

Syllabus IMO STCW-F

Basic Safety Training For All Fishing Vessel Personnel

This syllabus is developed by the FISH Platform.

The FISH Platform is a platform for and by organizations involved in safety and health in the fishing industry. The ambitions of the FISH platform, among others, are:

- to share information that contributes to improve the safety and health of fishers on board;
- to promote the collection of reliable data on numbers accidents and near misses in fisheries and its causes;
- where possible, to harmonize existing resources and requirements concerning safety and health of fishers.

Basic safety training for all fishing vessel personnel

The IMO STCF-F code states in chapter 3 Basic Safety Training for all fishing vessel personnel, Regulation 1, section 1:

“Fishing Vessel personnel shall, before being assigned to any shipboard duties, receive basic training approved by the Administration in the following areas:

1. Personal survival techniques, including donning of lifejackets and, as appropriate, immersion suits;
2. Fire prevention and fire fighting;
3. Emergency procedures;
4. Elementary first aid;
5. Prevention of marine pollution; and
6. Prevention of shipboard accidents.

This syllabus provides content to the modules mentioned in the STCW-F as described above.

Personal Survival Techniques

References

- STCW-F 95
- Code of Safety for Fishermen and Fishing Vessels 2005 Part A and B
- FAO/ILO/IMO Document of Guidance on Training and Certification of Fishing Vessel Personnel

Syllabus

A syllabus is made of the following two sets of objectives:

- general objectives; and
- specific objectives.

This module in the syllabus is the General Objectives to address the requirements of STCW-F, Chapter III, regulation 1, 1.1 personal survival techniques, including donning of lifejackets and, as appropriate, immersion suits.

1) All fishing vessel personnel should have understanding of emergencies, duties during an emergency and the use of personal survival equipment.

All fishing vessel personnel should have understanding of:

1. types of emergencies which may occur, such as collision, fire and foundering;
2. types of life-saving appliances normally carried on fishing vessels;
3. the need to adhere to the principles of survival;
4. value of training and drills;
5. the need to be ready for any emergency and to be constantly aware of:
 - (a) the information in the muster list, in particular:
 - (i) their specific duties in any emergency;
 - (ii) their own survival craft station; and
 - (ii) the signals calling all crew to their survival craft or fire stations;
 - (b) location of their own and spare lifejackets;
 - (c) location of fire alarm controls;
 - (d) means of escape; and
 - (e) consequences of panic;
6. actions to be taken when called to survival craft stations, including:
 - (a) putting on suitable clothing;
 - (b) donning a lifejacket; and as appropriate, immersion suit; and
 - (c) collecting additional protection such as blankets, time permitting;
7. actions to be taken when required to abandon a fishing vessel, such as:
 - (a) how to board survival craft from fishing vessel and water; and
 - (b) how to jump into the sea from a height and reduce the risk of injury when entering the water; and
 - (c) actions to be taken under rescue operations by a helicopter;
8. actions to be taken when in the water, such as:
 - (a) how to survive in circumstances of:
 - (i) fire or oil on the water;
 - (ii) cold conditions; and

- (iii) shark-infested waters; and
- (b) how to right a capsized liferaft;
- 9. actions to be taken when aboard a survival craft, such as:
 - (a) getting the survival craft quickly clear of the fishing vessel and fishing gear;
 - (b) protection against cold or extreme heat;
 - (c) using a drogue or sea-anchor;
 - (d) keeping a look-out;
 - (e) recovering and caring for survivors;
 - (f) facilitating detection by others;
 - (g) checking equipment available for use in the survival craft and using it correctly; and
 - (h) remaining, as far as possible, in the vicinity; and
- 10. main dangers to survivors and the general principles of survival including:
 - (a) precautions to be taken in cold climates;
 - (b) precautions to be taken in tropical climates;
 - (c) exposure to sun, wind, rain and sea;
 - (d) importance of wearing suitable clothing;
 - (e) protective measures in survival craft;
 - (f) effects of immersion in water and of hypothermia;
 - (g) importance of preserving body fluids;
 - (h) protection against seasickness;
 - (i) proper use of fresh water and food;
 - (j) effects of drinking seawater;
 - (k) means available for facilitating detection by others; and
 - (l) importance of maintaining morale.

2) All fishing vessel personnel should have competence to react upon an emergency in order to survive at sea.

All perspective personnel on fishing vessels should be given practical instruction in at least the following:

1. wearing a lifejacket or immersion suit or both correctly;
2. entering the water from a height wearing a lifejacket or immersion suit or both;
3. swimming while wearing a lifejacket or immersion suit or both;
4. keeping afloat without a lifejacket or immersion suit;
5. boarding liferafts from a fishing vessel and water while wearing a lifejacket or immersion suit or both;
6. assisting others to board survival craft;
7. operation of survival craft equipment, including basic operation of portable radio equipment; and
8. streaming a drogue or sea-anchor.

Fire prevention and fire fighting

References

- STCW-F 95
- Code of Safety for Fishermen and Fishing Vessels 2005 Part A and B
- FAO/ILO/IMO Document of Guidance on Training and Certification of Fishing Vessel Personnel

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This module in the syllabus is the General Objectives to address the requirements of STCW-F, Chapter III, regulation 1, 1.2 Fire Prevention and Fire Fighting.

1) All fishing vessel personnel should have knowledge of the basics of fire.

All fishing vessel personnel should have knowledge of:

1. the three elements of fire and explosion (the fire triangle):
 - (a) fuel;
 - (b) oxygen; and
 - (c) source of ignition;
2. ignition sources:
 - (a) chemical;
 - (b) biological; and
 - (c) physical;
3. flammable materials:
 - (a) flammability;
 - (b) ignition point;
 - (c) burning temperature;
 - (d) burning speed;
 - (e) thermal value;
 - (f) lower flammable limit (LFL);
 - (g) upper flammable limit (UFL);
 - (h) flammable range;
 - (i) inerting;
 - (j) static electricity;
 - (k) flashpoint; and
 - (l) auto-ignition;
4. fire hazard and spread of fire:
 - (a) by radiation;
 - (b) by convection; and
 - (c) by conduction;

5. reactivity;
6. classification of fire and applicable extinguishing agents;
7. main causes of fire on board ships:
 - (a) oil leakage in engine-room;
 - (b) cigarettes;
 - (c) overheating (bearings);
 - (d) galley appliances (stoves, flues, fryers, hotplates, etc.);
 - (e) spontaneous ignition (wastes, etc.);
 - (f) hot work (welding, cutting, etc.);
 - (g) electrical apparatus (short circuit, non-professional repairs); and
 - (h) reaction, self-heating and auto-ignition;
8. fire prevention measure, such as:
 - (a) security provisions to help prevent wilful fire raising and arson;
 - (b) prohibition on smoking;
 - (c) positioning of heat sources to prevent contact with combustible material;
 - (d) systems of work to prevent accumulation of easily ignitable rubbish or paper;
 - (e) control of using blowlamps, cutting or welding equipment;
 - (f) risk assessment and control in the purchasing of articles and substances to avoid the introduction of fire hazards where possible;
 - (g) risk assessment and control for the use of articles and substances which pose fire hazards to avoid the manifestation of fire risks;
 - (h) maintenance programmes for electrical wiring and appliances;
 - (i) adequate cleaning of work areas; and
 - (j) adequate supervision of cooking facilities;
9. fire detection:
 - (a) fire and smoke detection systems; and
 - (b) automatic fire alarm.
10. fire-fighting equipment:
 - (a) fixed installations on board and locations:
 - (i) fire mains, hydrants;
 - (ii) international shore connection;
 - (iii) smothering installations, carbon dioxide (CO₂) foam;
 - (iv) alternative fire-fighting agents, like FM200, High-Fog, eg.;
 - (v) automatic sprinkler system;
 - (vi) emergency fire pump, emergency generator;
 - (vii) chemical powder applicants; and
 - (viii) general outline of required and available mobile apparatus;
 - (b) outfits and personal equipment, location on board:
 - (i) fire-fighter's outfit, personal equipment;
 - (ii) breathing apparatus;
 - (iii) resuscitation apparatus;
 - (iv) smoke helmet or mask; and
 - (v) fireproof lifeline and harness;
 - (c) general equipment:
 - (i) fire hoses, nozzles, connections, fire axes;
 - (ii) portable fire extinguishers; and
 - (iii) fire blankets;

11. construction and arrangements:
 - (a) escape routes; and
 - (b) class A, B, C, D and F divisions (where appropriate);
12. ship fire-fighting organization:
 - (a) general alarm;
 - (b) fire control plans, muster stations and duties of individuals;
 - (c) communications, including ship-shore when in port;
 - (d) personnel safety procedures;
 - (e) periodic on-board drills; and
 - (f) patrol systems;
13. practical knowledge of resuscitation methods;
14. practical knowledge of re-entry procedures;
15. fire-fighting methods:
 - (a) sounding the alarm;
 - (b) locating and isolating;
 - (c) jettisoning;
 - (d) inhibiting;
 - (e) cooling;
 - (f) smothering;
 - (g) extinguishing; and
 - (h) reflash watch;
16. fire-fighting agents:
 - (a) water – solid jet, spray, fog, flooding;
 - (b) foam – high, medium and low expansion;
 - (c) carbon dioxide (CO₂);
 - (d) aqueous film-forming foam (AFFF); and
 - (e) dry chemicals, powder; and
 - (f) effects of the using the wrong fire-fighting agent.

2) All fishing vessel personnel should have competence to react upon a fire.

All fishing vessel personnel should have competence in:

1. the use various types of portable fire extinguishers;
2. the use self-contained breathing apparatus;
3. the way of wearing and the use of breathing apparatus in a smoke-filled space;
and
4. the necessity of maintaining a state of readiness on board.

General objectives Emergency procedures

References

- STCW-F 95
- Code of Safety for Fishermen and Fishing Vessels 2005 Part A and B
- FAO/ILO/IMO Document of Guidance on Training and Certification of Fishing Vessel Personnel
- IMO Model course 1.21 "Personal Safety and Social Responsibilities"
IMO IAMSAR Volume III, Mobile facilities

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This module in the syllabus is the General Objectives to address the requirements of STCW-F, Chapter III, regulation 1, 1.3 Emergency Procedures.

1. All fishing vessel personnel should have knowledge to identify emergencies and procedure to react upon emergency situations.

All fishing vessel personnel should have knowledge of:

1. emergencies:
 - (a) the term emergency;
 - (b) emergency being a situations of imminent danger to:
 - (i) of loss of life;
 - (ii) of injury;
 - (iii) of loss of or damage to property; and
 - (iv) of damage to environment;
 - (c) types of emergency which may occur, like:
 - (i) collision;
 - (ii) fire;
 - (iii) foundering;
 - (iv) grounding;
 - (v) man overboard;
 - (vi) ingress of water;
 - (vii) heavy weather; and
 - (viii) oil spill, etc.;
2. shipboard contingency plans for response to emergencies;

3. drills and muster
 - (a) the general structure of muster lists:
 - (i) emergency signals
 - (ii) specific duties allocated to crew members;
 - (iii) division of crew in various squads and teams; and
 - (iv) muster station;
 - (b) alarm systems;
 - (i) ships general alarm;
 - (ii) fire alarm; and
 - (iii) ships' whistle, etc.;
 - (c) escape routes;
 - (d) internal communication; and
 - (e) the location and use of internal communications in use on board ships – especially for emergency situations;
 - (i) telephone;
 - (ii) emergency powered or sound operated phone;
 - (iii) public address systems;
 - (iv) lifeboat VHP;
 - (v) walkie-talkies; and
 - (vi) emergency alarms, etc.

2. All fishing vessel personnel should understand the different procedures to act upon a variety of emergencies that can occur aboard fishing vessels.

All fishing vessel personnel should have understanding of:

1. the correct use of personal safety equipment;
2. action to take on discovering potential emergency, including fire, collision, foundering and ingress of water into the ship;
3. action to take on hearing emergency alarm signals;
4. need of immediate action in case of an emergency, including but not limited to;
 - (a) rescuing persons;
 - (b) the procedure abandoning the fishing vessel; and
 - (c) the man overboard procedure;
5. value of training and drills;
 - (a) regulatory or legislative needs, i.e. STCW-F, MARPOL, etc.;
 - (b) operational need to ensure correct and effective action;
 - (c) state of mind, e.g. on exposure to an emergency, all persons are affected and there is general dip or reduction in performance. This dip performance can only be compensated by regular and realistic drills; and;

3. All fishing vessel personnel should have the competence to take immediate and correct action to react upon an emergency procedure.

All fishing vessel personnel should have the competence to:

1. use of personal safety equipment;
2. take action on discovering potential emergency, including fire, collision, foundering and ingress of water into the ship; and
3. take action on hearing emergency alarm signals.

4. All fishing vessel personnel should have understanding of the immediate and correct action to assist a distressed craft.

All fishing vessel personnel should have the understanding:

1. to prepare for possible SAR action on scene to assist a distressed craft;
2. of the following visual means of communication:
 - (a) signalling lamp;
 - (b) international code flags; and
 - (c) international distress signals;
3. of factors affecting observer effectiveness
4. how to take immediate care of survivors.

Elementary First Aid

References

- STCW-F 95
- Code of Safety for Fishermen and Fishing Vessels 2005 Part A and B
- FAO/ILO/IMO Document of Guidance on Training and Certification of Fishing Vessel Personnel
- IMO Model course 1.21 "Personal Safety and Social Responsibilities"
- Model course 7.06 Officer in charge of a navigational watch on a fishing vessel (Edition 2008)
- Model course 7.07 Chief engineer officer and second engineer officer on a fishing vessel

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This module in the syllabus is the General Objectives to address the requirements of STCW-F, Chapter III, regulation 1, 1.4 Elementary First Aid.

1. All fishing vessel personnel should have knowledge on the general principles of first aid.

All fishing vessel personnel should:

1. be capable of the following the sequence of immediate measures to be taken in cases of emergency, i.e.
 - (a) assessment of accident situation;
 - (b) assessment of own hazard;
 - (c) unconsciousness;
 - (d) respiratory arrest;
 - (e) cardiac arrest;
 - (f) severe bleeding;
 - (g) rescue of casualty; and
 - (h) notification of emergency.

2. All fishing vessel personnel should have knowledge of body structure and functions related to elementary first aid.

All fishing vessel personnel should have knowledge of:

1. The structure of the body and the functions of the human body.



3. All fishing vessel personnel should have knowledge concerning the positioning and treatment of casualties.

All fishing vessel personnel should have knowledge of:

1. the appropriate procedure of positioning a casualty in an emergency procedure, including:
 - (a) the recovery position; and
 - (b) the resuscitation position;
2. the signs and hazards of unconsciousness and the appropriate measures, including:
 - (a) keeping the air passage clear;
 - (b) positioning of an unconscious casualty;
 - (c) action in case of respiratory or cardiac arrest; and
 - (d) no food, liquid or other substances by mouth;
3. the recognition of the necessity of immediate resuscitation and application of it alone and with the assistance of a further person, including:
 - (a) control of respiration;
 - (b) function of reclined position of head;
 - (c) mouth-to-mouth respiration;
 - (d) mouth-to-nose respiration; and
 - (e) cardiac arrest: methods of and limiting factors relating to cardiac massage including cardiopulmonary resuscitation (CPR);
4. the recognition of the hazards of bleeding and the appropriate basic measures, including:
 - (a) internal/external bleeding;
 - (b) shock;
 - (c) external pad and pressure to site;
 - (d) positioning of patient; and
 - (e) application and dangers of tourniquet;
5. the recognition of the main reasons for signs of shock, including:
 - (a) recognition:
 - (i) colour of face; and
 - (ii) pulse – rate and character;
 - (b) most essential measures of shock management, including:
 - (i) stopping of bleeding;
 - (ii) protection from cooling
 - (iii) early intake of ample fluids if patient is conscious
 - (iv) positioning of patient;
 - (v) no smoking,
 - (vi) no alcohol; and
 - (vii) no active rewarming; and

6. the recognition of signs of burns and scalds and accidents caused by electric current and applying the appropriate measures, including:
 - (a) burns and scalds:
 - (i) cool area as quickly as possible;
 - (b) chemical burns:
 - (i) removal of clothes; and
 - (ii) rinsing with ample water;
 - (c) chemical burns of eyes:
 - (i) rinsing of eyes with ample water; and
 - (d) electric current accidents:
 - (i) hazards of rescuer;
 - (ii) isolation of casualty;
 - (iii) protection from collapse; and
 - (iv) control of vital functions.

4. All fishing vessel personnel should have competence concerning the positioning and treatment of casualties.

All fishing vessel personnel should have the competence to:

1. apply the appropriate procedure of positioning a casualty in an emergency procedure, including:
 - (a) the recovery position; and
 - (b) the resuscitation position;
2. apply the appropriate measures in case of an unconscious casualty, including:
 - (a) keeping the air passage clear;
 - (b) positioning of an unconscious casualty;
 - (c) action in case of respiratory or cardiac arrest; and
 - (d) no food, liquid or other substances by mouth;
3. apply resuscitation, alone and with the assistance of a further person, for a minimum period of 10 minutes, including:
 - (a) control of respiration;
 - (b) function of reclined position of head;
 - (c) mouth-to-mouth respiration;
 - (d) mouth-to-nose respiration; and
 - (e) cardiac arrest: methods of and limiting factors relating to cardiac massage including cardiopulmonary resuscitation (CPR);
4. apply basic measures in case of a bleeding casualty, including:
 - (a) internal/external bleeding;
 - (b) shock;
 - (c) external pad and pressure to site;
 - (d) positioning of patient; and
 - (e) application and dangers of tourniquet;

5. apply the appropriate measures of basic shock management, including:
 - (a) recognition:
 - (i) colour of face; and
 - (ii) pulse – rate and character;
 - (b) most essential measures of shock management, including:
 - (i) stopping of bleeding;
 - (ii) protection from cooling
 - (iii) early intake of ample fluids if patient is conscious
 - (iv) positioning of patient;
 - (v) no smoking,
 - (vi) no alcohol; and
 - (vii) no active rewarming;
6. apply appropriate measures in case of burns and scalds and accidents caused by electric current, including:
 - (a) burns and scalds:
 - (i) cool area as quickly as possible;
 - (b) chemical burns
 - (i) removal of clothes; and
 - (ii) rinsing with ample water;
 - (c) chemical burns of eyes:
 - (i) rinsing of eyes with ample water; and
 - (d) electric current accidents:
 - (i) hazards of rescuer;
 - (ii) isolation of casualty;
 - (iii) protection from collapse; and
 - (iv) control of vital functions; and
7. apply appropriate transportation of casualties, alone or with the assistance of a third person, taking into account confined spaces and differing heights on board, including:
 - (a) temporary *ad hoc* aids for transport;
 - (b) stretcher transport;
 - (c) transport on a chair;
 - (d) transport with a triangular cloth;
 - (e) transport as illustrated in IMGS; and
 - (f) hazards of transport in cases of injury of pelvis and spine.

5. All fishing vessel personnel should have knowledge of external source of radio medical advice.

All fishing vessel personnel should have knowledge of:

1. the availability of radio medical advice and methods of obtaining such advice; and

2. the information needed to provide to the medical advisor, including but not limited to:
 - (a) name of the person;
 - (b) age;
 - (c) sex;
 - (d) what happened;
 - (e) visible signs;
 - (f) responsiveness;
 - (g) breathless test (can they count to ten on one breath?);
 - (h) breathing rate;
 - (i) pulse;
 - (j) temperature;
 - (k) pain (scale 1 to 10)
 - (l) medical problems (current – past);
 - (m) allergies;
 - (n) medications;
 - (o) treatment already given; and
 - (p) scale of medicine chest onboard:
 - (i) category A;
 - (ii) category B; and
 - (iii) category C.

6. Other topics.

All fishing vessel personnel should:

1. be capable of improvising bandages by means available, and of using the bandaging materials in the emergency kit; and
2. be aware of the dangers of entering enclosed spaces – dangerous gases, lack of oxygen, etc. – and should be capable of taking necessary precautions.

General objectives Prevention of Marine Pollution

References

- STCW-F 95
- International Convention for the Prevention of Pollution from Ships (MARPOL)
- IMO Model course: Marine Environmental Awareness, 2011 Edition
- FAO/IMO/ILO Document for guidance on Training and Certification of Fishing Vessel Personnel

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This module is the General Objectives to address the requirements of STCW-F, Chapter III, regulation 1, 1.5 Prevention of marine pollution.

1) All fishing vessel personnel should be able to explain the effect of marine pollution on the environment and fishing industry:

All fishing vessel personnel should:

1. know what marine pollution is;
2. recognize sources of marine pollution;
3. have an understanding of the types of pollution; and
4. know the effect of marine pollution to:
 - (a) the environment;
 - (b) fishing industry.

2) All fishing vessel personnel should have knowledge on legislation concerning the protection of the marine environment.

Fishing vessel personnel should:

1. be able to understand the structure of MARPOL [and other relevant legislation from worldwide, 'inter-national', regional and national sources];
2. have knowledge of the regulations that apply to:
 - (a) oil;
 - (b) sewage;
 - (c) garbage; and
 - (d) air pollution;
3. have awareness of differences in the implication of international legislation
4. be able to identify responsibilities under the MARPOL regulations;
5. know the mandatory requirements applicable to fishers and fishing vessels in their flag, port states and fishing grounds;

6. have knowledge of voluntary guidance where applicable; and
7. be familiar with relevant national administrations with regards to
 - (a) legislation;
 - (b) application; and
 - (c) enforcement.

3) Personnel should be able to identify and select control measures and to record activities and report pollutants.

All fishing vessel personnel should:

1. identify and select appropriate control measures to prevent pollution in the following but not limited activities:
 - (a) fuelling;
 - (b) garbage treatment;
 - (c) sewage;
 - (d) handling discharge;
 - (e) pumping and processing bilge water; and
 - (f) disposal of waste oil;
2. be able to record activities, where applicable, in the following but not limited activities:
 - (a) fuelling;
 - (b) garbage treatment;
 - (c) sewage; and
 - (d) handling discharge;
 - (e) pumping and processing bilge water; and
 - (f) disposal of waste oil;
3. be able to identify and report pollutants that may affect the marine environment; and
4. have understanding of the use and purpose of shipboard marine pollution emergency plans where available.

4) All fishing vessel personnel should have an understanding of shipboard management for the purpose of prevention and reaction to marine pollution

All fishing vessel personnel should:

1. have an understanding of requirements necessary to comply with regulations;
2. have knowledge of the purpose and implementation of monitoring procedures;
3. have knowledge of port reception facilities and be able to identify relevant procedures;
4. have an understanding of shipboard marine pollution emergency plans;
5. have knowledge on the use of pollution response equipment and materials;
6. be able to identify the relevant authorities or persons to contact in case of marine pollution; and
7. recognize and take measures to prevent pollution by lost fishing gear.

General objectives Prevention of shipboard accidents

References

- STCW-F 95
- FAO/ILO/IMO Document for Guidance on Training and Certification of Fishing Vessel Personnel
- Code of Safety Fishermen and Fishing Vessels – Part A and B
- IMO model course 1.33 Safety of Fishing Operations (support level)

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This module is the General Objectives to address the requirements of STCW-F, Chapter III, regulation 1, 1.6 Prevention of shipboard accidents.

1) All fishing vessel personnel must be able to define a near miss, incident and accident

All fishing vessel personnel should:

1. be able to recognise a near miss, incident and accident;
2. have knowledge about the elements of a near miss, incident and accident, including:
 - (a) identify root cause;
 - (b) recognising contributing factors; and
 - (c) evaluating relevant outcomes; and
3. able to determine the difference between a near miss, incident and accident.

2) Have knowledge of Regulations relevant to safety

All fishing vessel personnel should:

1. be able to understand the structure of legislation from worldwide, 'international', regional and national sources;
2. [know about] the mandatory requirements applicable to fishers and fishing vessels in their flag and port states;
3. have knowledge of voluntary guidance;
4. have awareness of differences in the implication of international legislation; and
5. be familiar with relevant national administrations with regards to
 - (a) legislation;
 - (b) application; and
 - (c) enforcement.

3) All fishing vessel personnel should have competence to react to and to investigate to near misses, incidents and accidents.

All fishing vessel personnel should:

1. be able to stop further development of a near miss, incident and accident, including the safe isolation of equipment, machinery and systems;
2. be able to identify evidence that is deemed relevant to an accident, incident or near miss, including:
 - (a) general circumstances;
 - (b) root cause; and
 - (c) contributing factors;
3. to identify the requirements and reasons to preserve evidence; and
4. be able to report an accident, incident or near misses because of:
 - (a) legislative reasons;
 - (b) internal safety reasons; and
 - (c) confidentiality reasons.

4) All fishing vessel personnel must have an understanding of the purpose and application of Safety Management.

All fishing vessel personnel should be able to:

1. complete Risk Assessments by:
 - (a) identifying hazards;
 - (b) identifying associated risks;
 - (c) decide on appropriate control measures;
 - (d) predicting potential outcomes; and
 - (e) determine level of risk;
2. define risk reduction methods, including:
 - (a) elimination;
 - (b) guarding Hazards and persons;
 - (c) procedures and training;
 - (d) Personal Protective Equipment (PPE);
 - (e) signage; and
 - (f) maintenance;
3. understand the methods of safety management appropriate to fishing vessels, including:
 - (a) policy statement;
 - (b) risk assessment;
 - (c) crew induction;
 - (d) onboard training;
 - (e) working procedures;
 - (f) maintenance schedules;
 - (g) fishing vessel design;
 - (h) checklists;
 - (i) health surveillance; and

- (j) agreed common language; and
- 4. Participate in continued monitoring of improvement of safety by:
 - (a) understanding reasons for revising existing safety methods, including:
 - (i) preventive action;
 - (ii) corrective action;
 - (b) understanding of guidance to support revision process, including:
 - (i) existing methods;
 - (ii) legislation; and
 - (iii) accident, incident and near miss reports;
 - (c) evaluating at least the following options necessary for the successful implementation of changes:
 - (i) feasibility of proposed changes;
 - (ii) the effectiveness of the implementation; and
 - (iii) the current behaviour/culture on board.

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