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TORREMOLINOS INTERNATIONAL CONVENTION FOR THE SAFETY OF FISHING VESSELS, 1977

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APPENDIX 2

SPECIFICATION FOR LIFE-SAVING APPLIANCES

1. Construction of lifeboats

1.1 Rigid lifeboats

1.1.1 Lifeboats shall have rigid sides and internal buoyancy only. The Administration may approve lifeboats with a rigid shelter, provided that it may be readily opened from both inside and outside, and does not impede rapid embarkation and disembarkation or the launching and handling of the lifeboat.

1.1.2 Lifeboats shall be not less than 7.3 metres in length except where owing to the size of the vessel, or for other reasons, the Administration considers the carriage of such lifeboats unreasonable or impracticable. No lifeboat shall be less than 4.9 metres in length.

1.1.3 No lifeboat shall be approved the mass of which when fully laden with persons and equipment exceeds 20,300 kilogrammes or which has a carrying capacity calculated in accordance with Regulation

Administration.

Anchor and mooring equipment

Regulation 26

Anchor and mooring equipment

Anchor equipment designed for quick and safe operation shall be provided which shall consist of anchoring equipment, anchor chains or wire ropes, stoppers and a windlass or other arrangements for dropping and hoisting the anchor and for holding the vessel at anchor in all foreseeable service conditions. Vessels shall also be provided with adequate mooring equipment for safe mooring in all operating conditions. Anchor and mooring equipment shall be to the satisfaction of the Administration.

CHAPTER III

STABILITY AND ASSOCIATED SEAWORTHINESS

Regulation 27

General

Vessels shall be so designed and constructed that the requirements of this Chapter will be satisfied in the operating conditions referred to in Regulation 33. Calculations of the righting lever curves shall be to the satisfaction of the Administration.

Regulation 28

Stability criteria

(1) The following minimum stability criteria shall be met unless the Administration is satisfied that operating experience justifies departures therefrom:

- (a) the area under the righting lever curve (GZ curve) shall not be less than 0.055 metre-radians up to 30 degrees angle of heel and not less than 0.090 metre-radians up to 40 degrees or the angle of flooding f if this angle is less than 40 degrees. Additionally, the area under the righting lever curve (GZ curve) between the angles of heel of 30 degrees and 40 degrees or between 30 degrees and f , if this angle is less than 40 degrees shall not be less than 0.030 metre-radians. f is the angle of heel at which openings in the hull, superstructure or deckhouses which cannot rapidly be closed watertight commence to immerse. In applying this criterion, small openings through which progressive flooding cannot take place need not be considered as open;
- (b) the righting level GZ shall be at least 200 millimetres at an angle of heel equal to or greater than 30 degrees;
- (c) the maximum righting lever GZ_{max} shall occur at an angle of heel preferably exceeding 30 degrees but not less than 25 degrees;
- (d) the initial metacentric height GM shall not be less than 350 millimetres for single deck vessels. In vessels with complete superstructure or vessels of 70 metres in length and over the metacentric height

may be reduced to the satisfaction of the Administration but in no case shall be less than 150 millimetres.

(2) Where arrangements other than bilge keels are provided to limit the angles of roll, the Administration shall be satisfied that the stability criteria given in paragraph (1) are maintained in all operating conditions.

(3) Where ballast is provided to ensure compliance with paragraph (1), its nature and arrangement shall be to the satisfaction of the Administration.

Regulation 29

Flooding of fish-holds

The angle of heel at which progressive flooding of fish-holds could occur through hatches which remain open during fishing operations and which cannot rapidly be closed shall be at least 20 degrees unless the stability criteria of Regulation 28(1) can be satisfied with the respective fish-holds partially or completely flooded.

Regulation 30

Particular fishing methods

Vessels engaged in particular fishing methods where additional external forces are imposed on the vessel during fishing operations, shall meet the stability criteria of Regulation 28(1) increased, if necessary, to the satisfaction of the Administration.

Regulation 31

Severe wind and rolling

Vessels shall be able to withstand, to the satisfaction of the Administration, the effect of severe wind and rolling in associated sea conditions taking account of the seasonal weather conditions, the sea states in which the vessel will operate, the type of vessel and its mode of operation.

Regulation 32

Water on deck

Vessels shall be able to withstand, to the satisfaction of the Administration, the effect of water on deck, taking account of the seasonal weather conditions, the sea states in which the vessel will operate, the type of vessel and its mode of operation.

Regulation 33

Operating conditions

(1) The number and type of operating conditions to be considered shall be to the satisfaction of the Administration and shall include the following:

- (a) departure for the fishing grounds with full fuel, stores, ice, fishing gear, etc;
- (b) departure from the fishing grounds with full catch;

(c) arrival at home port with full catch and 10 per cent stores, fuel, etc; and

(d) arrival at home port with 20 per cent of full catch 10 per cent stores, fuel, etc.

(2) In addition to the specific operating conditions given in paragraph (1) the Administration shall also be satisfied that the minimum stability criteria given in Regulation 28 are met under all other actual operating conditions including those which produce the lowest values of the stability parameters contained in these criteria. The Administration shall also be satisfied that those special conditions associated with a change in the vessel's mode or areas of operating which affect the stability considerations of this Chapter are taken into account.

(3) Concerning the conditions referred to in paragraph (1), the calculations shall include the following:

(a) allowance for the weight of the wet fishing nets and tackle, etc. on the deck;

(b) allowance for ice accretion, if anticipated, in accordance with the provisions of Regulation 34;

(c) homogenous distribution of the catch, unless this is inconsistent with practice;

(d) catch on deck, if anticipated, in operating conditions referred to in paragraph (1)(b) and (c) and paragraph (2);

(e) water ballast if carried either in tanks which are especially provided for this purpose or in other tanks also equipped for carrying water ballast; and

(f) allowance for the free surface effect of liquids and, if applicable, catch carried.

Regulation 34

Ice accretion

(1) For vessels operating in areas where ice accretion is likely to occur the following icing allowance shall be made in the stability calculations:

(a) 30 kilogrammes per square metre on exposed weather decks and gangway;

(b) 7.5 kilogrammes per square metre for projected lateral area of each side of the vessel above the water plane;

(c) the projected lateral area of discontinuous surfaces of rail, spars (except masts) and rigging of vessels having no sails and the projected lateral area of other small objects shall be computed by increasing the total projected area of continuous surfaces by 5 per cent and the static moments of this area by 10 per cent.

(2) Vessels intended for operation in areas where ice accretion is known to occur shall be:

(a) designed to minimize the accretion of ice; and

(b) equipped with such means for removing ice as the Administration may require.

Regulation 35

Inclining test

(1) Every vessel shall undergo an inclining test upon its completion and the actual displacement and

position of the centre of gravity shall be determined for the light ship condition.

(2) Where alterations are made to a vessel affecting its light ship condition and the position of the centre of gravity, the vessel shall, if the Administration considers this necessary, be re-inclined and the stability information revised.

(3) The Administration may allow the inclining test of an individual vessel to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted vessel can be obtained from such basic data.

Regulation 36

Stability information

(1) Suitable stability information shall be supplied to enable the skipper to assess with ease and certainty the stability of the vessel under various operating conditions. Such information shall include specific instructions to the skipper warning him of those operating conditions which could adversely affect either the stability or the trim of the vessel. A copy of the stability information shall be submitted to the Administration for approval.

(2) The approval stability information shall be kept on board, readily accessible at all times and inspected at the periodical surveys of the vessel to ensure that it has been approved for the actual operating conditions.

(3) Where alterations are made to a vessel affecting its stability, revised stability calculations shall be prepared and submitted to the Administration for approval. If the Administration decides that the stability information must be revised, the new information shall be supplied to the skipper and the superseded information removed.

Regulation 37

Portable fish-hold divisions

The catch shall be properly secured against shifting which could cause dangerous trim or heel of the vessel. The scantlings of portable fish-hold divisions, if fitted, shall be to the satisfaction of the Administration.

Regulation 38

Bow height

The bow height shall be sufficient, to the satisfaction of the Administration, to prevent the excessive shipping of water and shall be determined taking account of the seasonal weather conditions, the sea states in which the vessel will operate, the type of vessel and its mode of operation.

Regulation 39

Maximum permissible operating draught

A maximum permissible operating draught shall be approved by the Administration and shall be such that, in the associated operating condition, the stability criteria of this Chapter and the requirements of Chapters II and VI as appropriate are satisfied.

Regulation 40

Subdivision and damage stability

Vessels of 100 metres in length and over, where the total number of persons carried is 100 or more, shall be capable, to the satisfaction of the Administration, of remaining afloat with positive stability, after the flooding of any one compartment assumed damaged, having regard to the type of vessel, the intended service and area of operation.

CHAPTER IV

MACHINERY AND ELECTRICAL INSTALLATIONS AND PERIODICALLY UNATTENDED MACHINERY SPACES

PART A - GENERAL

Regulation 41

General

Machinery installations

(1) Main propulsion, control, steam pipe, fuel oil, compressed air, electrical and refrigeration systems; auxiliary machinery; boilers and other pressure vessels; piping and pumping arrangements; steering equipment and gears, shafts and couplings for power transmission shall be designed, constructed, tested, installed and serviced to the satisfaction of the Administration. This machinery and equipment, as well as lifting gear, winches, fish handling and fish processing equipment shall be protected so as to reduce to a minimum any danger to persons on board. Special attention shall be paid to moving parts, hot surfaces and other dangers.

(2) Machinery spaces shall be so designed as to provide safe and free access to all machinery and its controls as well as to any other parts which may require servicing. Such spaces shall be adequately ventilated.

(3) (a) Means shall be provided whereby the operational capability of the propulsion machinery can be sustained or restored even though one of the essential auxiliaries becomes inoperative. Special consideration shall be given to the functioning of:

- (i) the arrangements which supply fuel oil pressure for main propulsion machinery;
- (ii) the normal sources of lubricating oil pressure;
- (iii) the hydraulic, pneumatic and electrical means for the control of main propulsion machinery including controllable pitch propellers;
- (iv) the sources of water pressure for main propulsion cooling systems; and