

FISHING VESSEL SAFETY STATEMENT



This non-exhaustive safety checklist identifies groups of frequently encountered hazards on fishing vessels. It also helps you to assess the safety status of your vessel and asks you to tackle those hazards that are present with appropriate action. Please note that this list might not cover some activities undertaken by you. In those cases a separate assessment should be carried out. Inspectors from the Health and Safety Authority may inspect your vessel and will ask to see your vessel's Safety Statement. **Your Safety Statement must be brought to the attention of all crew members.**

VESSEL DETAILS

NAME OF VESSEL		CALL SIGN	
LENGTH OVERALL (L.O.A.)		REGISTRATION NUMBER	
HOME PORT			
NAME OF SKIPPER			
ADDRESS			
NAME OF OWNER (if not the skipper)			
ADDRESS			

This Safety Statement sets out how we intend complying with the Safety, Health and Welfare at Work Act 2005 and other safety and health regulations and in the process minimise the risk of accidents and ill health on board this vessel. We will update it as necessary and it will be reviewed at least once a year. Personal protective equipment, information, training and the operating procedures necessary for the safety of the vessel and crew will be provided as required by the Act.

OWNER/SKIPPER SIGNATURES

DEPUTY

DATE

GENERAL GUIDELINES

- Never wear rings or watches on deck
- Never stand in the line of ropes under tension
- Never wrap ropes around your hand
- Never stand below derricks/cranes carrying loads
- Use light reflectors on external clothing
- Practice deck routines with crew members
- Practice new routines for all gear changeovers
- Avoid running turns on winch drums
- Practice safety drills
- Wear personal protective clothing

All crew have a duty to report to the skipper, without unreasonable delay, any defect in plant, equipment, place of work or system of work, which might endanger safety, health or welfare that they become aware of.

First Aid

Trained first aiders and a first aid kit as approved must be carried on board the vessel.

The Trained First Aider is

Communications

The communications equipment on board consists of the following:

When not in use it will be left on this emergency channel:

Lighting

Proper lighting is important not only for work but also for welfare.

- Are all working areas above, on and below deck properly lit?
- Are emergency lighting facilities available?
- Are enough spare bulbs on board?
- Is the boarding area properly lit?
- Are reflective bands worn on deck?
- Is the searchlight working?

Fatigue

Occupational risks increase dramatically with fatigue.

- Prolonged periods without sleep impairs judgement, concentration and the ability to communicate.
- If you find it difficult to remain alert on watch, notify the skipper immediately.
- Minimum rest periods should be discussed and agreed before going to sea.

Pre-Steamer Check List

- Are adequate supplies (for example diesel, food, water, lube oil etc.) on board for expected trip duration?
- Does someone ashore know who is on board and your expected return date and time?
- Are adequate spare parts (for example hydraulic, electrical, mechanical etc.) on board for the trip?
- Have emergency muster procedures been practiced?
- Are all relevant marine notices and charts on board?
- Is all ancillary equipment (e.g. generators and auxiliaries etc.) in good working order?
- Do you understand all emergency signals on board and know how to respond to them?

Anchoring

- Are you aware of the anchoring arrangements on board?
- Do you know the procedure for laying it?
- How quickly can the anchor be shot in an emergency?
- Remember to stand clear of running gear.

Drink and Drugs

To risk your own or others' lives as a result of abusing drink and/or drugs is grossly irresponsible.

- What arrangements have been made for boarding?
- Is the man on watch fit?
- Is anyone on board taking non-prescribed drugs while at sea?
- Is anyone on board on prescribed medication?
- If the answer to any of these questions is yes, has the skipper been advised?

Ventilation

Death and serious health damage can result from inadequate ventilation on board.

- Carbon dioxide asphyxiation can result from inadequate ventilation of galleys and cabins.
- Carbon monoxide poisoning can result from incomplete combustion of gas/paraffin/diesel heaters.
- Engine exhaust fumes are extremely toxic.
- Liquid Petroleum Gas (LPG) leaks can kill. The gas is heavier than air and sinks to cabin floor/bilge levels and can explode or ignite.
- Methane and other gases produced by rotting fish can kill.

If you feel dizzy or awaken with headaches, check heaters, cookers and ventilation fans and ducts, report symptoms to the skipper. If necessary, evacuate cabins etc.

Emergency Stops

Emergencies can occur at any time – are you prepared for them?

- Does everyone on deck know the emergency stop signals?
- Who controls machinery emergency stops, such as winches, haulers etc?
- Are emergency reverse signals and procedures clearly understood?

Berthing

- Are all signalling procedures clearly understood?
- Remember to stand clear of ropes under strain.
- Avoid riding turns on drum ends.
- Beware of ropes chafing at the pier edge.
- Make sure that deck hose is not underwater when the pump is shutdown.
- Take care not to get crushed between the side of the boat – watch fingers, hands etc.
- Are rope/wire splices/bridles sound and are all ropes/wires/bridles in good condition?

Painting and Dry Docking

- Take great care when using ladders to climb masts or onto boats.
- Ensure that electrical wires from ashore are rigged for outdoor use.
- Wear suitable protective clothing when using blow torches/cutting and welding gear and keep a fire watch.
- Proper staging platforms must be used when painting.

Health and Safety Authority,
The Metropolitan Building,
James Joyce Street, Dublin 1.
Tel. LoCall 1800 289 389 Fax (01) 6147020
Web site: www.hsa.ie Email: wcu@hsa.ie

HAZARDS TYPES OF HAZARDS	RISKS EXAMPLES OF RISKS	ACTION ACTION REQUIRED
Access		
Falling between pier and boat/ between boats	Drowning/serious injury	
Obstacles on deck	Man overboard/serious injury	
Falling down hatches	Broken bones/death	
Lighting	Tripping/falling	
Slippery decks	Tripping/falling	
Gangway	Falling/drowning	

Wheelhouse		
Falling asleep on watch	Collision/sinking/grounding	
Leaving wheelhouse on watch	Collision/sinking/grounding	
Fitness for watchkeeping	Collision/sinking/grounding	

Shooting Gear		
External clothing getting caught on gear	Serious injury/man overboard	
Wearing of rings/watches on deck	Loss of fingers/hands	
Improper communications on deck	Serious injury/death	
Releasing doors/larsen weights	Amputation/broken bones/crushing	
Shooting lazy deckies/lifelines	Broken limbs/man overboard	
Shooting gillnets/pots/buoys/lines/ anchors	Broken limbs/man overboard	
Net drums	Crushing	
Gear parting	Amputation/death	
Emergency stop procedures	Man overboard/broken bones	

Hauling		
Doors/fishing anchors coming up too fast	Injury/boat immobilised	
Improper communications on deck	Serious injury	
Cod-end lifts coming aboard	Crushing	

HAZARDS TYPES OF HAZARDS	RISKS EXAMPLES OF RISKS	ACTION ACTION REQUIRED
Hauling continued		
Hauling lazy deckies/lifelines	Amputations/lacerations	
Overloading boat	Capsizing/sinking	
Operating power blocks	Crushing/amputations	
Operating net drums	Crushing	
Gear parting	Amputation/death	
Operating winches	Amputation/death	
Emergency stop procedures	Man overboard/broken bones	

Galley		
Deep fat fryer	Burns/suffocation	
Cookers	Fires/explosion/suffocation	

Handling Fish		
Hand gutting	Cuts/infections	
Machine gutting	Amputation/serious injury	
Fish conveyors	Crushing	
Passing boxes/baskets to fish room	Bones broken/back injury	
Stacking fish boxes	Bones broken/back injury	
Dipping prawns in antioxidant	Heart damage/asthma attacks	
Bulk storage of fish in pounds/lockers/ tanks	Suffocation/capsizing	

Unloading		
Clipping on boxes in fish room	Head injury	
Lifting loads with derricks/cranes	Serious injury/death	
Landing boxes on pier/truck	Serious injury	

Engine Room		
Belt and Power Take Off (PTO) drives and flywheels	Amputation of limbs	
Missing or damaged floor plates	Broken legs/serious injury	

HAZARDS TYPES OF HAZARDS	RISKS EXAMPLES OF RISKS	ACTION ACTION REQUIRED
Engine Room continued		
Grinding and welding	Cuts/eye damage/electrocution	
Noise levels	Hearing damage	
Fire	Death/burns	
Water leakages	Equipment damage/sinking	
Batteries	Explosion/acid burns/suffocation	
Deck head protrusions	Head injuries	
Failure of bilge pump	Equipment damage/sinking	
Access to engine room	Falling	
Contact with hot surfaces/pipes	Burns	
Pressure vessels/air bottles	Explosion/bursting	
Fire smothering system	Suffocation	

Electrical Installation		
Electrical wiring and fitting	Fires/suffocation/electrocution	
Batteries	Explosion/acid burns/suffocation	
Portable tools	Electrocution	

Accommodation		
Ventilation	Poisoning/dampness	
Emergency exit	Drowning/suffocation	
Inadequate lighting	Panic/falls/serious injury	
Open cabin floor hatches	Falling/serious injury	
Smoking in bunk	Fire	
Heaters	Fire/gas poisoning	

Welfare		
Fatigue	Shipwreck/death/serious injury	
Loose/torn/damaged clothing	Exposure/entanglement	

HAZARDS TYPES OF HAZARDS	RISKS EXAMPLES OF RISKS	ACTION ACTION REQUIRED
Welfare continued		
Poor quality food	Poisoning/malnutrition	
Toilet/washing/drying facilities	Sickness/food poisoning/infections	

Gases/Chemicals		
LPG/compressed air/refrigerant gases	Suffocation/explosion	
Antioxidants e.g. sodium metabisulphate	Heart damage/asthma	
Enclosed unventilated spaces	Poisoning/suffocation	
Oxyacetylene cutting gear	Explosion/burns	

Man Overboard		
Man overboard	Drowning/hypothermia	

PERIODIC CHECKLIST				
	EXAMINED	EXAMINED	EXAMINED	EXAMINED
Condition of oldest warp on winch drums				
Bridles/splices/eyes				
Gilson derrick/blocks/chains/shackles/wires				
Landing derrick/blocks/chains/shackles/wires				
Warp blocks/pins/roller leads				
Hydraulic hoses/pipes/fittings				
Beckets				
Power blocks				
Stopper chains and cleats				
Winch brakes				
Deck lights				
Emergency exit hatches				

ALARMS

	NUMBER	TESTED	TESTED	TESTED
Heat/gas detectors in galley/cabin(s)				
Oil pressure				
Engine temperature				
Fuel level				
Bilge water level				
Fire				
Carbon dioxide (CO ₂)				
Engine room (ER) smothering				
Fog horn				

Emergency drills and musters will be carried out as required by the Department of Transport, Tourism and Sport and at least once a month on other vessels which do not come within the scope of current legislation.

EMERGENCY PROCEDURES including man overboard and helicopter rescue procedures

SAFETY EQUIPMENT CHECKLIST

	NO. ON BOARD	DATE SERVICED	DATE SERVICED	DATE SERVICED
Standard release liferaft(s)				
Automatic release liferaft(s)				
Lifeboat(s)				
Rockets and flares				
Line throwing apparatus				
Life jackets (SOLAS)				
Life rings				
Fire extinguishers - Powder - Carbon dioxide (CO ₂) - Foam - Water - Other				
Fire smothering system				
Emergency lighting				
Emergency fuel shut-offs				
Emergency exit hatches from cabins				
Man overboard recovery equipment				
Portable waterproof VHF radio(s)				
Emergency Position Indicating Radio Beacon(s) (EPIRB(s))				
First aid boxes				
Anchor and anchor lines				

PERSONAL PROTECTIVE EQUIPMENT

	NO. ON BOARD	CONDITION	CONDITION	CONDITION
Constant-wear lifejackets				
Full oilskin sets				
Suitable footwear				
Ear muffs				
Gloves etc.				
Personal Locator Beacon(s) (PLB(s))				