Food and Agriculture Organization of the United Nations

Indian Ocean Tuna Commission
Commission des Thons de l'Ocean Indien
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Vessel layout and terminology

IOTC ROS SFO TR8

Category: Vessel Layout and Terminology

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Observers must be familiar with the rank and functions of the officers and crew onboard the vessels they work on. In addition, they must know the basic nautical terms used to describe parts and areas of a vessel and general equipment on-board. These will be used daily in their routine work but more importantly in an emergency for safety reasons observes must understand orders that may be directed to them.

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Vessel Personnel

- **Captain**
- **Fishing Master**
- **Mate**
- **Factory manager**
- **Bosun**
- **Chief engineer**
- **Cook**

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Irrespective of the size of a vessel there is always a basic hierarchy between the personnel onboard and observers must, as soon as possible after boarding, become familiar with the key persons that fill the different positions as their work is likely to require interaction with a number of the officers and crew.

Note; that the officers and crew will all have certification and carry the responsibility to fill their positions. These are covered in detail in the observers manual.

Key personnel include:

The Captain who is a certified officer that is in overall command of the vessel and is legally responsible for operation and safety of the vessel and all its crew. The observer falls under the Captains authority at all times while onboard and must obtain the Captains permission to undertake all their tasks.

The Fishing Master controls fishing operations. They may be the certified Captain, or a company appointee to fulfil these operations. The Fishing Master may not necessary have the legal certificates to hold the position of a Captain.

Mate

The mate is also a certified officer second in command to the Captain. Larger vessels may also have certified 2nd and 3rd Mates that fulfil various positions.

The bosun is may fill the position of 2nd or 3rd Mate and is generally in charge of the vessels upper deck operation and fishing gear.

The chief engineer is responsible for all mechanical equipment on-board and can carry the same authority as the Captain. .

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Vessel Layout & Terminology

Nautical terminology

Observers need to relate nautical terms to their working environment

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Every vessel is a contained unit and there are a range of nautical terms that an observer must become familiar with. Some of these may change from vessel to vessel or with vessels of different nationality. However, for health and safety reasons observers must understand some of the basic terms used internationally. These will include naming of parts or areas onboard as well as the position of various registration and licence numbers.

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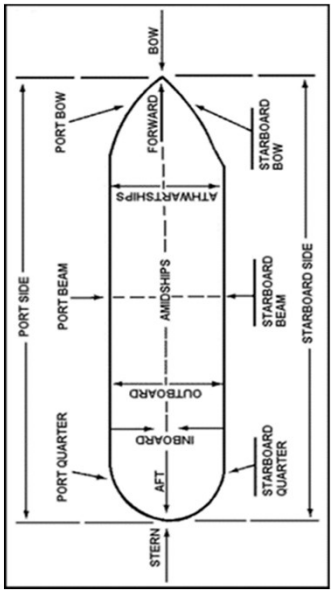
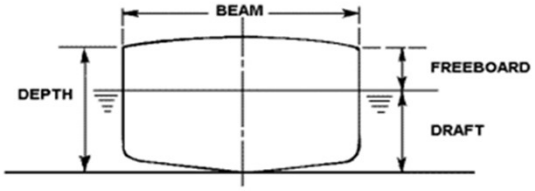
Vessel Layout & Terminology

- Hull
- Bow / For ad
- Stern / Aft / Transom
- Port side (left)
- Starboard (right)





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A vessel is contained in a shell that we generally call the **"Hull"** and if standing in the middle of it and looking forward we have the "**bow"** in the front and the **"stern"** behind us. On our right we have the **"starboard side"** and on the left the **"ports side"**. Other areas are named according to theses main features.

The wides part across the hull from port to starboard is termed "Athwartship" or the "beam" of the vessel and the middle line from bow to stern is "amidship"

If we look at a cross section of the vessel then we see that a portion is below the water called the "draft" and proportion above the waterline called the "freeboard".

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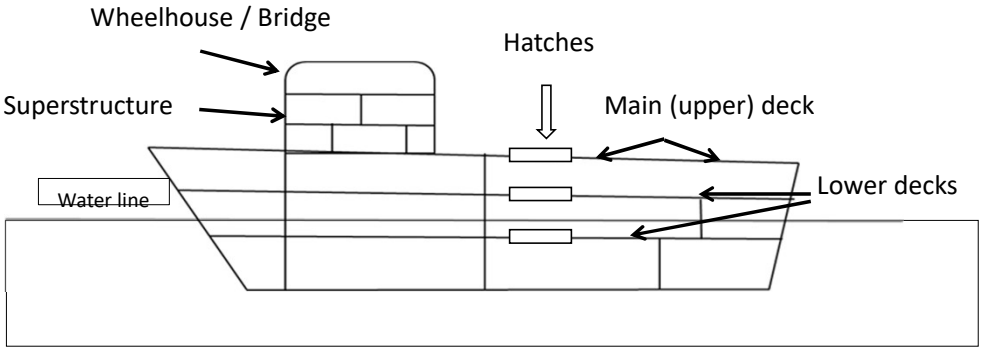
Decks and Superstructure



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Viewing the vessel from the side we can look at the deck layout. Horizontal layers of a vessel are called "decks" and vertical partitioning on the same deck are called "bulkheads"

The most continuous deck is generally termed the main deck or N01 deck. All the decks below the main deck are called lower decks and decks above are called upper decks, also making up the "superstructure".

Onboard a fishing vessel the lower decks typically include the fish hold and other storage compartments as well as the engine room and fuel storage. Crew accommodation is also often situated in the lower decks. In some cases, such as the larger tuna purse seine vessels the first deck below the main deck is the factory or well deck where fish are handled.

The upper decks or super structure of the vessel lead to the "bridge" or wheelhouse at the top and officer accommodation usually situated below the bridge.

Hatches provide vertical access through the decks, and bulkhead doors provide horizontal access through bulkheads on the same deck level. Note; that lower decks can be below the water line and there are strict safety requirement to maintain watertight integrity when passing between decks or bulkheads.

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Vessel Markings

Fishing vessels must be marked to be easily identified in accordance with international standards

Markings must be clearly visible, and it is important to know where these will be displayed

- vessel name
- port of registration
- international radio call signs (IRCS)
- national registration number
- fishing authorisation numbers
- IMO number

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Fishing vessels must be marked in a way they can be easily identified in accordance with international standards

The 1989 Food and Agriculture Organization of the

United Nations (FAO) Standard Specifications for the Marking and Identification of Fishing Vessels is the most widely applied global standard for vessel marking (http://www.fao.org/3/i7783e/i7783e.pdf)

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Vessel Markings

Vessel name: displayed on the bow and stern

Home Port: displayed under the vessel name on the stern of the vessel.

The vessel name and port of registration may be displayed on the side near the stern on a tuna purse seiner as there is no marking space available on the stern

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Vessel name: Should be clearly displayed on the side of the hull and on the stern of the vessel.

Home Port: Usually written under the vessel name on the stern of the vessel.

The vessel name and port of registration may also be displayed on the side of the hull near the stern for a tuna purse seiner as there is no marking space available on the stern where the skiff is located.

FLAG: It is mandatory to fly your national, or the flag to where the vessel is registered.

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Vessel Markings

Call sign: **International Radio Call Signs (IRCS)**

Displayed on the hull of the vessel or on the side of the bridge

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Call sign: International Radio Call Signs (IRCS) is displayed on the hull of the vessel or on the side of the bridge.

Each country is allocated a callsign series by the International Telecommunication Union (ITU) and the Radio Call Signs are then provided to a vessel by their national radio telecommunication licensing authorities of that country.

A Call Sign consists an alphanumerical identity Example: RJDD, MD66G, UDSF, CHDS.

A call sign is a commonly used identifier that can change over the lifetime of a vessel and can often assist to distinguishes two vessels that may have the same name or if the name of the vessel is difficult to understand or read

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Vessel Markings

National Registration number
Displayed on the hull of the vessel or the superstructure

Fishing authorisation numbers
Displayed on the side of the bridge or superstructure

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National Registration number:

Displayed on the hull of the vessel or the superstructure (*often below the vessels name*)

Fishing authorisation numbers – on the side of the bridge or superstructure

Where a foreign vessel has been allocated an authorisation to fish (ATF) by a coastal State it may also be required to display this number

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Vessel Markings

IMO number

Displayed on the front or side of superstructure

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IMO numbers were introduced to improve maritime safety and security and to reduce maritime fraud. They consist of the three letters "IMO" followed by unique *seven-digit numbers*, assigned under the International Convention for the Safety of Life at Sea (SOLAS)

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THANK YOU FOR YOUR PARTICIPATION

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