 minutes by not more than 2 crewmen.

4.5.2 Hold hatches should be located as close to the centreline as is practically possible.

4.5.3 Doors leading to compartments which include spaces below the level of the factory deck (eg. accommodation, engine room) shall be provided with doors able to be closed *watertight*.

4.6. Factory Deck Wash Water

4.6.1 It is recommended that factory deck wash pumps be configured in such a way, that they are unable to operate unless automatically operated dill pump(s) of at least 50% greater capacity are in operation.

4.6.2 Dill pumps shall be of suitable design and capacity and be capable of handling offal and solids that may be expected from time to time during normal fishing operations.

4.7 Factory Deck Flooding Alarms

4.7.1 High level flooding alarms must be provided in the factory on the port and starboard sides to the satisfaction of SAMSA.

4.7.2 The alarms must at least give an audio-visual alarm at the local position and an audible alarm on the bridge.

5. Owners and masters should ensure that standard operating procedures are in place to ensure that all openings in the shell plating are closed and that wash water pumps are switched off when the factory space is unattended.

6. The purpose of this marine notice is to improve fishing vessel safety. As such owners are encouraged to be innovative in seeking operational solutions which will enhance the level of watertight integrity of their vessels. Areas which may be considered are:

6.1. Safer disposal of offal over the side through positive pressure air ejection or initial transfer to upper decks and then overboard. It should be attempted to ensure that configurations are such that water ingress into a ship is not possible at an angle of heel less than 40 degrees with the ship in its deepest load condition. This can be achieved by either raising or locating hatch openings further inboard.

6.2 methods of combatting flooding through the controlled drainage of water in the factory to the engine room in order to bring additional pumps in to operation.

7. Before making modifications however, owners are reminded that prior approval, from SAMSA, is required before any alterations may be made which will affect the seaworthiness of their vessels (Construction Regulations, 1968).

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