

TUVALU SHIP REGISTRY
TYC (Tuvalu Yacht Code) - Edition 2021-Rev 1

**TUVALU YACHT CODE
FOR
PRIVATE AND COMMERCIAL YACHTS**

Applicable for all yachts which are not considered by the Administration to be cargo or passenger ships,
and which do not carry more than twelve (12) passengers on board.



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Notes:

This Code is being updated periodically. Please ensure you are using the most recent version by downloading from the Tuvalu Ship Registry website www.tvship.com or contacting the Recognized Organization or Administration.

Updates and amendments:

The Administration will issue updates, Circulars and Marine Notices from time to time. Consult the website or the RO for details and copies or visit the Tuvalu Ship Registry website. It is incumbent on the yacht owner, Manager or Captain to ensure that they are availed of any amendments or additions to this Code.

1. FOREWORD

The Tuvalu Ship Registry (“The Administration”) requires specific safety standards to be followed for the registration, survey and certification of both Private and Commercial Yachts which are restricted to carrying no more than 12 guests on board (plus crew and staff) during navigation. This Code also applies to training vessels that are yachts.

The Administration has therefore developed the present Tuvalu Yacht Code for Private and Commercial Yachts (this Code) which sets standards of safety and pollution prevention, appropriate to the size of the vessel. The standards applied are either set by the applicable International Conventions or are equivalent standards where it is not reasonable or practicable to comply with the relative International Conventions. This Code does not include every item of equipment or fit out that can be included in any yacht, and any items of the yacht construction, equipment or fit out not mentioned are to be examined to either generally accepted marine industry standards or standards laid out by IACS Classification Societies or similar organisations, and will be subjected to the inspection and approval of the authorised Recognized Organization (RO) as to fitness for purpose and compliance with the general principle of this Code.

This is a technical Code, to take account of the many variations of yacht design, fit out and use with the intention of providing a fair and acceptable standard for the particular use to which the yacht is to be put.

Yachts to which this Code applies are required to comply with the applicable requirements for safety which include stability, construction, life-saving appliances, fire-fighting appliances, radio communication and navigation equipment, safe manning, protection of the marine environment from pollution, etc.

Yachts which can be shown to comply with other Administration’s Large Yacht Codes may be considered as equivalent with this Code, but still will be subjected to surveys by an authorised surveyor to verify such equivalence.

The Administration may consider equivalent standards to any requirements by this Code. Applications for consideration of equivalent standards or for exemption from any specific requirement of this Code can be made to the Administration.

Private Yachts under 24 metres LLL may be subjected to annual surveys as decided by the Administration. All yachts require a “change of flag” survey relating to this Code as well as general condition as a pre-cursor for acceptance into the flag. This includes new yachts, as every vessel coming into the flag has to be identified and verified of its existence, and the fit-out compared to the required standard of this Code, before any use. All Commercial Yachts and Dual Purpose Registered yachts require an annual survey by Administration or authorised Recognized Organisation (RO). All Private Yachts over 24 metres LLL also require an annual survey to assess their general condition and fit-out in relation to this Code and their intended use. All yachts of any size, Private or Commercial, require a “change of flag” survey and at the anniversary and renewal dates to assess their general condition and fit-out. Where the overall condition of the Private or Commercial Yacht does not comply with the standards as determined by this Code, it may not be considered eligible for registration, suspended from registration or trading restricted (as appropriate) until such times that the yacht becomes compliant.

Yachts which are not in use, because they are laid up, refit, for sale or unable to be used for any other reason and therefore unable to comply with the requirements of this Code are considered differently, and subject to the agreement of the Administration, they may be registered under the status of “laid up”.

Yachts are permitted, under certain conditions, to undertake charters alongside or in a protected anchorage, given the proximity of assistance and ease of evacuation from the vessel to shore in the event of an emergency situation. Under these special circumstances, the number of persons permitted on the yacht would be decided by the Captain and subjected to a risk assessment in every case, and approval by the Administration. These are considered to be occasional charters.

Where such use is expected on a regular basis, such as a floating restaurant for example, these will be dealt with on a case by case basis, on application to the Administration.

Special Notes:

- a) It is the responsibility of the Owner, Manager, Captain or other person or organization responsible for the yacht to:
 - Ensure all Statutory Certificates and related documents remain valid and to present the yacht for survey in accordance with the requirements of this Code.
 - Maintain the condition of the yacht and all equipment in order and provide records.
 - Ensure that the yacht is safely operated and dangerous situations are avoided.

- Inform this Administration without delay about any circumstance which may affect the given appraisal or give cause to modify its scope.
- b) This Yacht Code is a safety code that requires survey of the yacht. The attendance and survey of a yacht by the RO will enable the RO to confirm yacht's compliance with the Code and any relevant regulations, and the intended area of operation and type of commercial work that the yacht wishes to undertake.

2. DEFINITIONS

Unless expressly provided in this Code otherwise:

"Administration" means the Tuvalu Ship Registry.

"Approved" in respect to material or equipment means approved by the Recognized Organisation, Administration or any other Administration.

"Authority" in respect of Tuvalu means the same as the Tuvalu Ship Registry. Alternatively, it may refer to any other authority, depending on the context.

"Appointed Representative" means a representative appointed by the Administration for the purpose of this Code.

"Authorised Surveyor" means a surveyor of the Administration or a Recognized Organization (RO).

"Cadets" means any person of any age or gender over 16 years engaged by the yacht as a trainee to assist in the navigation and operation of the yacht for any period of time after completing suitable on board safety training, and recorded in the ships' log, with an official letter of appointment and maintaining a formal training diary.

"Cargo" means any item(s) of value that are carried from one place and discharged at another place and for which either a charge or no charge is made and is not for use exclusively on board the vessel. No yacht is to carry cargo.

"Category" or "categories" means the area in which a yacht which complies with this Code is certified to operate. The specific categories are as follow:

- a) Category 0: unrestricted.
- b) Category 1: up to 150 nautical miles from a safe haven.
- c) Category 2: up to 60 nautical miles from a safe haven.

For the purpose of this Code, Category 2 yachts are described as "Short Range Yachts", due to their proximity to assistance and shelter.

For the purpose of this Code, a "Safe Haven" is any harbour, structure or land mass that affords protection from any adverse conditions.

All categories are subject to predicted fair weather for all navigation, which must include a passage plan.

"Code" means this Yacht Code.

"Dual Purpose Registered Yacht" means a yacht that is fully compliant with Commercial Yacht standards and by virtue of its registration has separate sets of certificates for Private and Commercial use.

"Enclosed superstructure" is a superstructure with enclosing decks and bulkheads of efficient construction with access openings fitted with doors of efficient weathertight means of closing.

"Freeboard deck" means the uppermost continuous and complete main deck exposed to weather and sea.

"ILLC" means International Convention on Load Lines, as amended.

"Length Overall" means the same as "Length on Deck" and is the distance in meters measured along the main deck at the centreline of the yacht from the fore side of the hull to the aft side of the transom. Bowsprits, stern mounted diving platforms, and other appendages that do not contribute to the volume of the yacht would not normally be included in this measurement for the purpose of this Code.

"LLL" means Load Line Length and is the same as "Registered Length" or "Tonnage Length" and is 96% of the total length on the waterline of a yacht at 85% of the least moulded depth measured from the top of the keel, or the length from the fore-side of the stem to the axis of the rudder stock on that waterline, if that be greater. In yachts designed with a rake of keel, the waterline on which this is measured, shall be parallel to the designed waterline.

"MARPOL" means the International Convention for the Prevention of Pollution from Ships, 1973, as amended.

"New vessel" or "new yacht" means a yacht the keel of which is laid or which is at a similar stage of construction, on or after 1st January 2020.

"Passage Plan" means a plan of any voyage made before the start of the voyage, revised from time to time, inclusive of waypoints, weather conditions, etc. and is a requirement before any yacht proceeds on its voyage on any location, and to be recorded in the ship's log book.

"Passenger" means any person carried in a vessel except:

- a) A person employed or engaged in any capacity on board the ship on the business of the vessel or supernumeraries.
- b) a person on board the ship either in pursuance of the obligation laid upon the master to carry shipwrecked, distressed or other persons, or by reason of any circumstances that neither the master nor the owner nor the charterer could have prevented; and
- c) A child under one year of age.

"Recognized Organization" (RO) means a vessel's Classification Society, which the Administration has authorized as a Recognized Organization for the survey and certification of yachts in accordance with the guidelines in IMO Resolution A.739(18), or any other organisation recognized by the Administration.

"Rescue Boat" means a boat that can be used to rescue persons or to abandon the yacht. It may be built to SOLAS standard or a tender assessed by the RO as being suitable for use as a rescue boat.

"Safe Haven" means a harbour, shelter, structure or land mass of any kind which affords protection from the force of the weather.

"Sailing Vessel" means a yacht that uses sails as its primary source of propulsion, but also means a motor sailing yacht where the mechanical propulsion is not operational, by choice or consequence, provided the correct shapes and lights signals are displayed.

"Short Range Yacht" means a yacht that is restricted to Category 2, and operates within 60 nautical miles from a safe haven and in no more than Force 4 predicted wind for a motor yacht and Force 6 for a sailing yacht (Beaufort scale).

"SIB" means a Stability Information Book.

"SOLAS" means the International Convention for the Safety of Life at Sea, 1974, as amended.

“Supernumeraries” in respect of this Code is the description of persons on board who are not regular crew, staff, owners, or guests. These include nannies, bodyguards, security personnel, nurses, medical orderlies, care assistants, professional companions, masseuses, etc. These do not form part of the crew or crew list or assist in the navigation or running of the yacht, and should be recorded separately in the yacht’s log, and undertake a safety briefing before any voyage. At no time on any yacht should the total number of persons on board exceed the capacity of the safety equipment or have any adverse impact on the stability or safety of the yacht. Acceptance or otherwise of any supernumerary on board the yacht is the decision of the Captain.

“Superstructure” generally means any structure above the main deck.

“Window” generally means any glazed frame that is not a portlight or door.

3. APPLICATION AND EQUIVALENTS

3.1. Application

This Code applies to all yachts that carry no more than twelve passengers (guests) and no cargo. Where this Code uses the term “should”, this means a compulsory requirement.

3.2. Equivalents

- .1 Where this Code requires that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in a yacht, or that any particular provision shall be made, the Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that ship, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by this Code.
- .2 Existing equipment may be accepted, provided it can be shown that the specification or technical description of the equipment provides, in use, equivalent levels of safety, stability and fitness for the purpose and does not constitute any enhanced risk to the yacht or its crew and passengers.
- .3 Proposals for the application of alternative standards, considered to be at least equivalent to the requirements of this Code should be submitted to the Administration for approval. Equivalence may be achieved by incorporating increased requirements to mitigate deficiencies and thereby achieve the overall safety standard.

3.3. Exemptions

- .1 Exemptions are authorised and issued only by the Administration.
- .2 Applications for exemption should be made to the Administration and be supported by justification for the exemption.
- .3 Exemption from the requirements of international conventions will normally be limited to the extent allowed by those conventions.

3.4. Interpretation

Where a question of interpretation of any part of this Code arises which cannot be resolved by the RO, a decision on the interpretation shall be obtained on written application to the Administration.

4. WEATHERTIGHT INTEGRITY, STABILITY AND FREEBOARD

4.1. General requirements

As far as is reasonable and practicable, yachts to which this Code applies should comply with the standards for weathertight integrity, stability and freeboard required by ILLC. The following illustrates standards which should be applied:

4.1.1. Deck openings

- .1 All openings leading to spaces below the weather deck not capable of being closed weathertight, must be enclosed within either an enclosed superstructure or a weathertight deckhouse of adequate strength.
- .2 All exposed hatchways which give access to spaces below the weathertight deck are to be of a substantial weathertight construction and provided with efficient means of closure. Weathertight hatch covers should be permanently attached to the yacht and provided with adequate arrangements for securing the hatch closed.
- .3 Hatches that are to be used for escape purposes should be provided with covers that are capable of being opened from both sides. An escape hatch should be readily identified as such and be easy and safe to use, having due regard to its position and access to and from such hatch.

4.1.2. Doorways and Companionways

- .1 Exposed doors in deckhouses and superstructures that give access to spaces below the weather deck are to be weathertight, and door openings should have adequate coaming heights or washboards provided in accordance with ILLC regulations. Short Range Yachts may have reduced threshold sizes and door arrangements, subject to approval by the Administration.
- .2 Weathertight doors should be arranged to open outwards and when located in a house side, be hinged at the forward edge. Alternative closing arrangements will be considered providing it can be demonstrated that the efficiency of the closing arrangements and their ability to prevent the ingress of water will not impair the safety of the yacht.
- .3 Companionway hatch openings that give access to spaces below the weather deck should be fitted with a coaming which height depends upon the sailing area. The RO should review this item and advise the Captain or Manager accordingly. Washboards can be added to increase the height, which can be removable, but must be properly stowed close to the companionway and labelled.
- .4 Bulwarks and guard rails at the deck edges need to be a nominal 1 metre high for motor yachts and 60 cm high for sailing yachts, with no gaps or spaces that could allow a child or small person to fall through. Gaps may be filled using netting to achieve better protection. Side and aft gates need to be made secure and be able to be closed. Passarella (where fitted) need suitable hand rails. Superstructures externally and internally need hand rails where appropriate. Areas that have reduced height protection may be retained if those areas are made for crew use only, labelled as such, and harnesses are provided for the crew use.

4.1.3. Skylights

- .1 All skylights should be of efficient weathertight construction complying with a marine industry standards, provided with a portable hard cover and should be located on or as near to the centre line of the yacht as practicable.

- .2 If they are of the opening type, they should be provided with efficient means whereby they can be secured in the closed position.
- .3 Skylights that are provided as a means of escape should be operable from both sides. An escape skylight should be readily identified and be quick, easy and safe to use, having due regard to its position and access to and from the skylight. Skylights are not normally accepted as escape routes from an engine room or machinery room.

4.1.4. Side Scuttles and Windows

- .1 Side scuttles or portlights should be of a type suitable for use in the intended worst conditions. They should be of an appropriate strength for their location in the yacht and meet appropriate marine industry standards, and be acceptable to the RO as fit for purpose.
- .2 In general, all side scuttles fitted in locations protecting openings to spaces below the weather deck or fitted in the hull of the yacht should be provided with a deadlight which is to be permanently attached and is capable of securing the opening watertight in the event of a breakage of the scuttle glazing. Side scuttles with portable deadlights may be used on Short Range Yachts, providing they are labelled and stowed close to each respective side scuttle and can be readily attached.
- .3 Side scuttles should not be fitted in the hull in way of the machinery space. Where these are found, they will need to be fitted with permanent covers of metal and remain closed at all times, secured in a permanent manner acceptable to the RO.
- .4 Windows in the hull and superstructure should be of suitable scantling and location relative to the intended use of the yacht. They should be of an appropriate strength for their location in the yacht and meet appropriate marine industry standards with supporting documentation. Glass is to be the toughened safety glass or laminated toughened type. Windows that meet the requirements of marine industry standards or RO rules for "ships" will be acceptable for Category 0 or 1. For Category 2 Short Range Yachts alternative rules for Private Yachts would be acceptable. Blanks need to be provided for 50% of all windows to the front and sides of the hull and first and second tiers of superstructure, be interchangeable to each side, labelled as to position and stowed on board for ready use and annual inspection. The RO will need to be satisfied that any windows in any part of the yacht, do not prejudice the overall structural integrity of the hull, or wherever the window is located.

4.1.5. Ventilators and Exhausts

- .1 Adequate ventilation should be provided throughout the yacht. The accommodation spaces should be protected from the entry of gas and/or vapour fumes from galley, machinery, gasoline and solvent storage, battery fumes, exhaust and fuel systems.
- .2 Ventilators should be of an efficient construction and provided with permanently attached means of weathertight closure. Generally, ventilators serving any space below the freeboard deck or an enclosed superstructure should have a coaming of adequate height.
- .3 For all yachts, ventilation fans for engine rooms, storage areas for flammables and machinery spaces must be capable of being closed quickly in the event of a fire. This may be done automatically as part of a system or manually from outside the affected space. The dampers and remote stopping of fans will need to be demonstrated to the RO as fit for purpose.
- .4 Exhaust outlets through the hull require a valve, which must be easily accessible. Short Range Yachts can provide a swan neck system in lieu of a valve where this is more suitable, looped up to well above the waterline to resist back flooding.

4.1.6. Air Pipes

- .1 Air pipes serving fuel and other tanks should be of an efficient construction and provided with permanently attached means of weathertight closure. Flame arrestors should be fitted to air vents of fuel, oil and other tanks that produce flammable vapours.
- .2 When located on the weather deck, air pipes should be kept as far inboard as practicable and be fitted with a coaming of sufficient height to resist flooding.

4.1.7. Scuppers, Sea Inlets and Discharges

- .1 The standards of ILLC should be applied to every discharge led through the hull of the yacht as far as it is reasonable and practicable to do so, and in any case, all sea inlet and overboard discharges should be provided with efficient shut-off valves arranged in positions where they are readily accessible at all times. All sea valves in engine or machinery rooms need to be of metal and fire resisting. Sea valves elsewhere are recommended to be all metal, although other materials would be considered, taking into account galvanic properties of metals. Outlets above the waterline also need valves, which also need to be readily accessible. Pipework in fire risk areas need to be of metal or fire resisting exhaust grade rubber where metal is impractical.
- .2 All valves and pipes need to be labelled and colour coded, except where the purpose is obvious. Colour coding can be the strip method, not necessarily painting the whole pipe, with the marine industry standard colour code being used and a legend posted in the engine and machinery rooms. Outlets from pumps require anti-siphon loops and / or non-return valves to resist back flooding. A plan of the location of all skin fittings is required.
- .3 Underwater lights that pass through the hull are considered skin fittings and need to be approved by RO for such use. The design of such lights are constantly changing, so acceptance is subject to inspection by the RO.

4.1.8. Stability

- .1 The yachts above 24 m LLL should meet stability standards which should comply as far as practicable to the ILLC and provided with a Stability Information Book (SIB). Yachts that are used commercially, need to have the SIB reviewed and approved by the RO or the Administration.

Where the yacht is unable to obtain approval for a SIB from a RO and for those yachts which are not classed, they may submit the SIB to the Administration for perusal and approval.

The standards to which approvals should be granted or declined are those marine industry standards that RO would normally apply that are relevant to the size and tonnage of the yacht, taking into account the intended use and past safe use history in similar operating conditions.

- .2 Yachts below 24m should meet an equivalent standard ensuring an acceptable level of safety at sea. This may be in the form of a SIB or a Test Certificate or Declaration issued by an authorised body acceptable to the RO or Administration. Where such a Test Certificate or Declaration has been lost, or does not exist, the stability properties of the yacht will need to be demonstrated. This may be a "lean test" where the maximum lean on each side does not exceed six degrees, and is witnessed by the RO and recorded.
- .3 In all cases, a copy of the SIB or stability data will need to be provided to the RO or Administration in electronic format, and a printed copy is to be kept on the yacht readily available for use.

4.2. Additional Requirements for Yachts of 24m LLL and over

(or when built prior 22 November 1985, with a Gross Tonnage of 150 and over)

.1 Stability requirements

Yachts of 24m LLL and over (or as otherwise defined above) should comply with the requirements ILLC, so far as practicable and reasonable to do so, and comply with stability requirements as further described in this Code.

.2 Freeboard

When a yacht does not meet a standard of the ILLC, the Administration may consider the application of operational limitations as an equivalency for requirements which cannot be complied reasonably. Yachts which comply with the requirements of other Yacht Codes or standards of other Administrations may be considered if they are of a similar standard, and are considered equivalent to the ILLC.

4.3. Compliance with the Code

- .1 Subject to the size, suitability for intended use and degree of compliance with this Code, a yacht will be issued with a "Certificate of Compliance" as follows:

Category 0: unrestricted service

For a yacht which complies fully with the requirements of this Code.

Category 1: up to 150 miles from a safe haven

For a yacht which complies fully with the weather-tight integrity, stability and freeboard requirements of this Code but is equipped with certain radio communication equipment as indicated in Chapter 8 of this Code applicable for this specific trading area.

Category 2: up to 60 miles from a safe haven and considered as a "Short Range Yacht"

For a yacht which does not fully comply with the weather-tight requirements of this Code, however alternative equivalent standards are being met to the satisfaction of the Administration taking into account the proximity of shore assistance.

- .2 Depending on the nature of the yacht and its intended use, it may be restricted to less than the above specified limits, and other restrictions as imposed by the Administration. Such limitations or restrictions will be recorded on the "Certificate of Compliance" or another document that should be retained with the "Certificate of Compliance".
- .3 In no case will a yacht be allowed to exceed the operational limitations which may be set by the RO or Administration, except in an emergency or very urgent situation which could not have been foreseen, which would need to be properly recorded in the log book.

4.4. Stability Documents

- .1 A Stability Information Book (SIB) for the Master approved by a RO or this Administration is required for yachts of more than 24 m LLL that operate commercially. Private yachts over 24 metres LLL also require a SIB, which may not be approved, but requires to be accurate and readily available on board. Any yacht under 24 metres LLL may require a SIB, if the RO or Administration considers this more appropriate than a "lean test" stability experiment for the intended use of the vessel or design and type of the vessel.
- .2 Category 2 "Short Range Yacht" need not comply with the requirements of damaged stability and subdivision, only comply with intact stability. All other commercial yachts will require full damage stability calculations and assessments.

- .3 The SIB for all yachts must contain a clear statement to the effect of compliance with the requirements of ILLC or marine industry standards relative to the size and operating area of the yacht, and if not the Administration may accept the SIB subject that at least the equivalent level of safety must be maintained with the Captain of the yacht implementing precautionary measures where applicable. The SIB must give the Captain clear guidance as to the conditions of safe operation of the yacht, and instructions and procedures if the yacht is subject to unforeseen adverse weather. The Captain must not permit use of the yacht outside the limitations of the SIB.
- .4 The lightship weight, vertical centre of gravity (KG) and longitudinal centre of gravity (LCG) of a vessel should be determined from the results of an inclining experiment, witnessed by an authorised RO.
- .5 When a yacht has up-to-date stability information which complies with a different equivalent standard, the Administration may consider the stability standard of the yacht as a special case, and take into account its recorded history of safe operation, providing that the yacht is to be used in a similar manner and environment.
- .6 A yacht with previously approved stability information, which undergoes a major refit or alterations, should be subjected to a complete reassessment of stability and provided with new approved stability information as appropriate. There is no expiry date for any SIB or stability related data, providing that the yacht remains unchanged in her fit out from the time of the issuance of the SIB or stability data. Changes that would affect the accuracy of a SIB or stability data would include changing a crane or davit to one of greater reach or capacity, major repositioning of a tender or jet-skis, adding significantly larger tender or jet skis, submarine, helicopter, car, hot tub, pool, etc. or any other item of a mass that could affect the stability properties of the yacht.

4.5. Freeboard

- .1 The freeboard for the yacht and its marking should be noted in the Stability Information Book. For Commercial Yachts, a standard Load Line disc is to be provided to each side of the vessel amidships at the location dictated by the SIB. Private yachts are not required to have Load Line discs. Yachts that may enter fresh water regions are required to have a fresh water mark on each side of the hull, position to be dictated by the SIB. Yachts that never enter fresh water regions are not required to have such marks. Commercial Yachts over 24 metres LLL are required to have the Conditions of Assignment assessed and a Load Line Certificate issued by a RO or Administration.
- .2 The freeboard mark (Load Line disc) applied should be an all season's mark positioned port and starboard at amidships in the load line length for yachts of more than 24 metres LLL. For Commercial Yachts under 24 metres LLL a disc is not required, but a single horizontal line, 25mm thick and 300mm in length. The mark should be permanent and be of contrasting colour to the hull of the yacht in way of the mark.
- .3 Draught marks are required forward and aft, which can be single lines in a contrasting colour to the hull, located at positions dictated by the SIB. The disc or line would be made of metal or plastic and attached by welding, screws, or suitable adhesive, depending on the hull material. Painted or vinyl lines or discs are not permanent or suitable, but a painted boot top or waterline may be acceptable as a draught mark if it is in the correct location, subject to acceptance by the authorised RO.

5. CONSTRUCTION AND ASSOCIATED ARRANGEMENTS

5.1. General Requirements

- .1 The construction of the yacht with reference to the hull construction, machinery and electrical installations should comply with marine industry standards, and also the applicable requirements of the SOLAS Convention, as far as it is reasonable and practicable given the design concepts of yachts.
- .2 All yachts may be classed by a RO and maintained in class, although this is not compulsory for any yacht wanting to register with the Administration, subject to the following provisions:

When the yacht is not classed by a RO or maintained in class, or is without any evidence of construction and fit-out standards acceptable to the Administration or RO, the builder's technical specification with all building details (such as materials used for building, propulsion and auxiliary machinery specifications, navigation equipment specifications, general arrangements and other constructional drawings) should be submitted to the RO or this Administration for review and approval. The yacht will need to undergo a full structural survey out of the water, and afloat as a condition prior to full registration in any category, with the surveys being conducted by the RO to a similar standard as if the yacht had been classed. Previous extended periods of similar use without adverse incident, may be taken into account, in a risk assessment exercise by the Captain and Manager to assist with the application and to assist the RO.

5.2. Structure

- .1 The hull, superstructures, structural bulkheads, decks and deckhouses should be constructed of steel, alloy, GRP, wood or other equivalent material according to marine industry standards.
- .2 When a vessel is not classed by a RO and the hull, bulkheads and main deck are constructed of materials other than steel, evidence of precautions taken to reduce the passage of heat, smoke and flame should be submitted to the RO or this Administration for approval.
- .3 Paints, varnishes, chemicals, oils and other products which create a fire hazard, should not be used in the engine room, galley or in other areas of high fire risk except where necessary and in regular use or to reduce corrosion or other mitigating factor. The use of such finishes elsewhere inside the yacht should also be kept to a minimum with the aim of minimising the risks of fire.
- .4 The boundaries of a space containing internal combustion propulsion machinery or oil fired boilers on any yacht should be reasonably gas tight, capable of preventing the passage of smoke and flame and to retain any extinguishing medium for a reasonable period of time relative to the size of the yacht, and insulated where necessary with a suitable non-combustible material and covered with a wipe clean surface, to the acceptance of the RO. The insulation must not be permitted to soak up oil or oily water.
- .5 The arrangement of the hull should be such that all under deck areas are provided with a satisfactory, safe and easy means of escape. In the case of the accommodation, two means of escape from every restricted space or group of spaces should be provided. For yachts under 24 metres LLL, this is to be provided wherever possible. In the situation that the design or construction does not permit this and is not possible or practical, then additional fire detection equipment in the form of independent heat and smoke detectors will be required in all cabins, galley and machinery areas, and are capable of sounding alarms that can be heard throughout the vessel, even with machinery running and during navigation, to the satisfaction of the RO. All exits must be easy to operate from either side, with ladders or steps as appropriate and demonstrated to the RO.

- .6 Notwithstanding paragraph 5 above, exceptional case should one means of escape be accepted, and then only if the means of escape provided leads directly to the open deck and it can be demonstrated that the provision of a second means of escape would be detrimental to the overall safety of the vessel.
- .7 No escape route should be through an engine room or machinery room, or obstructed by furniture or fittings. Two means of escape should be provided from each machinery space, unless the machinery space is unmanned and considered impractical by the RO or Administration.
- .8 Ventilation trunking emanating from either a machinery space or a galley should not, in general, pass through the accommodation spaces. Where this is unavoidable, the trunking should be constructed of heat resisting metal or similar material with adequate sound and heat insulation to resist the spread of fire, to the satisfaction of the RO and Administration.

5.3. Machinery and Electrical Installation

- .1 The machinery, anchors and ground gear, mooring arrangements, fuel tanks and associated piping systems and fittings should be of a design and construction adequate for the service for which they are intended, and in line with accepted marine industry standards and guidelines. Any machinery should be so installed and protected as to reduce to a minimum any danger to persons during normal movement about the yacht, due regard being made to moving parts, hot surfaces and other hazards.
- .2 Means should be provided to isolate any source of fuel that may feed a fire in the event of fire in a machinery space. Fuel shut-off valves should be provided for all yachts which are capable of being closed from a position outside the machinery space. The arrangement needs to be clearly labelled and easy to operate. The valves should be fitted as close as possible to the fuel tanks. Fuel lines should be of metal construction, and if required to be fitted with fire resisting flexible hoses, the hoses are to be kept to a minimum length. Primary and secondary fuel filters are required, which should be as fire resisting as practical. Fuel tank sight gauges should not be of breakable glass and fitted with "push to read" valves at the bottom joint.
- .3 All yachts should be provided with at least two independently powered bilge pumps and suction pipes so arranged that any compartment can be effectively drained when the vessel is heeled to an angle of 10°. All suction pipes shall be fitted with strum boxes. Non-return valves are required for pumps located below the waterline. All chambers must be provided with a high bilge level alarm to the wheelhouse or crew mess, and be capable of being pumped by provision of an independent pump or a centralised manifold system. For Commercial Yachts over 24 m LLL, a portable diesel pump that can be used for bilge pumping and also fire-fighting, in a carrying frame and with a set of hoses for both purposes, is required. A fixed separate pump could be considered if the pump was self-contained and located away from the engine or machinery room, with its own diesel engine or power supply. For Private Yachts, a portable heavy duty electric bilge pump is required in lieu of a diesel powered pump if this is preferred.
- .4 In the case of all yachts where the propulsion machinery space may be unmanned at any time, a bilge level alarm should be fitted. The bilge alarm should provide an audible and visual warning in the crew area and in the wheelhouse. High bilge level alarms are required in all sections of the bilges of all yachts of any size or category, with access to clean and test periodically. The audible alarm may be accepted elsewhere if it is considered that such a location may be more appropriate. Auto-start pumps in areas where oily bilge waters may exist are not permitted. Bilge level alarms need to be tested periodically (at least monthly), and recorded.
- .5 The steering gear and its installation should meet marine industry standard requirements of adequate safety standards and maintenance.

- .6 For rudder steering systems, the steering gear should be capable of turning the rudder from 35° on one side to 35° on the other side at the maximum ahead service speed of the vessel. When appropriate to the safe steering of the vessel, the steering gear should be power-operated in accordance with the requirements of the Administration. An emergency steering system needs to be demonstrated working for all yachts with all designs and configurations of steering, to the satisfaction of the RO.
- .7 The electrical equipment and its installation should meet the safety requirements of marine industry standards. Particular attention should be paid to the provision of overload and short circuit protection of all circuits, except engine starting circuits supplied from batteries.
- .8 An annual electrical safety test is required for all Commercial Yachts, and provided with a safety test certificate issued by an approved service supplier.
- .9 Halogen lights that are not installed in the open deck (such as on a mast) are not to be used because of the high incidences of fires in yachts related to these products. Wherever possible and practical, LED and fluorescent lighting should be used.
- .10 For all yachts >24 metres LLL, a fixed emergency source of lighting should be provided which should be independent of the general lighting system and sufficient to enable persons to make their way up to the open deck and evacuate the vessel if necessary, and should last for a duration of at least one hour. All corridors and exit doors, muster stations, life rafts and embarkation points are required to be provided with emergency illumination. For yachts over 500 GT and Category 0 yachts, the duration of the emergency lighting is to be at least three hours, and is normally provided by a separate emergency generator. This system should also supply to the radio transceivers, lights and fire detection equipment (if such equipment is not already equipped with integral emergency power supplies). The batteries and emergency lights will need to be demonstrated and approved by the RO.
- .11 Yachts under 24 metres LLL may use portable torches located in every cabin, engine room, crew mess and wheelhouse in lieu of a hard wired system, subject to the approval of the RO.
- .12 In all yachts, suitable emergency torches should be provided in the wheelhouse, engine room and crew mess.
- .13 When batteries are used, they should be of the type suitable for marine use and not liable to leakage. Areas in which batteries are stowed should be provided with adequate ventilation to prevent an accumulation of gas which is emitted from batteries of all types. Batteries must be well secured against movement and the terminals covered. Special precautions are required for Lithium type batteries which can generate excessive heat and become unstable. Crew must be briefed on the precautions for these batteries, and charged in a suitable safe area.

5.4. Rigging of Sailing Yachts

5.4.1. General Requirements

- .1 The condition of the rig should be monitored in accordance with a planned maintenance schedule. The schedule should include, in particular, regular monitoring of all the gear associated with safe work aloft and on any bowsprit. Periodic rig surveys by an approved service supplier will be required, with a report provided. The period is dictated by the use and location of the vessel, so guidance from the RO or Administration is recommended. Irrespective of any rig report, the RO will need to be satisfied that the sailing rig in its entirety is generally suitable in design and condition.

- .2 When access to any rig, bowsprit or over side working is required, provision should be made to enable people to work safely. This needs to be recorded in the log book. Cadets are not to undertake any rig work that involves any risk beyond their age and experience, and will be mentored by experienced seamen and not by other Cadets.
- .3 The arrangements provided should be based on established safe working practices for the type of vessel. The arrangements should include but not be limited to:-
 - .1 Safety nets below any bowsprit.
 - .2 Safety grab rails or jackstays fixed along the bowsprit to act as handholds and strong points for safety harnesses.
 - .3 Mandatory use of safety harnesses aloft, over side, and for work on the bowsprit. The harnesses must be suited to the purpose, and not deck harnesses.
 - .4 Sufficient footropes and horses in wire (or rope) permanently rigged to enable seamen to stand on them whilst working out on the yards or on the bowsprit.
 - .5 Safety jackstays (metal or wire) fixed along the top of the yards, to provide handholds and act as strong points for safety harnesses.
 - .6 Means of safely climbing aloft, such as:
 - a) Fixed metal steps or ladders attached to the mast, or
 - b) Traditional ratlines (rope) or rattling bars (wood / steel), fixed across the shrouds to form a permanent ladder, that are regularly inspected.

5.4.2. Masts and spars

- .1 Dimensions and construction materials of masts and spars should be in accordance with the requirements or recommendations of a RO, a recognized national or international standard, marine industry standards for the intended use. Lights on masts need to comply with the Convention on the International Regulations for Preventing Collisions at Sea, 1972 (COLREGs), as much as practical.
- .2 The associated structure for masts and spars (including fittings, decks and floors) should be constructed to effectively carry and transmit the forces involved, and be free of any corrosion or damage that could affect the rig or any associated component.

5.4.3. Running and standing rigging

- .1 Wire rope used for standing rigging (stays or shrouds) should not be flexible wire rope (fibre rope core). All spars and rigging must be periodically checked by an approved service supplier and a report issued to the RO or Administration. Because of the many variables in rig design and use of vessels, the period frequency will be guided by the manufacturing rigging company or RO, but at no more than five (5) year intervals and before any substantial voyage, such as a transit or cruise, and after any damage, upgrade or significant alteration.
- .2 The strength of all blocks, shackles, rigging screws, cleats and associated fittings and attachment points should exceed the breaking strain of the associated running or standing rigging and included in the periodic rig survey.
- .3 Chain plates for standing rigging should be constructed to effectively carry and transmit the forces involved and included in the periodic rig survey, including those parts normally hidden from view.

5.4.4. Sails

- .1 Adequate and practical means of reefing or shortening sail should be provided.
- .2 Sailing yachts of all categories should either be provided with separate storm sails or have specific sails designated and constructed to act as storm canvas and demonstrated to the RO.

6. FIRE-FIGHTING EQUIPMENT

6.1. General Requirements

- .1 All fire-fighting equipment should be of a type and size suitable for the intended use.
- .2 The location, installation, service and maintenance of all equipment should be to the satisfaction of the RO and Administration. Fire drills are mandatory for all Commercial Yachts and recommended for Private Yachts.

6.2. Specific Requirements

6.2.1. Fire Pumps

- .1 For all yachts of less than 24 metres LLL, at least one electrically driven or engine driven fixed fire pump (but independent of the main engines) of sufficient capacity should be provided on board. An additional fire pump is required, which may be using the bilge pump system or a manually operated pump that is independent, to be connected to the hydrant system. The arrangement will need to be demonstrated to the satisfaction of the RO as to its suitability and acceptable standard. For yachts of under 16 metres, a deck wash system may be acceptable, provided the components, hose type and length etc. are considered by the RO to be suitable.
- .2 For all yachts over 24 metres LLL, at least one power driven fire pump of sufficient capacity should be provided on board (which can be in the engine room or machinery space), and at least one additional power driven fire pump should be provided on board, located outside the engine room or machinery space, which may be a portable diesel engine driven pump with a full set of hoses ready to be used. The arrangement will need to satisfy the RO and demonstrated to be working to an acceptable standard.

6.2.2. Fire Main, Hydrants and Hoses

- .1 A fire main, water service pipes and fire hydrants should be fitted relative to the size and type of vessel. For smaller yachts (16 metres or less) the fresh water wash down system (where fitted and suitable) may be used, subject to an inspection and demonstration to the RO.
- .2 Fire hydrants should be located for easy and rapid attachment of fire hoses, protected from damage and distributed so that the fire hoses provided can reach any part of the vessel. Fixed pipework should be of predominantly of metal. Where hydrants are hidden from view, suitable signs are to be provided.
- .3 Fire hoses of length not exceeding 18 metres, hydrants, operating valves, etc. are required to be regularly inspected and records available for inspection by RO. It is recommended that fire hoses and hydrants, etc. are regularly inspected and tested by the crew and also annually certified with the rest of the fire-fighting equipment.

6.2.3. Fire Extinguishers

- .1 At least three (3) fire extinguishers (preferably foam or water) should be placed in accommodation spaces, where one (1) should be placed every 15 meters in corridors.

- .2 Portable fire extinguishers of carbon dioxide (CO₂) type should not be located or provided for use in accommodation spaces.
- .3 At least one (1) fire extinguisher (preferably foam) should be placed in the galley.
- .4 At least one (1) fire extinguisher (dry powder or CO₂) should be placed in the wheelhouse near the central and radio equipment console.
- .5 At least four (4) fire extinguishers, suitable for oil fires (preferably foam), should be placed in the engine room / machinery spaces, and also CO₂ extinguishers adjacent to main electrical panels and generators.
- .6 All fire extinguishers and fire hoses and nozzles will require annual certification by an authorised service agent, as well as regular (suggest monthly) and recorded checks by the crew. The check records will need to be available to the RO for perusal. Any locker that contains fire or safety equipment must be provided with a suitable sign.

6.2.4. Fire Detection and Fire Alarm System

- .1 A fire detection and fire alarm system should be fitted. It should be provided with a control panel located at (or near) the wheelhouse and a repeater at the crew mess area (if there is one). It should be an audible alarm that can be heard throughout the vessel that is separate to the general alarm system. The system should be comprised of smoke, heat or other suitable detectors fitted in the machinery spaces and in all enclosed spaces except those that afford no fire risk. If the detection system is not provided with a back-up battery, then the system will need to be included in the emergency equipment supply together with radio and navigation lights and emergency lights.
- .2 For yachts under 24 meters LLL, separate heat and smoke detectors would be considered, providing it can be demonstrated that they can be heard throughout the vessel over such noises as engines or generators during navigation. Whichever system is used will require periodic recorded checks by the crew, including tests of the integral stand-by batteries, where fitted, and the check report available for perusal by RO.
- .3 For yachts that carry gasoline or any bottled flammable gas on board, this must be stowed in well ventilated deck lockers, away from any ignition source or heat build-up, and the locker labelled accordingly. For yachts that carry tenders or any other vehicle, appliance or tool that uses a gasoline type fuel, then that item needs to be stowed on deck, or if it is stowed inside a garage or similar enclosed space, then that space needs to be ventilated and provided with a flammable gas detector with an alarm to the wheelhouse or other location if considered more suitable.
- .4 For yachts that carry electrically propelled vehicles, such as a car, scooter, sea bob, tender, etc. the same precautions apply, due to the possibility of the batteries becoming unstable and a hazard.
- .5 The Administration recognises that yachts, by their very nature, are generally fitted out with materials that are not usually fire resistant. In respect of all Commercial Yachts to reduce the risk of fire spread within the interior accommodation, soft furnishings (cushions, furniture, head and side linings, curtains, bed covers, mattresses, carpets, carpet underlay, etc.) need to be certified to hotel standard as fire resisting or retarding by the manufacturer or provider, or be retrospectively treated with a spray solution to provide an equivalent degree of protection, with a certificate to that effect, listing every item that has been treated and certified. Storage of flammable items such as solvents, oils or chemicals, etc. should be kept to that required for safe operation of the yacht, and not just storage for economic reasons. Whilst such treatment is not mandatory for Private Yachts, efforts should be made to minimize the risk of fire when fitting out the vessel, as good practice.

6.2.5. Fixed Fire-Extinguishing System

- .1 An approved fixed fire-extinguishing medium (FM200, CO2 or others) should be installed to engine room / machinery spaces which will require annual service and certification by a service agent. The RO must be satisfied by demonstration that the system or procedural arrangements allow for isolating fuel supplies, closing ventilation ducts, stopping ventilation fans, sounds an alarm, and are adequate to extinguish a fire.
- .2 The Administration may consider requests for exemption for yachts of less than 24 metres LLL where the size and design of the yacht makes such a system impractical, and that any alternative arrangements proposed are to the satisfaction of the RO, taking into account the intended use of the vessel.
- .3 Sprinkler or water mist or similar systems for accommodation areas are not required for yachts under 500 GT, but where any such systems are provided, they need to be annually serviced and certified by a suitable service agent. Yachts over 500 GT should have a sprinkler or water mist system installed or provide an efficient alternative arrangement to the satisfaction of the RO and Administration.
- .4 Sauna, deep fat fryer, barbecue equipment, etc. or any item that has a potential fire risk will be individually assessed by the RO.

6.2.6. Emergency Escape Breathing Devices (EEBD)

- .1 Two EEBD should be provided for manned engine room / machinery spaces.
- .2 Two EEBD should be provided for accommodation spaces.
- .3 Two EEBD should be provided for yachts less than 24 metres LLL in total.
- .4 These arrangements may be varied by the RO on appraisal of the circumstances of the yacht, such as design and proposed use.

6.2.7. Fireman's Suit

- .1 At least one fireman's outfit is required for all yachts over 24 metres LLL, which shall include a breathing apparatus (BA) set with full spare cylinder, safety torch, safety radio, balaclava, SOLAS suit with helmet, boots, hand axe, gauntlets, safety rope, stopwatch, tally board and crowbar.
- .2 Yachts over 500 GT require two complete sets of fireman's outfit. All fire-fighting equipment needs to be serviced and certified annually for Commercial Yachts, with regular fire drills recorded.
- .3 A fireman's suit is not required for yachts under 24 meters LLL.
- .4 Private Yacht equipment to be serviced and certified as decreed by the local service agent.
- .5 Regular fire drills for Private Yachts are recommended.

6.2.8. Fire Blanket

- .1 At least one fire blanket should be placed in the galley.
- .2 At least one should also be placed in the engine room.

6.2.9. Fireman's Axe

A full size fireman's axe should be carried in the accommodation space or at an alternative more suitable location with the agreement of the RO. This is in addition to the small axe included with the fireman's outfit.

6.2.10. Drills and Safety Demonstrations

- .1 Drills, as per SOLAS Regulations, should be carried out periodically (suggested monthly) by the crew and recorded in the log book. These are compulsory for all Commercial Yachts, and recommended for Private Yachts. These should include fire, man-overboard and abandon vessel drills.
- .2 In respect of Commercial Yachts, it is a requirement that a demonstration of safety features should be carried out for passengers upon their embarkation and prior to departure from the embarkation port, and recorded in the log book. It is also compulsory to have a SOLAS safety poster posted in the wheelhouse and crew mess (if applicable), together with aircraft style safety cards in each guest cabins showing exit routes, muster points and basic safety instructions that are relative to each individual cabin. This is also recommended for Private Yachts, as good practice.

6.3. Summarised Requirements

The minimum fire-fighting equipment carriage requirements are summarized in the following table, but may be varied by the RO on inspection of the yacht, taking into account the design and intended use:

FIRE-FIGHTING EQUIPMENT	
Type of Equipment	Requirement
Fire pumps	One power driven and one additional pump required for all >16m yachts. Yachts <16m may use deck wash line if suitable
Fire main, hydrants and hoses	Adequate hydrants and suitable hoses.
Fire extinguishers	Three foam or water, in accommodation spaces One, preferable foam, in galley One dry powder or CO2, in wheelhouse & electrical spaces Four, foam, in engine room / machinery spaces
Fixed fire-extinguishing system	For engine room / machinery spaces / fire risk spaces
Fire detection and alarm system, and flammable gas detection	In the machinery spaces and in all enclosed spaces except those that afford no fire risk
Emergency escape breathing devices (EEBD)	Two EEBD for each manned engine room, machinery spaces and accommodation. Two in total for yachts less than 24 metres LLL.
Fireman's outfit	One for yachts of 24m and over. Two for yachts >500 GT
Fire blanket	One for galley One for engine room
Fireman's axe	One

NOTE:

The Administration may consider requests for exemption for yachts less than 24 metres LLL where alternative arrangement can be demonstrated as equally effective.

7. LIFE-SAVING APPLIANCES

7.1. General Requirements

- .1 Yachts to which this Code apply should carry life-saving appliances as outlined in this section.
- .2 All equipment fitted on board should be of a type suitable for intended use and operating area.
- .3 Maintenance of equipment should be carried out in accordance with the instructions for on board maintenance, with service intervals and certification where applicable.
- .4 The stowage and installation of all life-saving appliances should be to the satisfaction of the RO and Administration.
- .5 All life-saving appliances should be in working order and be ready for immediate use before any voyage is commenced and at all times during the voyage.
- .6 The name of yacht and port of registry should be marked on all life-saving equipment such as lifebuoys, lifejackets, liferafts and tender boat. All life-saving equipment should be fitted with retro-reflective material.
- .7 The Administration may consider requests for exemption or equivalents where practical and subject to a verification by the RO.

7.2. Specific Requirements

7.2.1. Liferafts

- .1 One or more liferafts with hydrostatic release units should be provided with sufficient aggregate capacity to accommodate at least 110% of the total number of persons on board. Liferafts should be readily transferable for launching on either side of the vessel. If the liferafts are not readily transferable, additional liferafts should be fitted so that liferafts having a total capacity of 100% of the yacht's complement are provided on each side of the yacht. They must be located to the satisfaction of the RO, taking account of ease of manual and automatic release, ease of transfer, clear of damaging objects such as overhangs, propellers, stabilisers, etc.
- .2 Each yacht of Category 0 and 1 whose length is 24 metres and over should carry additional liferaft as per paragraph 7.2.1.1. to ensure that if a liferaft is lost or rendered unserviceable, there is sufficient capacity remaining for all persons on board.
- .3 Liferafts when new should be serviced at the manufacturers recommended service date and thereafter every 12 months for Commercial Yachts, and serviced at service agents recommended intervals for Private Yachts. Hydrostatic release units (HRUs) are not normally serviceable, so are to be replaced for all yachts at the end of their service life as marked on their body.
- .4 Liferafts shall be located for best effect and ease of rapid deployment. They shall not be inside lockers or be in a position where they cannot automatically release. Soft covers of canvas or similar material to protect the rafts from UV and weather deterioration are acceptable, providing they are capable of easy release and pose no risk to preventing the automatic release of the raft. Covers, where fitted, must have the IMO label fitted. The liferaft arrangements on all yachts will be the subject of an inspection by the RO who has to be satisfied that the rafts can automatically release, and can also be easily transferred and manually released during emergency, such as fire, etc.

- .5 Liferrafts for all yachts operating in Category 0 or 1 will need to be of SOLAS "A" standard. Yachts operating in Category 2 will need liferafts of SOLAS "B" standard. Variations to these standards will be considered where demonstrated that the rafts are at least equal to those standards. Alternatively, for operational reasons (such as operating close to the shore) where it can be demonstrated that such standards are not practical, in those cases, alternative arrangements would be considered (such as solid rafts, for example) subject to the approval of the RO after a risk assessment study from the Captain of the yacht.

7.2.2. Tender Boat

- .1 A tender boat with an engine should be carried on board on all yachts of any size and be suitable for both general service and as an auxiliary rescue boat if not already a designated rescue boat. The boat should have a minimum capacity of not less than four persons and may be rigid hull or inflatable tender. Tubes of a non-SOLAS inflatable boat should have a minimum of three buoyancy compartments built-in. The tender must be suitable for the intended use, and equipped with its own adequate safety equipment to the satisfaction of the RO. The hull should be white, yellow or orange and carry the name of the vessel. Tenders which are designated rescue boats must be capable of fast deployment within five minutes and demonstrated to the RO. Small boats that are not general tenders or rescue boats, such as jet skis, sailing dinghies, kayaks, sea bobs, submersibles and any similar type of floating object must not be included in any safety equipment, but must all be maintained properly by the crew and stowed safely when not in use. Craft which are motorised must only be used by a licenced driver where relevant (such as jet-skis), and provided with suitable safety equipment as appropriate.
- .2 Galvanised steel falls used in launching life-saving appliances and any lifting appliances (including cranes and davits) should be turned end for end at intervals of not more than thirty months and renewed either when necessary due to deterioration of the falls or at five years, whichever comes first. However, in lieu of turning "end for end" the Administration may accept a specified period between inspections of the falls and renewal either when necessary due to deterioration or at four years, whichever comes first. In all cases, the guidance from the lifting device manufacturer or service agent takes priority.
- .3 All lifting devices such as cranes, davits etc. are required to be serviced and certified at intervals decided by the manufacturer or appointed service agent and provided with valid test certificates and service records. Copies of safety certificates are to be lodged with the RO and Administration.
- .4 All light lifting appliances or any item that carries a load of any description including boarding ladders, lifting platforms, and any other similar item of equipment, must be clearly marked with a safe working load and be subjected to periodic inspections by the crew, which are to be recorded in the log book and / or the maintenance record book. Where the crew or Manager etc. are not suitably qualified or experienced, the item should be inspected by a suitable contractor and a certificate provided for perusal by the RO.

7.2.3. Lifejackets

- .1 One adult lifejacket should be provided for each person on board plus spare adult lifejackets at 10% or two, whichever is the greater. Each lifejacket should be fitted with a light and a whistle and be marked with the name of the yacht. The lifejackets and lights are to be approved to SOLAS or marine industry standards or equivalent, and suitable for the intended areas of operation. Lifejackets may be stowed in each cabin or in a dedicated locker near the muster station, whichever is considered to be the most practical. Instructions for donning lifejackets should be on the safety cards and posted in each cabin, and also posted where lifejackets are kept in a deck locker near to the muster station, if applicable.
- .2 In addition to the adult lifejackets, a sufficient number of children's lifejackets should be provided for children if carried on the vessel, also provided with a light and whistle.

- .3 In addition to the adult and children's life jackets for guest / passenger use, the crew shall be provided with gas-operated automatic life jackets with integral harness, crotch strap, whistle and light to SOLAS or marine industry standard, and two spare gas-type lifejackets carried. The standard of the lifejacket must relate to the area of operation, offering the crew the best possible protection. It is recommended that the crew lifejackets are issued to each crew member, so they may adjust them properly and keep them readily for use. A minimum of two suitable safety harnesses are required for crew use on motor yachts operating in Category 2 and 100% for motor yachts operating in Category 0 or 1, and all sailing yachts operating in any category, and it is recommended that the harnesses are incorporated into the lifejackets for best effect. For yachts operating in Category 0 or 1, the lifejackets should include a hood, crotch strap, lifting strap and have a buoyancy capacity of 275 Newton.
- .4 The tender shall be provided with lifejackets for all persons expected to be carried on board, with lights and whistles, together with a thermal protective aid (TPA) for the maximum number of persons that the tender is permitted to carry. This equipment is for the tender use only, and does not form any part of the safety equipment to be provided. The equipment may be stowed inside the tender if storage permits, or in a waterproof grab bag stowed nearby and ready for emergency use. Additional safety equipment should be provided for the tender, relative to the size and intended use, and agreed with the RO.
- .5 Buoyancy aids and personal flotation devices that are used with leisure equipment (jet skis, diving, dinghies, etc.) are not considered as part of the vessel safety equipment and not included in above sections 7.2.3.1 – 7.2.3.4, but are required to be regularly inspected by the crew or a service agent and recorded. They should be kept in good condition, suitable and safe for the intended use and marked with the name of the vessel.
- .6 All lifejackets need to be periodically inspected. For Commercial Yachts of any size, annual inspection by a service agent and provided with a service record and certificate. For Private yachts of any size, this would be at the service agents' recommendation. In all cases, the crew need to periodically inspect the lifejackets and record the inspection. This includes rigid SOLAS lifejackets as well as gas-operated types. The inspection period should be monthly.
- .7 Lifejackets may be stowed near the muster station in a labelled locker or kept in each cabin with a label if out of sight inside a locker. Donning instructions need to be provided by a label or safety card and also demonstrated as part of the safety briefing. Lifejackets for the crew are to be allocated personally, so that they may be adjusted for that person and kept in their cabin or other suitable location.

7.2.4. Lifebuoys

- .1 For yachts <24 metres LLL, two lifebuoys are required. One with SOLAS approved light and two with buoyant line. Horseshoe lifebuoys may be used where more appropriate, such as with smaller yachts or sailing yachts.
- .2 For yachts >24 metres LLL but <500 GT, four lifebuoys are required, two with SOLAS light and two with buoyant line.
- .3 For yachts >500 GT, eight lifebuoys are required. Two must have SOLAS light and smoke devices attached and installed on either side of the yacht near to the wheelhouse, best placed for rapid release. The remainder should have SOLAS lights or buoyant lines, or both. In every case, the light must be easily detachable by a clip, may not be required for daytime use. The buoyant line in every case needs to be 30 metres and contained in a pocket to prevent entanglement and against deterioration from the effects of weather.
- .4 Each lifebuoy should be standard SOLAS size (32 inches), with becket lines, reflective SOLAS tape, and with the yacht name and port of registry permanently marked.

- .5 There is no objection to light canvas covers retained by elastic or Velcro, to protect the lifebuoy from the weather and U.V., providing it does not restrict rapid deployment and has the correct label on the outside. Lifebuoys should be predominantly orange or white.
- .6 Lifebuoys which are for ornamental decoration only may be fitted, but should not be located where they could be mistaken for part of the life-saving equipment.
- .7 Dan buoys of either rigid or self-inflating type are required for all sailing yachts of any size, Private or Commercial. The minimum number is one per vessel. These are in addition to lifebuoys. Rigid Dan buoys must be attached to a lifebuoy (SOLAS or horseshoe) with a clip for quick detachment if not required, but otherwise permanently attached to a lifebuoy. Dan buoys that include an approved light do not require an additional light attached to the lifebuoy. Dan buoys that are self-inflating are required to be annually serviced and certified by an authorised service agent for both Private and Commercial Yachts, because of their normally exposed locations. Rigid Dan Buoys are to be coloured orange and fitted with retro-reflective SOLAS tape, and to be regularly inspected (suggested monthly) to ensure easy release.

7.2.5. Immersion Suits and Thermal Protective Aids

- .1 One immersion suit should be provided for each person on board, unless the yacht operates all year round on voyages with warm climates where the surface temperature of the water is 20 degrees Centigrade (or above) or exempted by the Administration for voyages where they are considered unnecessary. The type employed should relate to, and approved for, the area of operation. Immersion suits should be stowed with the lifejackets in a deck locker near the muster station, and the locker provided with a sign.
- .2 Unless immersion suits are carried, thermal protective aids (TPA) are required for all yachts and for all persons on board (guests and crew), as well as in the tenders sufficient for the maximum number of persons that can be carried. The TPA should be stowed with the lifejackets, preferably in a deck locker. Immersion suits are subject to periodic condition checks by the crew, and periodic service checking by an approved agent at intervals recommended by the manufacturer, all of which need to be recorded. TPA are not required to be serviced or certified, but must be periodically inspected by the crew (suggest monthly), and recorded.
- .3 All members of the crew should be provided with suitable good quality foul weather and working clothing as well as suitable deck footwear, all at no charge but remain the property of the yacht. Engineering crew should be provided with suitable protective "boiler suits" that are treated with a fire retarding product by the manufacturer and not allowed to become oily. Care is required to ensure the fire retarding qualities are maintained after washing. Rigger type gloves, goggles, safety glasses, ear protectors, etc. are all required where a hazard exists. It is incumbent on all members of the crew to identify any hazard and to request suitable protection, which shall be provided at no cost to the crew.

7.2.6. Line Throwing Appliance

A minimum of one SOLAS line throwing appliance with a minimum of four projectiles should be provided on board, stowed in a conspicuous and accessible location, and a label provided if this is inside a locker.

7.2.7. Distress Signals (Pyrotechnics)

- .1 Distress signals must be an approved type and carefully stowed, with goggles and safety gauntlets. For yachts up to 500 GT, a minimum of six parachute red signals, four hand flares and two floating smoke signals should be provided, and stowed in a water-tight container clearly marked with its contents.

- .2 For yachts >500 GT, the minimum number of signals is twelve parachute red signals. Additional flare packs are required to be carried in each tender, size relative to the area of use. All of these flares are in addition to those carried inside liferaft packs. All need to be within their expiry date and periodically inspected by the crew, suggest monthly, and recorded.

7.2.8. Radar Transponders and Portable VHF / UHF Apparatus

- .1 One radar transponder (SART) should be provided to each yacht of 300 GT. For yachts >500 GT this should be increased to two. For Short Range, Category 2 yachts, a SART is recommended, but optional. It is suggested that the SART is located near the wheelhouse door for rapid release and placed in any survival craft.
- .2 Two portable water-resisting VHF transceivers are required for all yachts. Portable UHF transceivers for each member of the crew are recommended (but not compulsory) for daily use that do not interfere with the VHF channels. Each tender is to be provided with a VHF waterproof radio, which may be fixed or portable. All transceivers need to be regularly checked for operation and defects, and batteries charged, where applicable.

7.2.9. Automatic Identification System

One Automatic Identification System (AIS) should be fitted to each yacht of 300 GT and over. If the yacht does not undertake international voyages, then this is recommended, but not compulsory. The system will require testing at each radio survey by a radio contractor.

7.2.10. Long Range Identification Tracking

Long Range Identification Tracking (LRIT) should be fitted to each yacht of 300 GT and over unless it operates within GMDSS Sea Area A1 and fitted with AIS, or does not undertake international voyages. For those yachts to which this applies, initial LRIT conformance test is required and report is to be submitted to the RO and Administration. Any LRIT equipment may be temporarily switched off, where the Captain considers that the security of the yacht may be compromised, but must be noted in the log book and notify to the Administration without undue delay.

7.2.11. General Alarm

A general alarm system should be fitted to each yacht. For all yachts up to 500 GT, this system may consist of the yacht's whistle or siren or a portable gas horn, providing it can be clearly heard throughout the yacht. For yachts >500 GT, a general alarm system is required that can be heard all over the yacht, even when in navigation. A general alarm system, where fitted, must be periodically tested by the crew (suggest monthly) and recorded.

7.2.12. Miscellaneous

- .1 Yachts should be provided with posters and signs showing survival craft and equipment operating instructions, training manual, instructions for on board maintenance, life-saving signals and rescue posters, normally at the wheelhouse. The galley and crew mess should be provided with daily orders, muster notices, garbage and MARPOL notices and MARSEC (maritime security) notices, where applicable.
- .2 A searchlight is required, which can be a suitable portable type.
- .3 A fixed fog horn is required, as well as a portable gas-type.
- .4 The yacht must have a minimum of two anchors and cables of adequate mass and cable length, lifted by a mechanical winch and with bitter ends that can be easily released. The anchor mass and cable length to conform to accepted marine industry standards and / or RO rules.

- .5 Steering gear must be suitable for the intended use and be demonstrated working to the satisfaction of the RO. Rudder position indicators are to be provided locally and on the wheelhouse. Emergency steering arrangements are to be provided and procedures posted at the steering positions. A satisfactory means of communication between the emergency steering and wheelhouse needs to be shown and demonstrated.
- .6 Recovery of persons from the water needs to be provided and demonstrated as rapid and practical. A tender capable of being quickly deployed is required for all yachts, in addition to overboard ladders, side boarding ladders, bathing platforms, etc. that give easy access to the water and recovery of a person. Any ladder or net should extend from the weather deck to at least 600mm below the lowest operational waterline, and not to be positioned close to propellers or areas of potential injury. Consideration of the recovery of persons who are unable to help themselves through injury or exhaustion, is required and suitable alternative arrangement demonstrated to the satisfaction of the RO. A regular "Man-Overboard" drill is a good method of testing the arrangements and recommended for all yachts.
- .7 Yachts that are not built completely of metal and under 24 metres LLL are of physically less mass than larger vessels, are required to carry an approved radar reflector which may be a passive type (fixed metal) or an active type (power assisted). In both cases, the reflector needs to be permanently fitted at the most effective location. Tenders are also each required to carry radar reflectors which may be the kit portable type, and used when at anchor or in service. The method of employing the reflector on tenders will need to be easy and practical, and demonstrated to the RO.

7.2.13. First Aid and Medical Equipment

- .1 First aid equipment sufficient for the maximum number of persons and length of voyages should be available on board. For yachts operating in Category 1 or 0, this should include an oxygen kit, defibrillator, burns kit, splint kit, etc. to accommodate most injuries that may occur. Local specific additions, such as catering for jellyfish stings, snake bites and similar injuries would be expected to be included in the provisions where applicable and subject to a local risk assessment by the crew.
- .2 For Category 2 vessels (Short Range Yacht), a SOLAS Category C lifeboat first aid kit is acceptable as a basic minimum standard, together with local specific additions as mentioned above.

Note: A "working" first aid kit of day to day use items is to be provided for all yachts, which is in addition to the main medical kit, and maintained regularly by the crew.
- .3 For all yachts a First Aid Book needs to be provided with the medical kit. For all yachts >24 metres LLL, a Captain's Medical Book (or similar) should also be carried.
- .4 Separate kits for the tenders should be carried where the size of the tender makes it appropriate. For smaller tenders, a grab bag, to include a medical kit is to be provided.
- .5 The arrangements for seeking external medical advice through satellite and radio systems needs to be established and provided for. The arrangements need to take account of the area of operation, local risks, availability of shore assistance, number of qualified first aid persons on board, etc. This can be a list of local contacts available 24 hours or a commercial medical assistance system.
- .6 The medical kit should be subject to periodic checks and maintained by the crew and recorded.
- .7 The medical arrangements need to satisfy the RO.

7.2.14. Drills and Logs

- .1 Drills, should be carried out for the crew on both Private and Commercial Yachts. For all yachts, a briefing and demonstration of safety features should be carried out for passengers upon their embarkation and prior to departure from the embarkation port.
- .2 All drills on all yachts are to be recorded in the log book or similar document.
- .3 All guests and supernumeraries on Commercial Yachts are to be listed in the log book before embarkation, and is recommended for Private Yachts.
- .4 The crew list needs to be up to date and recorded in the log book for all yachts.
- .5 A Garbage Record Book, Garbage Management Plan and placards are required for all Commercial Yachts, and recommended for Private Yachts.
- .6 An Oil Record Book is required for all Commercial Yachts, and recommended for Private Yachts.
- .7 A record of hours worked and rest is required for all Commercial Yachts, according to MLC requirements.
- .8 A record of maintenance and inspections of all safety related equipment, exits, hatches, tenders, etc. as appropriate and maintained by the crew is required for all Commercial Yachts and recommended for Private Yachts.
- .9 A radio log is required for all yachts, which may be included in the ship's log or in a separate radio log book.

7.2.15. Yacht's Identification Number

- .1 Commercial Yachts of 100 GT and upwards should be marked in accordance with Regulation 3, Chapter XI-1 of the SOLAS 74, as amended, with an IMO identification number (IMO Number). The permanent marking will be subject to inspection by the RO.
- .2 Tonnage Plates, that traditionally give the official number and tonnages, are no longer compulsory, but where they are provided, they must be accurate. Tonnage plates under previous registry must be removed to avoid any confusion.

7.3. Summarized Carriage Requirements

The minimum life-saving appliances carriage requirements are summarized in the table below:

LIFE-SAVING APPLIANCES	
Type of Equipment	Carriage Requirement
Liferafts	Capable to accommodate 110% of persons on board (or 100% on each side if liferafts are not readily transferable from side to side)
Rescue Boat	One to be provided, which could be the tender
Lifejackets	One for every person on board plus 10% or two, whichever is the greater Also, add sufficient number for children (if carried)
Lifebuoys	One with light & two with buoyant line <24m Two with buoyant line & two with SOLAS light >24 m and <500 GT Two with SOLAS light & smoke, six with light or buoyant line or both >500 GT
Immersion Suits	One for every person on board (unless exempted for warm climates voyages) or TPA
Line Throwing Appliances	One Line throwing appliance with four projectiles
Distress Signals	Six parachute signals, four hand flares, two smoke signals <500GT For yachts >500 GT, twelve parachute signals
Radar Transponders (SART)	One for yachts of 300 GT and two for over 500 GT
Portable VHF Apparatus	Two for all yachts
Automatic Identification System (AIS)	One for yachts of 300 GT and over, if operating internationally
Long Range Identification Tracking (LRIT)	One for yachts of 300 GT and over unless operated within GMDSS Sea Area A1 and fitted with AIS
General Alarm	<500GT may consist of the ship's whistle, siren or portable gas horn >500 GT a general alarm system is required
Miscellaneous	Operating instructions, training manual, instructions for on board maintenance, life-saving signals and rescue poster.
Yacht's IMO Identification number	For yachts of 100 GT and over
First Aid Equipment	Suitable for area of use and number of persons

NOTE:

The Administration may consider requests for deviations from these requirements where alternative arrangements are provided to an overall improved standard and all items of safety equipment and their installation arrangements are subject to an inspection by the RO.

8. PROVISIONS FOR RADIO COMMUNICATION EQUIPMENT

8.1. General Requirements

- .1 All vessels to which this Code applies should carry radio communication equipment as outlined in this section.
- .2 All radio communications equipment should be of an approved type, suitable for the purpose and be in a good working condition. An emergency operation card is required at each fixed radio installation, showing the basic operations required to send an emergency distress message.

8.2. Sources of Energy

- .1 There should be available at all times, while the yacht is at sea, a supply of electrical energy sufficient to operate the radio installations and to charge any batteries used as part of reserve source of energy for the radio installations.

- .2 A reserve source of energy, independent of the propelling power of the vessel and its electrical system, should be provided for the purpose of conducting distress and safety radio communications for a minimum of one hour for yachts >24 metres LLL or three hours for >500 GT, in the event of failure of the yacht's main source of electrical power. This would normally be in the form of emergency batteries stored outside of the engine room or machinery space, well secured and ventilated, with an independent charger and voltage indicator. These batteries should be periodically tested by the crew and the results recorded. Alternatively, an emergency generator may be provided, fitted at deck level in a dedicated place with an independent fuel supply and fire-fighting arrangements, and is a requirement for yachts >500 GT.

8.3. Watches

While at sea, the yacht should maintain a continuous watch on VHF Digital Selective Calling (DSC) on Channel 70 or other alternative channel as any local arrangements. For this purpose, "at sea" also means at anchor or at any time when the yacht may be required or advised to maintain a radio watch.

8.4. Radio Personnel

- .1 A yacht <24 metres LLL and operating in Category 2 (Short Range Yacht) should carry one person qualified for distress and safety radio communication purposes, who should hold a Certificate of Competence acceptable to the Administration, and a second person trained to operate the radio equipment in the event of an emergency.
- .2 Yachts >24 metres LLL should carry two persons that hold a Certificate of Competence acceptable to the Administration to operate the radio equipment as provided on the yacht.
- .3 In practical terms, all the crew members of every yacht of any size should be trained in the basic operations of the radio equipment provided on the vessel as good practice, which can be formal or informal training by a person already qualified, and is a requirement.

8.5. Carriage Requirements

- .1 Each yacht should carry sufficient radio equipment to perform the following distress and safety communications functions throughout its intended voyage:
 - .1 Transmitting ship to shore distress alerts by at least two separate and independent means, each using a different radio communication service
 - .2 Receiving shore-to-ship distress alerts
 - .3 Transmitting and receiving ship-to-ship distress alerts
 - .4 Transmitting and receiving search and rescue co-ordinating communications
 - .5 Transmitting and receiving on-scene communications
 - .6 Transmitting and receiving signals for locating by radar
 - .7 Transmitting and receiving maritime safety information
 - .8 Transmitting and receiving bridge-to-bridge communications

- .2 The following table illustrates the minimum radio installation to be carried out to fulfil the functional requirements sailing at different distances from a safe haven. The following requirements are in addition to carrying portable VHF radio units, such as used by the crew, and are in addition to fixed transceivers fitted to any tender or rescue boat, or part of the fireman's equipment.

Radio Equipment	Distance from safe haven – nautical miles			
	Category 2 Up to 20	Category 2 Up to 60	Category 1 Up to 150	Category 0 Unlimited
VHF Radiotelephone with Digital Selective Calling (DSC)	One	One	Two	Two
MF / HF Radiotelephone with Digital Selective Calling (DSC)	None	None	One	One
INMARSAT Ship Earth Station	None	None	One	One
EPIRB	None	Required	Required	Required

NOTES:

1. A Shore Based Maintenance contract is recommended to be provided for all Commercial yachts over 300 GT which should include an annual radio survey of all radio equipment provided. A copy of the survey report is required for perusal by the RO.
2. An INMARSAT or similar satellite transceiver may be used in lieu of a fixed MF/HF radio telephone where this is considered more practical. This may be a fixed installation, or a suitable portable device.
3. EPIRB shore-based maintenance contract is compulsory for all yachts of >300 GT for all areas of operation. For all yachts an annual test certificate is required and to be issued by the service provider. This is in addition to regular (monthly) checks by the crew.
4. If the vessel is sailing in an area where an International NAVTEX service is not provided then the NAVTEX receiver should be substituted by an INMARSAT, GSM, or similar system suited to the region.

8.6. Additional Requirements for Yachts of 300 GT and over

- .1 Commercial Yachts >300 GT should comply with the requirements of SOLAS Chapter IV taking into consideration the trading area of the yachts (GMDSS Sea Areas A1, A2, A3). An annual radio survey by an authorised radio surveyor will be required and may not need to be witnessed by the RO.
- .2 In case full compliance with SOLAS requirements cannot be met, the Administration may consider an exemption, in accordance as much as practical with the provisions of SOLAS.

9. NAVIGATION LIGHTS, SHAPES AND SOUND SIGNALS

- .1 Each yacht and tender to which this Code applies should comply with the requirements of the International Regulations For Preventing Collisions At Sea, 1972, as amended. This should include navigation light arrangements relative to the size of the yacht. For yachts over 500 GT, duplicate navigation lights or an alarm system will be required. Emergency battery operated navigation lights are recommended for all yachts and tenders.
- .2 Emergency source of power should be capable to operate the navigation lights for a minimum of one hour (three hours for yachts >500 GT) in case of black-out.
- .3 A portable gas fog horn should be carried in the wheelhouse as well as a fixed fog horn, suitable for the size of yacht.

10. NAVIGATION EQUIPMENT REQUIREMENTS

10.1. General Requirements

All navigation equipment must be suitable and in good working order for the intended use, size and operating area of the yacht.

10.2. Carriage Requirements

- .1 Each yacht should be fitted with the following minimum navigation equipment:
 - .1 One radar working in 9 GHz frequency.
 - .2 Two electronic navigational systems (G.P.S. / plotter / log).
 - .3 A marine magnetic compass with current deviation card.
 - .4 A gyro compass or spare magnetic compass, or equivalent.
 - .5 One echo sounder.
 - .6 Suitable sets of updated navigation charts and publications, for the applicable sailing area. Instead, an Electronic Chart Display and Information System (ECDIS) may be used.
 - .7 A signalling lamp and/or handheld searchlight.
 - .8 An independent barometer and clock.
 - .9 A Bridge Navigational Watch Alarm System (BNWAS) for Commercial Yachts >150 GT is required.

11. PREVENTION OF MARINE POLLUTION

11.1. General Requirements

All yachts >400 GT to which this Code applies should comply with the applicable requirements of MARPOL.

11.2. Summarized Requirements

11.2.1. Annex I of MARPOL

All yacht should comply with the requirements of Annex I of MARPOL and any discharge into the sea of oil or oily mixtures should be prohibited, except when all conditions as per MARPOL are satisfied.

In accordance with the requirements of MARPOL Annex I, yachts of 400 GT and over should be provided with an approved Shipboard Oil Prevention Pollution Manual (SOPEP), surveyed and issued with an International Oil Pollution Prevention Certificate (IOPP Certificate).

11.2.2. Annex IV of MARPOL

Each yacht >400 GT or is certified to carry 15 persons or more, and engaged in international voyages, should be provided with an International Sewage Pollution Prevention Certificate (ISPP Certificate), in accordance with the requirements of Annex IV of MARPOL. To comply with the regulations, an approved sewage treatment system, sewage comminuting and disinfecting system or holding tank or a combination, standard discharge connection and a rate of discharge (if applicable) will be required. Where sewage holding tank is discharged ashore, a record of the discharges with shore reception facility's receipt is required. All yachts will need to comply with the local regulations in the area they reside or visit, and it is incumbent on them to establish what these regulations are and comply accordingly.

11.2.3. Annex V of MARPOL

Every yacht should comply with the requirements of Annex V of MARPOL. To comply, yacht of 12m and above should display placards which notify the crew and passengers of the disposal requirements of MARPOL Annex V. In addition, yacht of 100 GT and above and yacht which is certified to carry 15 persons or more should be provided with a Garbage Management Plan and a Garbage Record Book, both of which may be inspected by the RO.

11.2.4. Annex VI of MARPOL

All yachts should comply with the requirements of MARPOL Annex VI as applicable.

Yachts of 400 GRT and over, should be surveyed and issued with an International Air Pollution Prevention Certificate (IAPP Certificate) and International Energy Efficiency Certificate (IEEC).

Engine International Air Pollution Prevention Certificate (EIAPP Certificate), including a NOx Technical File is required for any engine installed after 1st January 2000 with an output power of more than 130 kW, which is obtainable from the engine manufacturer.

For new yachts, an IEEC should be issued at the yacht's initial survey provided the Energy Efficiency Design Index (EEDI) has been verified and the Ship Energy Efficiency Management Plan (SEEMP) is on board. For existing yachts, the IEEC should be issued on the first intermediate or renewal survey for the IAPP Certificate, whichever comes first. The SEEMP is required to be approved by the RO.

Note:

Certificates relative to the emissions and efficiency of engines are normally provided for new engines by the manufacturer or obtained from them on request.

11.2.5. International Convention on the Control of Harmful Anti-Fouling Systems on Ships

The International Convention on the Control of Harmful Anti-Fouling Systems on Ships is required for all yachts of 400 GT and over.

A declaration on Anti-Fouling System signed by the Owner or by the Owner's authorized agent together with the appropriate documentation is required for yachts of less than 400 GT and greater than 24 metres LLL.

"Appropriate documentation" would normally mean a copy of the paint manufacturer's technical data sheet and an invoice from whomever applied the product (if any).

12. NATIONAL REQUIREMENTS

In addition to the requirements of this Code, all yachts may be required to comply with additional national requirements of the coastal State in whose ports they are trading or berthed. It is the responsibility of the Captain and Manager to establish any additional requirements applicable to the yacht in order to comply to the satisfaction of the local authority.

Where local requirements are for MARPOL certificates or any other statutory certificates for which the yacht size and tonnage would not apply, please liaise with the RO who will assist in the issuance of such certificates after satisfactory survey confirming that the related regulations have been complied with.

13. SURVEYS AND CERTIFICATION

13.1. General Requirements

- .1 Surveys of all yachts under this Code should be carried out by an authorised RO.
- .2 Commercial Yachts of 24 metres LLL and over (or built prior 22 November 1985, with a gross tonnage of 150 and over) should be surveyed and certificated in accordance with the ILLC and issued with an International Load Line Certificate.
- .3 Yachts of 300 GT and over should comply with and be certificated in accordance with the requirements of SOLAS Chapter IV regarding radio communications. Normally, this will require a radio survey undertaken by a radio survey company approved by the RO or Administration.
- .4 Yachts of 400 GT and over should comply with and certificated in accordance with MARPOL requirements.
- .5 Tonnage Certificates for all yachts, Private and Commercial, are required. Yachts >24 metres LLL require an International Tonnage Certificate (ITC-69) and should be certificated in accordance with the requirements of the International Convention on Tonnage Measurements of Ships, 1969. Tonnages measured in the existing ITC-69 Certificate issued by previous RO or Administration may be accepted subject to the availability of the existing tonnage measurements records and confirmation that the dimensions of the yacht are unchanged.
- .6 Yachts <24 metres LLL may be measured using the simplified measuring system and a Tonnage Certificate issued by the RO. Tonnages measured in the existing Tonnage Certificate issued by other authorities may be accepted subject to confirmation that the dimensions of the yacht are unchanged.
- .7 All Commercial Yachts, regardless of tonnage, should comply with ILO MLC 2006 requirements, and are subject to inspection by the RO for compliance.
- .8 A yacht may be inspected at any time by the Administration.

13.2. Survey Requirements

Every yacht should be subject to the following surveys:

- .1 An Initial Survey requires a complete inspection of a yacht that is to be surveyed for the first time. This includes yachts which are new, as the building quality and fit-out may vary considerably. The survey also verifies and records the existence of the yacht (Carving and Marking Survey), and the suitability and operation of the yacht. The survey should be conducted out of the water to inspect the outside of the yacht's bottom.

- .2 An Annual or Periodical Survey is required for all Commercial Yachts of any size, and Private Yachts of over 24 metres LLL, involving a general inspection of the yacht's structure, machinery, equipment and other arrangements in accordance with the requirements of this Code, in order to ascertain that the yacht has been satisfactory maintained and safe to engage on its intended voyages. The survey may be carried out three months before or after the anniversary date.
- .3 A Renewal Survey at interval not exceeding five years, requires a thorough inspection of the yacht's structure, machinery, equipment and other arrangements, including the outside of the yacht's bottom in accordance with the requirements of this Code, in order to ascertain that the yacht has been satisfactory maintained and safe to engage on its intended voyages. The survey may be carried out within three months before the expiry of the certificate.
- .4 A RO may survey a yacht at any time at the request of the Administration, or any other authority with reasonable and justified cause to request it. Any cost incurred for such a survey would be on owner's account.

13.3. Survey Report

On completion of each satisfactory initial survey or renewal survey, the RO should provide to the Administration a copy of the relevant survey report and certificates issued as quickly as practical for its records. Note that statutory survey reports are internal documents and for internal use and distribution only. They are not intended as a guide to the condition of a vessel prior to any purchase, submission to any insurance company or for any other purpose.

13.4. Issue and Validity of Certificates

- .1 Subject to satisfactory completion of the statutory surveys related to the type and category of yacht, the Administration will issue statutory certificates with validity in accordance to the requirements of the respective Conventions and this Code.
- .2 The Administration will include on the "Certificate of Compliance" any limitations or restrictions on the operation of the yacht considered appropriate to its size, suitability for intended use and degree of compliance with this Code.
- .3 The Administration may issue relevant interim "Certificate of Compliance" for the various surveys required for the type and category of each yacht valid for a period of time decided by the Administration taking into account of the need for any interim certificate, and not exceeding five months.
- .4 The RO and Administration may suspend or cancel any certificates issued to the yacht if:
 - .1 The yacht is found to be not in compliance with this Code.
 - .2 The yacht is not operated in accordance with any limitations or restrictions as stipulated on the statutory certificates or this Code.

14. TONNAGE REQUIREMENTS

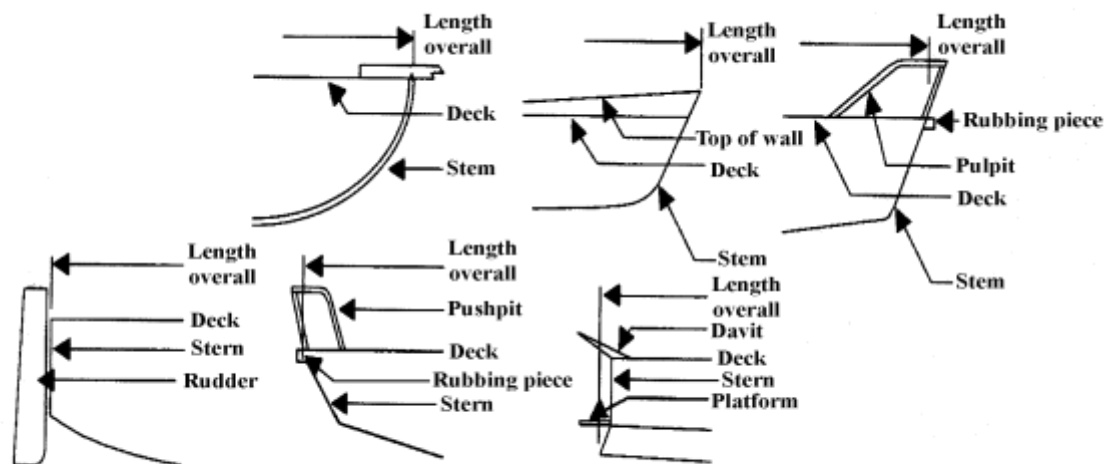
- a) Tonnage measurements or any existing tonnage certificate should be presented at registration application.
- b) Tonnage measurement should be performed by the RO for all yachts or unless the RO may accept existing tonnage measurements subject to confirmation that the dimensions of the yacht are unchanged.

- c) If the Owner deems that the yacht >24 metres LLL is less than 24 metres in accordance with the International Convention on Tonnage Measurement of Ships, 1969, Article 2 (8) and this Code, then a copy of the general arrangement plan of the yacht should be submitted to the RO for further verification.

14.1. Simplified Measurement Method (for all yachts under 24 metres Load Line Length LLL)

14.1.1. Definitions

- .1 Length (L) – Distance in metres measured along the main deck at the centreline of the yacht from the fore side of the hull to the aft side of the transom. Bowsprits, stern mounted diving platforms, and other appendages that do not contribute to the volume of the yacht should not be included in this measurement.

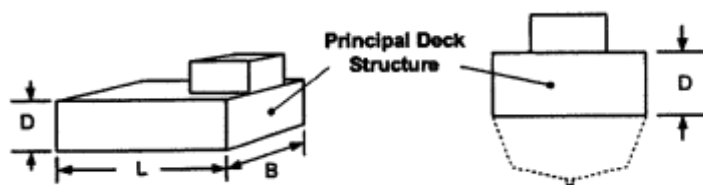


- .2 Breadth (B) – Maximum width of the yacht, excluding rub rails and deck caps, measured in metres from the outside of the hull on one side to the outside of the hull on the other side of the yacht.
- .3 Depth (D) – Maximum depth of the yacht measured in metres vertically from the top of the deck at the side to the inside of the hull where it meets the keel or keelson amidships, or as near as practical and on the centreline. Where tanks are fitted or built into the structure, then an estimation of the depth of the tank to the top of the keel or keelson should be made, and a resultant depth measurement, as if the tank was not there.

Notes:

1. All lengths and depths should be measured in a vertical plane at centreline and breadths should be measured in a line at right angles to that plane. All dimensions should be expressed in metres.
2. For multi-hull yachts, each hull should be measured separately for overall length, breadth, and depth and the calculation applied (see drawing and formula below).
3. For most yachts, the formulas listed below account for the volumes of deck structures such as cabins and deckhouses. However, if deck structures are excessive in size, the gross tonnage is calculated by adding the principal deck structure tonnage to the gross tonnage(s) of the yacht's hull(s).

4. Deck structures are considered excessive in size if the tonnage of the principal deck structure calculated using the formula below is equal to or exceeds the gross tonnage(s) of the yacht's hull(s).



$$\text{Principal Deck Structure Tonnage} = L \times B \times D / 2.831$$

14.2. Calculations

GROSS TONNAGE (GT) - The product of length x breadth x depth, multiplied by 0.16

NET TONNAGE (NT) - multiply the GT x 0.75

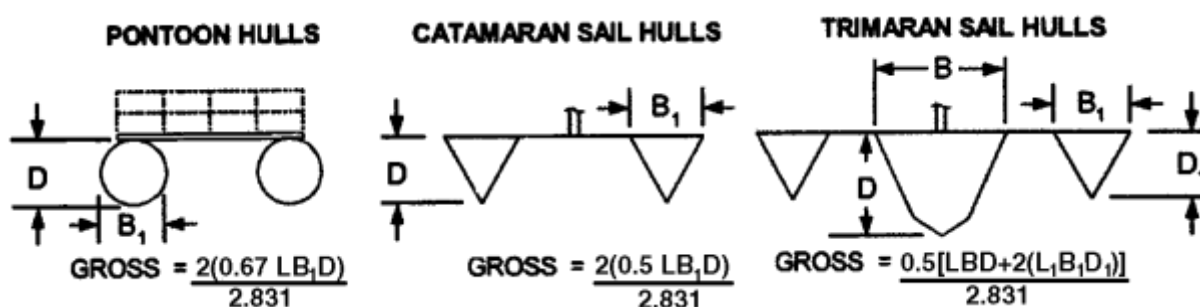
Note:

The tonnage is a measurement of the volume of the yacht, and is unrelated to its weight or displacement.

14.3. Multi-Hull yachts

GT of a multi-hull yacht is the sum of the gross tonnage of each hull as calculated using the formulas listed below.

For example:



Where L is the length of the centre hull and L₁ is the length of the outside hulls.

15. MANNING REQUIREMENTS

15.1. Introduction

- .1 All yachts to which this Code applies should be safely and sufficiently manned in relation to the nature of their operation with the responsibilities placed on owners, Captains and Managers who should ensure that their yachts are manned with personnel of appropriate grades and have been properly trained and certificated. The numbers of certificated officers and non-certificated ratings should be sufficient to ensure safe and efficient operation of the yacht at all times.
- .2 Yachts which are privately owned and privately operated are not required to comply with any minimum safe manning requirements, except for the general liability and obligation to operate the yacht with care and in compliance with any regulations that exist, either nationally or locally, or at the condition of their insurance underwriters. Private Yachts of any size may request to have a Minimum Safe Manning Certificate but, where one exists, will be obliged to be in compliance with it.

- .3 Commercial Yachts which are <24 metres LLL are required to be properly manned but are not required to have a Minimum Safe Manning Certificate. These yachts may request to have this certificate, and where this is issued, the yacht must be in compliance with it.
- .4 Commercial Yachts of any size are required to have Officers that are endorsed by the Administration, whereby the qualifications of those Officers are verified and a Certificate of Endorsement is issued to that seafarer. The qualifications and experience of crew that are not Officers need to be verified by the owner, Captain and Manager, as appropriate, and will include all STCW Certificates, a Medical Fitness Certificate and any relevant Certificates of Competency. Full compliance with the Maritime Labour Convention (MLC) is also required for all crew members, Managers and owners.

15.2. Responsibilities of Owners and Operators - General Principles

- .1 In fulfilling their responsibility to ensure that yachts are safely and sufficiently manned, the Owners and operators shall:
 - .1 Assess the tasks, duties and responsibilities of the yacht's complement required for its safe operation, for the protection of the marine environment and dealing with emergency situations that could reasonably occur.
 - .2 Assess the numbers and grades/capacities in the yacht's complement required for the safe operation and for the protection of the environment, and for dealing with emergency situations, including the evacuation of passengers where applicable.
 - .3 Ensure that the manning level is adequate at all times and in all respects, including meeting peak workloads.
 - .4 Review the manning level for safety and sufficiency in case of changes in the nature of the operations, operational area, construction, machinery, equipment or maintenance of the yacht.
- .2 In conjunction with the above factors, the Owner or operator shall:
 - .1 Identify all the functions to be undertaken on board during a representative voyage or operational period, including determination of the number of crew required to undertake the relevant tasks and duties under both peak and routine workload conditions and relate that to the Minimum Safe Manning Certificate (where issued).
 - .2 Identify those functions that constitute a normal operation and determine the numbers of crew required to undertake the concurrent tasks and duties safely.
 - .3 Identify the skills and experience required to perform those functions.
 - .4 Establish working arrangements to ensure that the Captain and crew are capable of undertaking concurrent and continuing operations at the appropriate level(s) of responsibility, as specified, with respect to their skills and training.
 - .5 Ensure that the working arrangements allow for sufficient rest periods to avoid fatigue and are in compliant with the requirements of the Maritime Labour Convention (MLC 2006) in respect of all Commercial Yachts and those Private Yachts that voluntarily abide by the Convention.

15.3. Establishing Safe Manning Requirements - Specific Factors

- .1 Primary specific factors to be taken into account in determining the safe manning level include:
 - .1 Size and type of the yacht, and the Category in which it operates;

- .2 Frequency and duration of port calls, the length and nature of the voyage;
 - .3 Number, size (kW) and type of main propulsion units and auxiliaries;
 - .4 Sufficient qualified crew to accommodate watches, including anchor watch;
 - .5 Periods between charters to allow for rest and days off, as well as cleaning, replenishing and any running repairs;
 - .6 How the proposed crew will deal with various emergency situations that may arise, including management of any charter guests.
 - .7 Navigational duties and responsibilities as required by the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended, including to:
 - a) Plan and conduct safe navigation.
 - b) Maintain a safe navigational watch.
 - c) Manoeuvre and handle the yacht in all conditions and during all operations.
 - d) Safely moor and unmoor the yacht.
 - e) Maintain safety whilst in port.
- .2 Other specific factors to be taken into account include:
- .1 The nature and duration of the operation(s) the yacht undertakes and local environmental conditions and any special requirements of the operations.
 - .2 The specific operation of the yacht.
- .3 Maintenance of safety and environmental protection systems:
- .1 Maintain the safety and security of all persons on board and keep life-saving, fire-fighting and other safety systems in operational condition, including the ability to muster and disembark passengers and non-essential personnel
 - .2 Operate and maintain watertight closing arrangements.
 - .3 Perform operations necessary to protect the marine environment.
 - .4 Provide medical care on board.
 - .5 Undertake administrative tasks required for the safe operation of the yacht, including inspections and records as mentioned in this Code.
 - .6 Participation in mandatory safety drills and exercises.
- .4 Marine engineering tasks and duties:
- .1 Operate and monitor the main propulsion and auxiliary machinery.
 - .2 Maintain a safe engineering watch.
 - .3 Manage and perform fuel and ballast operations.
 - .4 Maintain the yacht's engine equipment, system and services.

- .5 Electrical, electronic and control engineering duties:
 - .1 Operate the yacht's electrical and electronic equipment.
 - .2 Maintain the yacht's electric and electronic systems.
- .6 Radio communications:
 - .1 Transmit and receive information using the yacht's communication equipment.
 - .2 Maintain a safe radio watch.
 - .3 Provide communications in emergencies.
- .7 Maintenance / repair:

Carry out maintenance and repair work to the yacht and its machinery, equipment and systems, as appropriate to the method of maintenance and the repair system used.

15.4. Guidance on Appropriate Manning Levels

- .1 In determining what constitutes a safe manning level, useful guidance may also be obtained by use of risk and hazard management tools such as formal safety assessment. The safe manning levels should be those required for all reasonably foreseeable circumstances and working conditions to permit the safe operation of the vessel under normal operational conditions.
- .2 The tables in manning sections of the below-mentioned Tuvalu Yacht Circulars provide guidance on the numbers of certificated deck and engineer officers, and ratings that may be considered appropriate to different sizes of vessel and tonnage, although it is recognized that yachts vary considerably in their design and conditions of use, which may affect the most applicable level of safe manning.

15.5. Safe Manning Document

The Administration requires that all Commercial Yachts >24 metres LLL carry a Minimum Safe Manning Certificate. Owners and operators of vessels <24 metres LLL may request to hold a Minimum Safe Manning Certificate. This will allow the owner/operator to consider a "range and risk" approach when determining manning levels.

15.6. Application for Issue and Withdrawal of a Minimum Safe Manning Certificate

- .1 Any application for a Minimum Safe Manning Certificate should be made to the Administration by the owner, or a person authorized to act on behalf of the owner, and would be normally based on the manning table. Where the Owner, Captain or Manager disagrees with the manning table, he may submit an alternative proposal subject to provision of a clear and concise explanation of how:
 - .1 The proposed manning level has been determined.
 - .2 It takes into account the guidance notes above.
 - .3 It takes into account the hours of work and rest.
- .2 A proposal for a Minimum Safe Manning Certificate will only be considered for approval and issuance if the manning level is in accordance with the principles, recommendations and guidelines provided in this Code.

- .3 When the manning level has been agreed, a Minimum Safe Manning Certificate will be issued for the yacht. The Certificate should be retained on board and be available for inspection by an authorized person, whenever required.
- .4 In the event of any change in equipment, construction or use of the yacht, which may affect the safe manning level, the owner or operator should make an application for the issue of a new Minimum Safe Manning Certificate.
- .5 When the owner or its representative seek possible dispensation on manning requirements the Owner, Captain or Manager should seek authorisation from the Administration with justifications.
- .6 A Minimum Safe Manning Certificate may be withdrawn if an owner or operator fails to submit a new proposal where a yacht significantly changes trading area(s), operation criteria have changed or a yacht persistently fails to comply with the rest hour requirements according to MLC 2006 where applicable.

15.7. Safe Manning Levels for all Yachts of 24 metres LLL and over

The owner/operators or managing agent of all seagoing yachts of 24 metres LLL and over should ensure that key personnel required for the safe operation of the yacht have recent and relevant experience of the type and size of the yacht, and the type of operation in which it is engaged before embarking on any voyage.

Please refer to Annex I of Tuvalu Yacht Circular YC-2/2012/1 for guidance.

- .1 Safe Manning Scale for Motor Yachts of 24 metres or more.

Note: Yachts of large or complicated design may require additional crew.

- .2 Safe Manning Scale for Sailing Yachts of 24 metres or more.

Note: Sailing yachts of large or non-automated design will most likely require additional crew.

15.8. Safe Manning Levels for all Yachts of less than 24 metres LLL

The owner/operators or managing agent of all yachts of less than 24 metres LLL should ensure that the yacht is adequately manned with competent personnel for its safe operation within the trading area as permitted.

Please refer to Annex I of Tuvalu Yacht Circular YC-1/2012/1 for guidance.

15.9. Compliance with Maritime Labour Convention (MLC), 2006

- .1 All yachts, regardless of tonnage, should comply with the requirements of the MLC.
- .2 For all yachts of 500 GT and over, a Declaration of Maritime Labour Compliance (DMLC Part I) will be issued for the yacht to comply by means of a documented DMLC Part II, then after a verification inspection according to DMLC Part II will be carried onboard. Upon confirmation of compliance with MLC requirements, the MLC Certificate will be issued to the yacht.
- .3 An Intermediate inspection is required between the second and third anniversary dates of the MLC certificate, or if there are significant changes to the yacht or the method of operation, or if a complaint is received by the Administration, Port State Control or other Authority, an additional inspection may be required.

16. BALLAST WATER MANAGEMENT CONVENTION

- .1 Yachts of any size or category that do not carry ballast water is not required to comply with the Ballast Water Management Convention. For clarity, Owners, Captains or Managers should keep a signed declaration on board to the effect that the Convention does not apply and to provide the Administration with a copy.
- .2 All yachts >400 GT which are designed and constructed to carry ballast water are required to be surveyed and an International Ballast Water Management Certificate issued. A Ballast Water Management Plan in accordance with Regulation B-1 is also required, which needs to be approved by the RO or Administration, before the certificate can be issued.
- .3 Annual surveys are required as part of the regulations of the Convention, which may be undertaken by the RO. A Ballast Water Record Book is required in accordance with Regulation B-2 and may be inspected by the RO.
- .4 Notwithstanding the above, ballast water should be managed in accordance with any Coastal or Port State's specific requirements which may prevail within its jurisdiction.

ANNEX I – SUMMARY OF APPLICABLE CERTIFICATES

CERTIFICATE	APPLICABLE INSTRUMENT	CRITERIA
Certificate of Registry	Shipping Act	N/A
Ship Radio Station Licence	Shipping Act	N/A
Minimum Safe Manning Certificate	Shipping Act	Commercial >24 metres
STCW Endorsements	STCW	Commercial
Certificate of Compliance	Yacht Code	Commercial 500 GT and above
Vessel Safety Certificate Private Yacht	Yacht Code	Private
Vessel Safety Certificate Commercial Yacht	Yacht Code	Commercial
Safety Management Certificate	SOLAS	Commercial 500 GT and above
Document of Compliance	SOLAS	Commercial 500 GT and above
International Ship Security Certificate	SOLAS	Commercial 500 GT and above
Maritime Labour Convention with DMLC Part I and II	MLC 2006	500 GT and above
International Tonnage Certificate	ITC-69	>24 metres for new ship and >150 GT for existing ship
Cargo Ship Safety Construction Certificate	SOLAS	Commercial 500 GT and above
Cargo Ship Safety Equipment Certificate	SOLAS	Commercial 500 GT and above
Cargo Ship Safety Radio Certificate	SOLAS	Commercial 300 GT and above
International Load Line Certificate	ILLC	>24 metres
International Oil Pollution Prevention Certificate	MARPOL	400 GT and above
International Sewage Pollution Prevention Certificate	MARPOL	400 GT and above or 15 persons and above
International Air Pollution Prevention Certificate	MARPOL	400 GT and above
International Energy Efficiency Certificate	MARPOL	400 GT and above
International Anti-Fouling System Certificate	AFS Convention	400 GT and above
Declaration on AFS	AFS Convention	<400 GT and >24 metres
International Ballast Water Management	BWM Convention	400 GT and above