

Commercial Fishing Vessel Safety Forum

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Commercial Fishing Vessel Safety: A Classification Approach

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Agenda

- Brief introduction to marine classification
- Critical safety issues for fishing vessels
- Statutory and class responses
- Fishing vessel stability



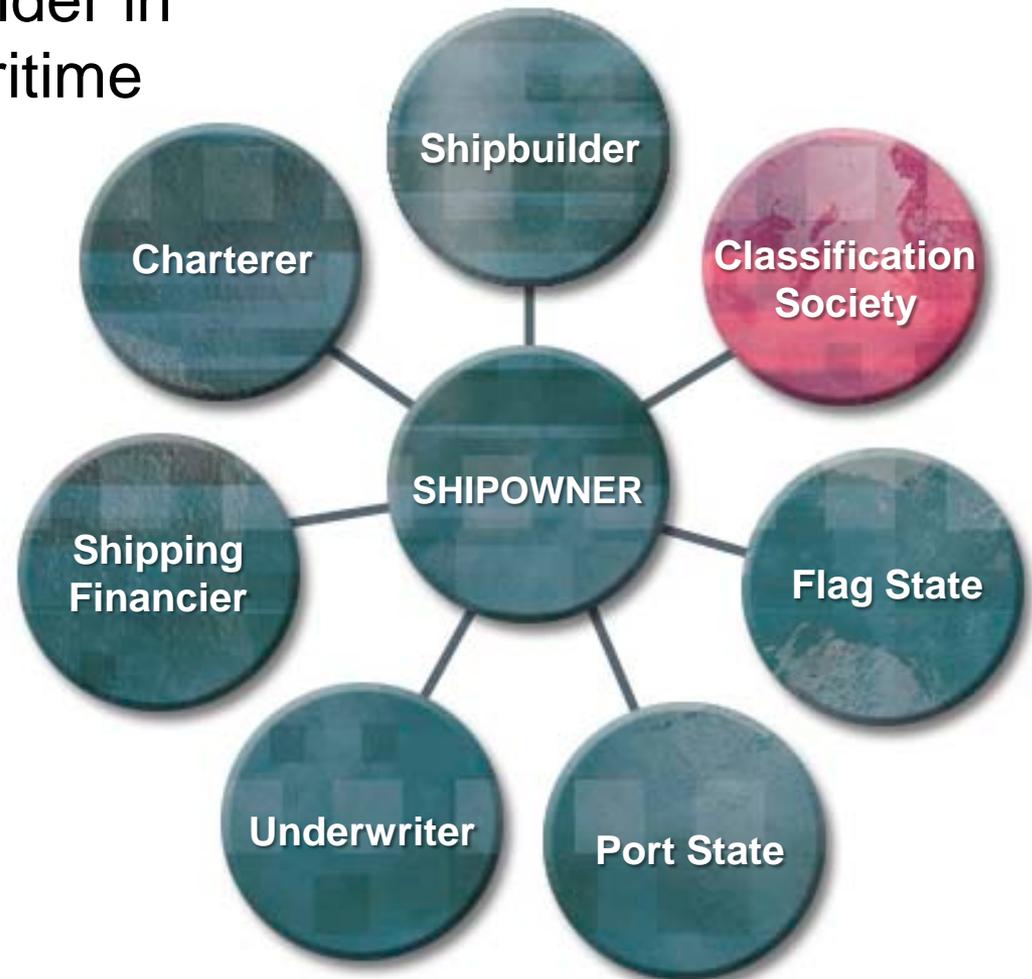
Marine Classification

- Classification societies establish and apply technical standards in relation to the **design, construction and operational maintenance** of marine related facilities including ships and offshore structures
- Class is a completely independent arbiter of standards



The Maritime Safety Regime

- Class is a stakeholder in the network of maritime safety



Maintenance Issues: Small Vessels

- Hull

- Wastage
- Over pressurization
- Closing appliances
- Unauthorized repairs
- Unauthorized modifications
- Framing and fastener detached (wood)
- Heavy weather damages
- Oil leaks (Load Line only)
- Contact type damages

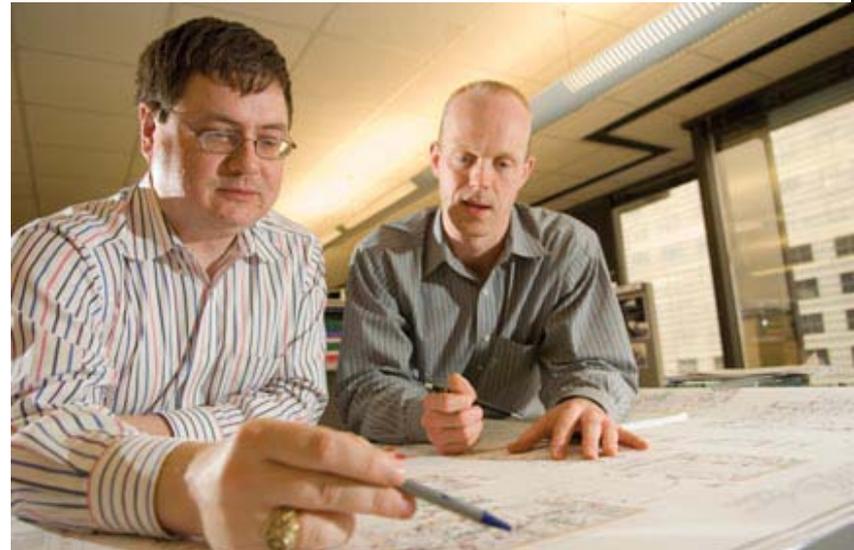
- Machinery

- Flexible hoses
- Overboard valves
- Fire dampers
- Reach rods
- Generators
- Fire detection systems
- Shafting
- Engine room flooding
- Fire damages
- Main engine



Classification Procedure

- Review of technical drawings for compliance with the ABS Rules
- Surveys during construction
- Periodic surveys to verify that the vessel or structure is maintained to the applicable Class Rules



Reasons to Class: Large Vessels

- Required by:
 - Underwriters
 - Bankers
 - Flag States
 - Charterers
- Industry needs an independent, impartial assessment of the structural and mechanical condition of the fleet



ABS: Statutory Certification

- **126** Governments for Load Line
- **111** Governments for Tonnage
- **119** Governments for Safety of Life at Sea
- **110** Governments for Marine Pollution



Comparison of Class vs. Load Line

● Classed Vessel

- Surveyor has more authority under ABS Rules
- Failure to comply with surveyor recommendations will lead to suspension or cancellation
- Failure to conduct class survey will result in suspension/cancellation
- Owner required to report damages
- Machinery and electrical included in class survey
- Two drydockings in each 5-cycle
- Intermediate hull survey
- Ballast tanks examined
- Progressive hull surveys based on age

● Load Line Only

- Owner may skip annual load line inspections depending upon area of operation
- Only one drydocking at renewal survey (5-year interval)
- Machinery and electrical not examined
- Ballast tanks not examined unless suspect





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