PACIFIC COAST FISHERMEN'S MUTUAL MARINE INSURANCE COMPANY
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Summary of Vessel Requirements

For:

SUPERPUNT/GILLNETTERS

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1. Portable Fire Extinguishers:
- At least 10 lbs. of Multipurpose Dry Chem or CO2 fire extinguishers (minimum size of 5 lbs. per extinguisher). As an alternative, when two or more extinguishers are carried, a minimum of one 5 lb. Multipurpose Dry Chem or CO2 plus one of either a 6 litre FFFP, or a 2.5 US gal AFFF foam will be accepted. Dry Chem is not recommended for use in the engineroom, or near electronics or electrical installations. Foam extinguishers must be protected from freezing and are not recommended for use on live electrical. Extinguishers to be checked/serviced within the last 3 years.

2. Alarm System: A complete alarm system for:
Engine oil press. & water temp - *it is recommended that these engage automatically when the engine is running*
Fire heat sensors in engineroom(s) and over cook stove(s) and fuel burning heater(s)
Bilge for high water in engineroom, lazarette, all accessible* void and/or floatation sections.
Watchalarm to be installed and operational in pilothouse.
* Totally sealed *void and/or floatation* sections do not require bilge alarms.

3. Bilge Pumps: required as follows:

a) Engine driven bilge pump (belt-driven off the engine **OR** hydraulic driven) "engageable from deck" without having to remove hatches/covers, minimum of 2" I.D., capable of pumping all accessible sections.

For clarification: **"engageable from deck":** both the pump and the engine room bilge suction must be engageable without lifting weatherdeck hatch covers.

"accessible sections": means sections which require access (eg. for seacocks, etc.) whereas "non- accessible sections" means void sections not normally accessed which are *air-tight* or *water-tight*. (Totally sealed void and/or floatation sections do not require pumping capabilities)

Note: Pump plumbing for intakes may be reduced to no less than 1-1/4".

and,

b) Hand pump capable of pumping engine compartment(s) from outside of the engine compartment of minimum size 3/4" I.D., plumbed direct to the engine compartment(s) bilge

NOTE: If there are 2 completely separate engine driven pumps (eg. 1 off each of 2 engines) the hand pump is not required.

PORTABLE SCOW PUMPS ARE NOT ACCEPTABLE FOR THE ABOVE REQUIREMENT

- Engine driven bilge pump suctions to be equipped with strainers and the area of the openings to be not less than twice the cross-sectional area of the bilge pump, or chain piled around the suction opening offers more suction area.
- A "one-way" check-valve installed on the bilge suction line is required if the pump is T'd to a seacock.

4. Electrical:
- Main shut-off switch installed as close to the batteries as practicable, capable of disconnecting **all** power including the engine(s) starter(s). The only exceptions to this may be electric bilge pumps and alarms if fused "in-line" **at** the battery.
- Alternator(s) fused in the "hot-line" between the battery and the alternator, as close to the battery as practicable. Fusing is recommended to be 15-20 amps greater than the rating of the alternator (eg. 55 amp alternator - 70 amp fuse). "In-line Fuses" or "Circuit Breakers" are acceptable, however **"self-resetting" fuses are not accepted.** A double pole circuit breaker is recommended to fuse the alternator's "field" as well as the hot-line, which would prevent any diode damage to the alternator should the circuit blow for some reason.
- All circuits to be adequately fused **at** the main power source.
- All wiring to be of adequate gauge and rating for the required use and load on the circuit.
- Batteries secured from shifting, and with a vented cover if necessary.
- Wiring to be in good condition, neat/tidy, and unused or "dead" wires removed.

5. Thru-Hull Fittings and Seawater Plumbing:
- All thru-hulls at/or below the "load waterline" to be fitted with a shut-off valve **at** the thru-hull fitting.
- All shut-off valves to be operable and free of corrosion/electrolysis (replaced if questionable).
- Neither Plastic valves connected to thru-hulls nor plastic thru-hull fittings, below the "load-waterline" are accepted.
- Galvanized to Brass connections in seawater plumbing are not accepted in direct contact below the "load-waterline", due to electrolytic action with the dissimilar metals. If necessary, isolate the two with stainless steel, a short section of hose, or other means.
- Double s.s. hose clamps are recommended on hose connections below the "load-waterline".
- "Rule" pump discharges to be minimum 12" above the "load-waterline", **OR** the hose inside the hull looped up above the "load-waterline" **and** vented to prevent siphoning (a vented "U" is recommended). Discharges through the transom may be subject to alternative requirements.

6. Propane Installations:
- Gas cylinders and regulating equipment to be mounted on, or above, the weatherdeck outside the superstructure (**not within the hull**) and mounted in a position that leaked gas cannot reach the bilges, machinery, or accommodation spaces.
- Gas cylinders and regulating equipment are recommended to be protected from damage and the sun's rays with some kind of box or other protective covering vented at the bottom with a minimum 1/2" vent.
- A pressure gauge installed on the "high-pressure" side of the regulator to check for any leakage in the system. With pressure in the line, shut off the tank's valve and if the pressure drops within 10 minutes, or so, a leak would be evident.
- There are to be **no connections** in the propane line, inside the vessel other than at the appliance itself as any extra connection could be a possible leak. Any "T's" etc. in the line are to be outside the vessel.
- Propane fridges to be enclosed air-tight from any propane leakage into the engineroom.
- Propane lines inside the hull are not to be concealed from visual inspection and protected from chafing where passing through bulkheads, etc.
- Appliances must be installed in accordance with manufacturers' instructions.

Cont'd. on reverse . . .

PACIFIC COAST FISHERMEN'S MUTUAL MARINE INSURANCE COMPANY
Summary of General Requirements for Superpunt/Gillnetters

7. Hatch and Cockpit Covers:
- To have means of being "mechanically" secured.
- Below "load-waterline" to be adequately watertight
- Above "load-waterline" to be "reasonably sealed" (at the discretion of the surveyor) to prevent ingress of water.
- Engineroom hatch must be accessible at all times.

8. Approved Running Lights (including regulation Stern-Light), **Anchor Gear, Foghorn and Radar Reflector** (per Rule 40 of the Collision Regulations: *a vessel that is less than 20 metres or is constructed primarily of non-metallic materials shall be equipped with a passive radar reflector).*

9. Vessel Name to be displayed on the hull.

10. Fire Hazards:
- Adequate insulation/airspace around oil stoves and heaters.
- Engine exhaust pipes suitably insulated and run clear of combustibles and/or insulated therefrom.
- The exhaust trunk to have adequate airspace.
- Gasoline powered vessels require a bilge blower.
- Wiring, engine controls, raingear, fuel-lines, etc. to be secured away from hot-spots.

NOTE: "Yukon" or "Selkirk" type insulated stacks have been known to cause fires from the insulation inside the double wall compacting from vibration, and particular attention that they are clear of combustibles is required.

11. Condition of Hull at the discretion of the Surveyor:
- may require haul-out for inspection prior to insuring.

12. Cargo:
- Gillnet mode: cargo bins secured from shifting
- Herring mode: means of restraining cargo in prevention of *free-surface* effects

13. Deck-drainage:
- Gillnet mode: minimum 3" diameter each side aft for cargo deck and minimum 2" diameter each aft corner for any deck area aft of the cargo deck.
- The aforementioned deck scuppers aft of the cargo deck as to whether they are better left open or closed off during the various phases of the fishing operation shall be left to the discretion of the vessel owner or operator.

14. Vents: ***(see diagram below)***
- engineroom air-vents and fuel vents shall be "above a line that extends from a point 2" above the rail height at the centerline of the vessel to a point 40" above the load-waterline at the outboard edge of the rail". Any variations shall be at the discretion of the surveyor.

15. Wet-exhausts: it is recommended that such systems be installed in a manner whereby the engine cannot "back-flood" seawater, particularly in a fully loaded condition.
IMPORTANT NOTE: there is no insurance coverage for engine damage caused by "back-flooding" of a wet exhaust system.

16. Floatation/Freeboard:
- Hull sides in way of cargo deck shall be fitted with a ceiling to form a double wall structure with watertight chambers. Hull sides to be of sufficient strength to carry anticipated cargo loads in both upright and heeled condition.

17. Removable house or cabin structure:
When installed,
- to be adequately fastened at discretion of the surveyor
- to be adequately sealed where joined to hull
When removed,
- must be secured against theft

An agreed value of a removable cabin structure must be determined. In the event of a Total Loss of the vessel while the cabin structure has been removed, the agreed value of the cabin structure shall be deducted from the insured value in determining the amount payable by the policy. In such a case, the cabin structure remains with the vessel owner.

18. General:
- No *conversions* are accepted; the hull must be designed and built as a *Superpunt*.
- Any changes to hull and/or cargo carrying capacity from the original accepted construction/design must be approved by the Company.
- Any electronics on/off the vessel must be secured against theft.

See 14. above