

ST. VINCENT AND THE GRENADINES

SAFETY CODE OF PRACTICE FOR PLEASURE YACHTS ENGAGED IN COMMERCIAL TRADE

Applicable for crafts under charter, which are not considered by the Administration to be passenger ships, and which do not carry more than twelve (12) passengers on board.



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1. FOREWORD

St. Vincent and Grenadines Maritime Administration (“The Administration”) requires specific safety standards to be followed for the registration, survey and certification of Pleasure / Charter Yachts engaged in commercial trade (carrying less than 12 charter guests on board).

The Administration has therefore developed the present Safety Code of Practice for Pleasure / Charter Yachts engaged in Commercial Trade (the 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.

Vessels to which the Code applies are required to comply with the applicable requirements for safety including: stability, safety construction, safety equipment (fire fighting and life saving appliances), radio communication, navigation equipment and safe manning and for protection of the marine environment from pollution.

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

Pleasure / Charter Yachts, are to be submitted to Annual Inspection. Where the overall condition of the Pleasure / Charter Yacht does not comply with the technical standards as determined by the Administration, it may not be considered as eligible for registration.

It is the responsibility and it is incumbent on the person(s) or company(ies) financing wholly or partly the operation of the yacht to:

- present the yacht for survey in accordance with the Code requirements;
- maintain the condition of the yacht after surveys;
- ensure that the yacht is properly operated;
- inform this Administration without delay about any circumstance which may affect the given appraisal or give cause to modify its scope.

2. DEFINITIONS

Unless expressly provided otherwise in this Code:-

"Administration" means the Department of Maritime Administration of the Government of Saint Vincent and the Grenadines.

"approved" in respect to material or equipment means approved by the Administration or by a recognized organisation.

"Appointed Representative" means a representative appointed by the Administration for the purpose of this Code and may include an authorized surveyor;

"Authorised surveyor" means a member of staff of the Administration, an independent surveyor or a recognized organization who by reason of professional qualifications, practical experience and expertise is authorised by the Administration to carry out the survey required by the Code.

"cargo" means an item(s) of value that is 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 onboard the vessel.

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

- Category 1: unrestricted service;
- Category 2: up to 150 nautical miles from a safe haven;
- Category 3: up to 60 nautical miles from a safe haven;
- Category 4: up to 20 nautical miles from a safe haven,
- Category 5: up to 5 nautical miles from a safe haven, in favourable weather and in daylight.

"Code" means the Saint Vincent and the Grenadines Safety Code of Practice for Pleasure Yachts Engaged in Commercial Trade;

"daylight" means one (1) hour before sunrise until one (1) hour after sunset.

"enclosed superstructure" has the meaning given to it in the ILLC 66.

"Engaged in commercial trade" means the operation of the ship is being financed either wholly or in part by persons or a company other than the owner, or the immediate family of the owner.

"freeboard deck" has the meaning given to it in the ILLC 66.

"ILLC 66" means the International Convention on Load Lines, 1966, as amended.

"length of 24m" has the meaning twenty four (24) meters in "load line length" given in ILLC 66.

"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 August 2008.

"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 ship;
- (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" means a ship Classification Society, which the Administration has accepted as a Recognized Organization for the survey and certification of yachts in accordance with the guidelines in IMO Resolution A.739(18);

"safe haven" means a harbour or shelter of any kind which affords entry, subject to prudence in the weather conditions prevailing, and protection from the force of the weather.

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

"superstructure" has the meaning given to it in the ILLC 66.

"weather deck" has the meaning given to it in the ILLC 66.

"weather tight" has the meaning given to it in the ILLC 66

3. APPLICATION AND EQUIVALENTS

3.1 Application

This Code applies to yachts, other than those to which the International Code of Safety for High Speed Craft applies, that are 10 metres and over in length but less than 500 gross tonnage, which are engaged in commercial trade and carry no cargo and up to 12 passengers.

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 ship, 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 a 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 balance 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 via its appointed representatives and be supported by justification for the exemption.
- .3 Exemption from the requirements of international conventions will 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 can not be resolved by the recognised organisation or the authorised surveyor, a decision on the interpretation may be obtained on written application to the Administration.

4. WEATHERTIGHT INTEGRITY, STABILITY, FREEBOARD

4.1 General requirements

As far as is reasonable and practicable, yachts to which the Code applies should comply with the standards for weathertight integrity, stability and freeboard required by ILLC 66. 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 and 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.
- .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, the top of which is at least 300mm above the deck.

4.1.3 Skylights

- .1 All skylights should be of efficient weathertight construction complying with a recognised standard, provided with a portable cover and should be located on or as near to the centreline 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 easy and safe to use, having due regard to its position and access to and from the skylight.

4.1.4 Side Scuttles and Windows

- .1 Side scuttles should be of an approved type. They should be of strength appropriate for their location in the yacht and meet appropriate international marine standards.
- .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. Proposals to fit side scuttles with portable deadlights will be subject to special consideration and approval by the

Administration, having regard for the location of the side scuttles and ready availability of deadlights to be fitted.

- .3 Side scuttles should not be fitted in the hull in way of the machinery space.
- .4 Windows should be of an approved type. They should be of strength appropriate for their location in the yacht and meet appropriate international marine standards.

4.1.5 Ventilators and Exhausts

- .1 Adequate ventilation is to be provided throughout the yacht. The accommodation spaces are to be protected from the entry of gas and/or vapour fumes from galley, machinery, exhaust and fuel systems.
- .2 Ventilators are to 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.

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.
- .2 Where 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 prevent inadvertent flooding.

4.1.7 Scuppers, Sea Inlets and Discharges

The standards of ILLC 66 should be applied to every discharge led through the shell 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.

4.1.8 Stability

The yachts should meet stability standards which should comply as far as practicable to the ILLC 66.

**4.2 Additional Requirements for Yachts having length of 24m and over
(or when built prior 21.07.1968, having gross tonnage 150 and over)**

- .1 Yachts having length of 24m and over (or as otherwise defined above) should comply with the requirements ILLC 66, so far as practicable and reasonable to do so.
- .2 When a yacht does not meet a standard of the ILLC 66, the Administration may consider the application of operational limitations as compensation for deficiencies which cannot be overcome reasonably.
- .3 Subject to the size, suitability for intended use and degree of compliance with the Code, a yacht may be considered for the issuance of a "Commercial Yacht Document of Compliance" as follows:

.1 Category 1: unrestricted service;

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

.2 Category 2: up to 150 miles from a safe haven;

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

.3 Category 3: up to 60 miles from a safe haven;

- .1 For a yacht which does not fully comply with the weather tight requirements of the Code as indicated to this chapter, however alternative equivalent standards are being met to the satisfaction of the authorised surveyors; or
- .2 For a yacht which is equipped with certain radio communication equipment as indicated in chapter 8 of the Code applicable for this specific trading area; or
- .3 For a yacht which is exempted by the Administration from certain requirements concerning life-saving appliances.

.4 Category 4: up to 20 miles from a safe haven;

- .1 For a yacht which does not fully comply with certain requirements of the Code and therefore specific exemptions have been approved by the Administration; or
- .2 For a yacht which is equipped with certain radio communication equipment as indicated in chapter 8 of the Code applicable for this specific trading area.

.5 Category 5: up to 20 miles from a safe haven, in favourable weather and in daylight.

For a yacht which does not fully comply with certain requirements of the Code and therefore specific exemptions have been approved by the Administration;

- .4 Depending on the nature of the yacht and its intended use, it may be restricted to less than the above specified limits. All limitations or restrictions will be recorded on the "Commercial Yacht Document of Compliance" .
- .5 In no case will a yacht be allowed to exceed the operational limitations which may be set by the Administration or the recognized organization

4.3 Stability Documents

- .1 Yachts should be provided with a stability information booklet for the Master which is approved by the Administration.
- .2 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, under the supervision of an authorised surveyor.
- .3 When a yacht has up-to-date stability information which complies with a different but defined 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.
- .4 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.

4.4 Freeboard

- .1 The freeboard for the yacht and its marking should be approved by the Assigning Authority for the assignment of freeboard and issue of the International Load Line Certificate (1966).
- .2 The freeboard mark applied should be an all seasons mark positioned port and starboard at amidships in the load line length. The mark should be permanent and be of contrasting colour to the hull of vessel in way of the mark.

5. CONSTRUCTION AND ASSOCIATED ARRANGEMENTS

5.1 General Requirements

- .1 The standards of construction of the yacht with reference to the hull construction, machinery and electrical installations should comply with the applicable requirements of the SOLAS Convention, as far as it is reasonable and practicable.
- .2 It is advisable that the yacht be classed by a recognized organization and maintained in class.
- .3 Where the yacht is not classed by a recognized organization and maintained in class, the builder's certificate 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 Administration for review and approval.

5.2 Structure

- .1 The hull, superstructures, structural bulkheads, decks and deckhouses should be constructed of steel or other equivalent material.
- .2 When a vessel is not classed by a recognized organization and the hull, bulkheads, and main deck are constructed of materials other than steel, evidence of precautions taken to reduce the passage of flame should be submitted to the Administration for approval.
- .3 Paints, varnishes and other finishes create a fire hazard, should not be used in the engine room or gallery or in other areas of high fire risk. The use of such finishes elsewhere in the yacht should be kept to a minimum.
- .4 The boundaries of a space containing internal combustion propulsion machinery or oil fired boilers on a new vessel should be: gas tight; capable of preventing the passage of smoke and flame for an adequate period; and so insulated where necessary with a suitable non-combustible material.
- .5 The arrangement of the hull should be such that all underdeck compartments are provided with a satisfactory means of escape. In the case of the accommodation, two means of escape from every restricted space or group of spaces should be provided.
- .6 Only in an exceptional case should one means of escape be accepted, and then only if the means of escape provided leads directly to the open air 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 obstructed by furniture or fittings. Two means of escape should be provided from each machinery space, unless considered otherwise by the 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 to the satisfaction of the Administration.

5.3 Machinery and Electrical Installation

- .1 The machinery, 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 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. A fuel shut-off valve(s) should be provided which is capable of being closed from a position outside the machinery space. The valve(s) should be fitted as close as possible to the fuel tank(s).
- .3 All vessels 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°.
- .4 In the case of a vessel where the propulsion machinery space may be unmanned at any time, a bilge level alarm should be fitted. The alarm should provide an audible and visual warning in the Master's cabin and in the wheelhouse. The audible and visual alarm may be accepted elsewhere if it is considered that such a location may be more appropriate.
- .5 The steering gear and its installation should meet requirements of adequate safety standards.
- .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.
- .7 The electrical equipment and its installation should meet requirements of adequate safety 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 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.
- .9 When batteries are used, they shall 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.

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 the bowsprit.
- .2 When access to the rig, bowsprit, or over side working is required, provision should be made to enable people to work safely.
- .3 The arrangements provided should be based on established safe working practices for the type of vessel. The arrangements may include but not be limited to:-
 - .1 Safety nets below the bowsprit.
 - .2 Safety grab rails or jackstays (metal or wire) 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.
 - .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:
 - .1 Fixed metal steps or ladders attached to the mast; or
 - .2 Traditional ratlines (rope) or, rattling bars (wood / steel), fixed across the shrouds to form a permanent ladder.

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 recognized organization or a recognised national or international standard.
- .2 The associated structure for masts and spars (including fittings, decks and floors) should be constructed to effectively carry and transmit the forces involved.

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).
- .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.
- .3 Chain plates for standing rigging should be constructed to effectively carry and transmit the forces involved.

5.4.4 Sails

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

6. FIRE-FIGHTING EQUIPMENT

6.1 General Requirements

- .1 All fire appliances should be of an approved type.
- .2 The location, installation, service and maintenance of all equipment should be to the satisfaction of the Administration.

6.2 Specific Requirements

6.2.1 Fire Pumps

- .1 At least one (1) power driven fire pump of efficient capacity should be provided on board.
- .2 As least one (1) additional hand or power driven fire pump should be provided on board, not located in the same space with the other fire pump.

6.2.2 Fire Main, Hydrants and Hoses

- .1 A fire main, water service pipes and fire hydrants should be fitted.
- .2 Fire hydrants should be located for easy attachment of fire hoses, protected from damage and distributed so that the fire hoses provided can reach any part of the vessel.
- .3 Fire hoses should not exceed 18 metres in length.
- .4 The number of fire hoses and nozzles provided should correspond to the functional fire safety equipments but, be at least 3.

6.2.3 Fire Extinguishers

- .1 At least three (3) fire extinguishers (preferably foam) should be placed in accommodation spaces, where one (1) should be placed for 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) should be placed in the wheelhouse near to the central & radio equipment console.
- .5 At least four (4) fire extinguishers ,suitable for oil fires, should be placed in the engine room / machinery spaces.

6.2.4 Fixed Fire-Extinguishing System

- .1 An approved fixed fire-extinguishing system (CO₂ or other) should be installed to engine room / machinery spaces.
- .2 The Administration may consider requests for exemption for yachts of less than 24 metres in length.

6.2.5 Emergency Escape Breathing Devices (EEBD)

- .1 Two (2) EEBD should be provided for engine room / machinery spaces.
- .2 Two (2) EEBD should be provided for accommodation spaces.
- .3 The Administration may consider exemption from these requirements where recommended by the authorized surveyor.

6.2.6 Fireman's Outfit

At least one (1) fireman's outfit should be provided for yachts of 24 metres in length and over.

6.2.7 Fire Blanket

At least one (1) fire blanket should be placed in the galley.

6.2.8 Drills and Safety Demonstrations

Drills, as per SOLAS regulations, should be carried out for the crew. Demonstration of safety features should be carried out for passengers upon their embarkation and prior departure from the embarkation port.

6.3 Summarised Requirements

The minimum fire-fighting equipment carriage requirements are summarised in the following table:

FIRE-FIGHTING EQUIPMENT	
Type of Equipment	Requirement
Fire Pumps	One (1) power driven, one (1) additional
Fire Main, Hydrants and Hoses	Adequate hydrants, at least three (3) hoses
Fire Extinguishers	Three (3), preferable foam, in accommodation spaces One (1), preferable foam, in galley One (1) dry powder, in wheelhouse Four (4), in engine room / machinery spaces
Fixed Fire-Extinguishing System	For engine room / machinery spaces
Emergency Escape Breathing Devices (EEBD)	Two (2), in engine room / machinery spaces Two (2), in accommodation spaces
Fireman's Outfit	One (1) for yachts of 24m and over
Fire Blanket	One (1) for galley

NOTE: The Administration may consider requests for exemption for yachts of less than 24 metres in length.

7. LIFE-SAVING APPLIANCES

7.1 General Requirements

- .1 A vessels to which this Code applies should carry lifesaving appliances as outlined in this Chapter.
- .2 All equipment fitted on board should be of an approved type.
- .3 Maintenance of equipment should be carried out in accordance with the instructions for onboard maintenance.
- .4 The stowage and installation of all life-saving appliances is to be to the satisfaction of the Authorised Surveyor.
- .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, tender boat. All life-saving equipment should be fitted with retro-reflective material.
- .7 The Administration may consider requests for exemption from the requirements of this Chapter.

7.2 Carriage Requirements

7.2.1 Liferafts

- .1 One or more liferafts with hydrostatic release units are to be provided of sufficient aggregate capacity to accommodate at least 110% of the total number of persons onboard. Liferafts are to be readily transferable for launching on either side of the vessel. If liferafts are not readily transferable, additional liferafts should be fitted so that liferafts having a total capacity of 100% of the vessel's complement are provided on each side of the vessel.
- .2 Liferafts and hydrostatic release units should be serviced every 12 months.

7.2.2 Tender Boat

- .1 A boat with an engine suitable for rescue purposes is to be carried onboard. The boat should have a capacity for not less than 4 persons and may be a rigid or a rigid inflatable tender. Tubes of a non-SOLAS inflatable boat should have a minimum of 3 buoyancy compartments built in.
- .2 Galvanised steel falls used in launching life-saving appliances should be turned end for end at intervals of not more than 30 months and renewed either when necessary due to deterioration of the falls or at 5 years, whichever is the lesser. 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 4 years, whichever is the lesser.

- .3 Exemption from the requirements of this section will only be considered for yachts in category 3, 4 and 5.

7.2.3 Lifejackets

- .1 One adult lifejacket should be provided for each person onboard plus spare adult lifejackets sufficient for at least 10% of the total number of persons onboard or two, whichever is the greater. Each lifejacket should be fitted with a light and whistle.
- .2 In addition to the adult lifejackets, a sufficient number of children's lifejackets should be provided for children carried on the vessel.

7.2.4 Lifebuoys

- .1 At least one (1) lifebuoy for port and one for starboard sides fitted with combined light and smoke signals and capable of quick release from the navigating bridge, should be provided. When this is impractical, they may be stowed at the sides of the vessel and provided with conventional release arrangements.
- .2 At least one (1) lifebuoy for port and one for starboard sides with attached buoyant line of minimum length of 30 metres should be provided.

7.2.5. Immersion Suits

One immersion suit should be provided for every person onboard, unless the yacht operates all year round on voyages between the parallels of Latitude 20° North and 20° South or unless exempted by the Administration for voyages where they are considered unnecessary.

7.2.6 Life Throwing Appliance

A line throwing appliance with a minimum of four projectiles should be provided on board.

7.2.7 Distress Signals

Distress signals must be SOLAS approved type. A minimum of six (6) parachute red signals, three (3) hand flares and two (2) smoke signals should be provided.

7.2.8 Radar Transponders (SART), Portable VHF Apparatus

- .1 One Radar Transponder and two Portable VHF Apparatus should be provided to each yacht of 300 GT and over and should be stowed in an easily accessible position so that can be rapidly placed in any survival craft.
- .2 Means are to be provided in order that they can be mounted in the survival craft at a height of at least 1 metre above sea level.

7.2.9 Automatic Identification System (AIS)

One Automatic Identification System is to be fitted to each yacht of 300 GT and over.

7.2.10 General Alarm

A general alarm system should be fitted to each yacht. This system may consist of the Yacht's whistle or siren.

7.2.11 Miscellaneous

Yachts should be provided with posters and signs showing survival craft and equipment operating instructions, training manual, instructions for onboard maintenance, life-saving signals and rescue poster.

7.2.12 First Aid Equipment

First Aid equipment is to be available onboard

7.2.13 Drills

Drills, as per SOLAS regulations, should be carried out for the crew. Demonstration of safety features should be carried out for passengers upon their embarkation and prior departure from the embarkation port.

7.3 Summarised Carriage Requirements

The minimum life-saving appliances carriage requirements are summarised in the following table:

LIFE-SAVING APPLIANCES¹	
Type of Equipment	Carriage Requirement
Liferafts	Capable to accommodate 110% of persons on board (or 100% each side if liferafts are not readily transferable)
Tender Boat ²	One to be provided
Lifejackets	One for every person on board plus 10% sufficient number for children
Lifebuoys	Two with light and smoke signals Two with buoyant line
Immersion Suits	One for every person on board (unless exempted)
Distress Signals	Six parachute signals, three hand flares, two smoke signals
Radar Transponders (SART),	One for yachts of 300 GT and over,
Portable VHF Apparatus	Two for yachts of 300 GT and over
Automatic Identification System (AIS)	One for yachts of 300 GT and over
General Alarm	To be fitted (may consist of the ship's whistle or siren)
Miscellaneous	Operating instructions, training manual, instructions for onboard maintenance, life-saving signals and rescue poster.
First Aid Equipment	To be available on board

NOTES:

1. The Administration may consider requests for exemption from these requirements.
2. Request for exemption from the carriage of tender boats will only be considered for category 3, 4 and 5 yachts.

8. RADIO COMMUNICATION EQUIPMENT PROVISIONS

8.1 General Requirements

- .1 All vessels to which the Code applies should carry radio communication equipment as outlined in this chapter
- .2 All radio communications equipment should be of an approved type.

8.2 Sources of Energy

- .1 There should be available at all times, while the vessel 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 radiocommunications for a minimum of one hour in the event of failure of the vessel's main source of electrical power.

8.3 Watches

The yacht while at sea, should maintain a continuous watch on VHF Digital Selective Calling (DSC), on channel 70.

8.4 Radio Personnel

A vessel should carry at least one person qualified for distress and safety radio communication purposes, who should hold a certificate of competence acceptable to the Administration.

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; and
 - .8 Transmitting and receiving bridge-to-bridge communications.

.2 The following table illustrates the minimum radio installation to be carried to fulfil the functional requirements sailing at different distances from a safe haven.

Radio Equipment ¹	Distance from safe haven – nautical miles			
	Categories 4 & 5 ² Up to 20	Category 3 ² Up to 60	Category 2 ² Up to 150	Category 1 ² Unlimited
VHF Radiotelephone with Digital Selective Calling (DSC)	One	One	One	One
MF / HF Radiotelephone with Digital Selective Calling (DSC)	None	None	One ^{3.}	One ^{3.}
INMARSAT Ship Earth Station	None	None	One ^{3.}	One ^{3.}
EPIRB ^{4, 5}	None	None	Required	Required
NAVTEX ^{6.} receiver	None	None	One	One

NOTES :

1. Shore Based Maintenance contract is recommended to be provided.
2. Yacht categories are defined in Chapter 2.
3. An INMARSAT ship earth station **OR** MF/HF radiotelephone with DSC may be fitted for operations over 60 miles from a safe haven.
4. EPIRB should be tested every 12 months.
5. EPIRB, Shore Based Maintenance contract are compulsory for all yachts of 300 GT and over for all areas of operation (categories 1 to 5).
6. 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 enhanced group calling system.

(For example, when the Yacht is engaged in voyages up to 100 n.m. from safe haven, she should be equipped with: one VHF radiotelephone with DSC, one INMARSAT-C ship-earth station (or MF/HF radiotelephone with DSC), and one NAVTEX receiver (or EGC receiver if NAVTEX service is not provided).

8.6 Additional Requirements for Yachts of 300 GT and over

.1 Yachts of 300 GT and over should comply with the requirements of SOLAS, so far as it is reasonable and practicable to do so, taking into consideration the trading area of the yachts (GMDSS Areas A1, A2, A3). In case full compliance with SOLAS

requirements can not be met, then at least the carriage requirements as per section 8.5 should be met.

- .2 The Administration may consider an exemption, in accordance with the provisions of SOLAS.

9. NAVIGATION LIGHTS, SHAPES AND SOUND SIGNALS

Every yacht to which this Code applies should comply with the requirements of the International Regulations For Preventing Collisions At Sea, 1972, as amended.

10. NAVIGATION EQUIPMENT REQUIREMENTS

10.1 General Requirements

All navigation equipment should be of an approved type.

10.2 Carriage Requirements

- .1 Each yacht should be fitted with the following navigation equipment:
 - .1 One (1) radar working in 9 GHz frequency
 - .2 Two (2) electronic navigational systems (G.P.S.)
 - .3 A marine magnetic compass properly adjusted/calibrated (independent of any power supply).
 - .4 A gyro compass or spare magnetic compass bowl
 - .5 One (1) Echo sounder. Instead of echo sounder an equivalent arrangement may be accepted.
 - .6 One set of updated Navigation Charts and Publications, (in addition to electronic charts, if installed) for the applicable sailing area(s).
 - .7 A signalling lamp
 - .8 A barometer

11. PREVENTION OF MARINE POLLUTION

11.1 General Requirements

Each yacht to which this Code applies should comply with the applicable requirements of MARPOL.

11.2 Summarised Requirements

11.2.1 Annex I of MARPOL

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

11.2.2 Annex IV of MARPOL

- .1 Each yacht built on or later than 27 September 2003 and certified to carry more than 15 persons, shall comply with the requirements of Annex IV of MARPOL.
- .2 Every Yacht built prior to 27 September 2003 and certified to carry more than 15 persons should comply with the requirements of Annex IV of MARPOL, not later than 27 September 2008.

11.2.3 Annex V of MARPOL

Each yacht should comply with the requirements of Annex V of MARPOL. Therefore each yacht shall display placards which notify the crew and passengers of the disposal requirements of MARPOL Annex V. In addition, each yacht which is certified to carry 15 persons or more shall be provided with a Garbage Management Plan and a Garbage Record Book.

11.2.4 Annex VI of MARPOL

Each yacht should comply with the requirements of Annex VI of MARPOL as applicable.

11.3 Additional Requirements for Yachts of 400 GT and Over

11.3.1 Annex I of MARPOL

- .1 Yachts of 400 GT and over should be provided with International Oil Pollution Prevention (IOPP) Certificate, in accordance with the requirements of Annex I of MARPOL. As a consequence of these requirements, these yachts should also be provided with an approved SOPEP manual.
- .2 Yachts of 400 GT and over should be provided with an International Sewage Pollution Prevention Certificate, in accordance with the requirements of Annex VI of MARPOL.

11.3.2 Annex IV of MARPOL

- .1 Yachts of 400 GT and over built on or after 27 September 2003, shall comply with the requirements of Annex IV of MARPOL, irrespective of the number of persons that are certified to carry.

- .2 Yachts of 400 GT and over built prior 27 September 2003, should comply with the requirements of Annex IV of MARPOL, not later than 27 September 2008, irrespective of the number of persons that they are certified to carry.

11.3.3 Annex V of MARPOL

Yachts of 400 GT and over shall be provided with a Garbage Management Plan and Garbage Record Book, irrespective of the number of persons they are certified to carry.

11.3.4 Annex VI of MARPOL

Yachts of 400 GT and over, should be provided with International Air Pollution Prevention (IAPP) Certificate (Statement of Compliance).

12 NATIONAL REQUIREMENTS

In addition to the requirements of this Code, yachts may be required to comply with additional national requirements of the State(s) in whose ports they are trading.

13 SURVEYS AND CERTIFICATION

13.1 General Requirements

- .1 Surveys of yachts required by the Code shall be conducted by an authorized surveyor.
- .2 Yachts having a length of 24metres and over (or when built prior 21 July 1968, having a gross tonnage 150 and over) should be surveyed and certificated in accordance with the ILLC 66.
- .3 Yachts of 300 GT and over should comply with and be certificated in accordance with the requirements of Chapter IV of SOLAS Convention, regarding radiocommunications.
- .4 Yachts of 400 GT and over should comply with and should be certificated in accordance with the requirements of MARPOL.
- .5 Yachts having a length of 24metres and over should be certificated in accordance with the requirements of the International Convention on Tonnage Measurements of Ships, 1969.
- .6 A yacht may be surveyed at any time at the request of the Administration.

13.2 Survey Requirements

- .1 Every yacht shall be subjected to the following surveys:
 - .1 An Initial Survey which encompasses a complete inspection of a yacht that is surveyed for the first time;
 - .2 An Annual Survey involving a general visual 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. The Annual survey is should be carried out three months plus or minus, from the anniversary date of the Renewal Survey.
 - .3 A Renewal Survey involving an overall thorough inspection of the yacht's structure, machinery, equipment and other arrangements in accordance with the requirements of this Code. This survey is to be carried out at intervals not exceeding five (5) years from the date of initial survey
 - .4 An Authorized Surveyor may, at the request of the Administration, survey a yacht at any time.

13.3 Survey Report

On completion of each satisfactory initial survey or renewal survey the authorized surveyor should provide to the Administration and the Recognized Organization a Report of General Inspection for Pleasure Yacht (Engaged in Commercial trade), in the format at Annex I.

13.4 Issuance and Validity of Certificates

- .1 The Administration or the Recognized Organisation may issue a Commercial Yacht Document of Compliance, in respect of a yacht for which it has received a Report of General Inspection for Pleasure Yacht (Engaged in Commercial Trade). The Document of Compliance shall:
 - .1 Be in the format at Annex II; and
 - .2 Assign a category to the yacht.
- .2 The Administration or the Recognized Organization may include on the Document 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 the Code.
- .3 The validity of the Document of Compliance should not exceed five (5) years from the date of issue.

- .4 The Administration or the Recognized Organization may suspend or cancel the Document of Compliance if:
 - .1 The yacht is not maintained in accordance with Code standards; or,
 - .2 the yacht is not operated in accordance with any limitations or restrictions stipulated in the Document of Compliance.

14. SAFE MANNING REQUIREMENTS

14.1 Introduction

- .1 All yachts to which this Code applies shall be safely and sufficiently manned in relation to the nature of their operation with the responsibilities placed on companies owning or operating seagoing vessels. Companies should ensure that their vessels are manned with personnel of appropriate grades who have been properly trained and certificated. The numbers of certificated officers and certificated and non-certificated ratings should be sufficient to ensure safe and efficient operation of the vessel at all times.
- .2 These guidelines place a duty on the owner or operator to provide the master of the yacht with the necessary resources to comply with the manning requirements outlined by the Administration.

14.2 Responsibilities of Owners and Operators: General Principles

- .1 In fulfilling their responsibility to ensure that vessels are safely and sufficiently manned owners and operators should:
 - .1 assess the tasks, duties and responsibilities of the vessel's complement required for its safe operation, for the protection of the marine environment and dealing with emergency situations;
 - .2 assess the numbers and grades/capacities in the vessel'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 operation, operational area, construction, machinery, equipment or maintenance of the vessel.,.
- .2 In conjunction with the factors given in section 14.2.1, the owner or operator should:

- .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;
- .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 master 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; and
- .5 ensure that the working arrangements allow for sufficient rest periods to avoid fatigue.

14.3 Establishing Safe Manning Requirements: Specific Factors

- .1 Primary specific factors to be taken into account in determining the safe manning level include:
 - .1 size, type of vessel;
 - .2 frequency of port calls, length and nature of the voyage;
 - .3 number, size (kW) and type of main propulsion units and auxiliaries;
 - .4 construction, technical equipment and layout of vessel;
 - .5 method of maintenance;
 - .6 how the proposed complement will deal with various emergency situations that may arise;
 - .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:
 - .1 plan and conduct safe navigation;
 - .2 maintain a safe navigational watch;
 - .3 manoeuvre and handle the vessel in all conditions and during all operations;
 - .4 safely moor and unmoor the vessel; and
 - .5 maintain safety whilst in port.

- .2 Other specific factors to be taken into account include:
 - .1 Vessel specific operations:
 - .1 the nature and duration of the operation(s) the vessel undertakes and local environmental conditions and any special requirements of the operations.
 - .2 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 vessel; and
 - .6 participation in mandatory safety drills and exercises.
 - .3 Marine engineering tasks and duties:
 - .1 operate and monitor the vessel's main propulsion and auxiliary machinery;
 - .2 maintain a safe engineering watch;
 - .3 manage and perform fuel and ballast operations; and
 - .4 maintain vessel's engine equipment, system and services.
 - .4 Electrical, electronic and control engineering duties:
 - .1 operate vessel's electrical and electronic equipment; and
 - .2 maintain vessel's electric and electronic systems.
 - .5 Radio communications:
 - .1 transmit and receive information using vessel communication equipment;
 - .2 maintain a safe radio watch;
 - .3 provide communications in emergencies.

.6 Maintenance and repair:

- .1 carry out maintenance and repair work to the vessel and its machinery, equipment and systems, as appropriate to the method of maintenance and the repair system used.

14.4 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 Sections 14.8 and 14.9 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.

14.5 Safe Manning Document

SOLAS requires that vessels over 500 GT, excluding pleasure yachts not engaged in trade, carry a Safe Manning Document. Owners and operators of vessels below 500 GT may also choose to hold a Safe Manning Document in accordance with the tables at Section 14.7. This will allow the owner/operator to consider a "range and risk" approach when determining manning levels.

14.6 Application for and Issuance and Withdrawal of Safe Manning Documents

- .1 Any application for a Safe Manning Document should be made to the Administration by the owner, or a person authorised to act on behalf of the owner, and may be supported also by a clear and concise explanation of how: -
 - .1 the proposed manning level has been determined;
 - .2 it takes account of the guidance above; and
 - .3 it takes account of the hours of work provisions.
- .2 A proposal for a Safe Manning Document will only be considered for approval and issuance if the manning level is in keeping with the principles, recommendations and guidelines provided in this Code .
- .3 When the manning level has been agreed a Safe Manning Document will be issued for the yacht . The Safe Manning Document 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 vessel, which may affect the safe manning level, the owner or operator should make an application for the issue of a new Safe Manning Document.
- .5 A Safe Manning Document of a vessel may be withdrawn if an owner or operator fails to submit a new proposal where a vessel changes trading area(s), construction, machinery or equipment, or operation and/or method of maintenance have changed, or a vessel persistently fails to comply with the rest hours requirements.

14.7 Indicative Safe Manning Levels for Yachts of 24 Metres or More in Length

- .1 The owner/operators or managing agent of all seagoing yachts of more than 24 meters Load Line Length shall ensure that personnel required for the safe operation of the vessel have recent and relevant experience of the type and size of vessel, and the type of operation in which it is engaged.
- .2 The Administration may consider written requests from the owners and operators of yachts, seeking a varied Safe Manning Document, (from that indicated in Sections 14.8 and 14.9), based on a range and risk approach to safe manning with the flexibility to reduce the manning level taking into account, for example a limited operating area(s) or parameters, and levels of automation.
- .3 Details of certificates accepted by the Administration should be obtained from its offices.

14.8 Safe Manning Scale for Motor Yachts of 24 Metres or More in Length

Category	Personnel	Vessel Size	
		>24m <200GT	200-500GT
3 (Up to 60 from a safe haven)	Master	1	1
	Chief Officer	-	1
	Officer in Charge of Navigational Watch	-	-
	Chief Engineer	1	1
	Second Engineer	-	-
	Engineer in Charge of Navigational Watch	-	1
	Yacht Rating	1	2
4 (Up to 150 from a safe haven)	Master	1	1
	Chief Officer	1	1
	Officer in Charge of Navigational Watch	-	-
	Chief Engineer	1	1
	Second Engineer	-	-
	Engineer in Charge of Navigational Watch	-	1
	Yacht Rating	1	2
5 (Unlimited)	Master	1	1
	Chief Officer	1	1
	Officer in Charge of Navigational Watch	-	1
	Chief Engineer	1	1
	Second Engineer	-	1
	Engineer in Charge of Navigational Watch	1	-
	Yacht Rating	2	2

14.9 Safe Manning Scale for Motor Yachts of 24 Metres or More in Length

Category	Personnel	Vessel Size	
		>24m <200GT	200-500GT
3 (Up to 60 from a safe haven)	Master	1	1
	Chief Officer	1	1
	Officer in Charge of Navigational Watch	-	-
	Chief Engineer	1	1
	Second Engineer	-	-
	Assistant Engineer	-	1
	Yacht Rating	2	2
4 (Up to 150 from a safe haven)	Master	1	1
	Chief Officer	1	1
	Officer in Charge of Navigational Watch	-	-
	Chief Engineer	1	1
	Second Engineer	-	-
	Engineer in Charge of Navigational Watch	-	1
	Yacht Rating	2	2
5 (Unlimited)	Master	1	1
	Chief Officer	1	1
	Officers in Charge of Navigational Watch	-	1
	Chief Engineer	1	1
	Second Engineer	-	-
	Engineer in Charge of Navigational Watch	1	1
	Yacht Rating	2	2

ANNEX I

FORMAT OF REPORT OF GENERAL INSPECTION FOR
COMMERCIAL YACHT

COMMERCIAL YACHT REPORT OF GENERAL INSPECTION

Cert. No. _____

ANNEX II

ISSUING AUTHORITY

COMMERCIAL YACHT DOCUMENT OF COMPLIANCE

Issued in accordance with the
Safety Code of Practice for Pleasure Yachts Engaged in Commercial Trade, as amended
under the authority of the Government of SAINT VINCENT AND THE GRENADINES

NAME OF YACHT	OFFICIAL NUMBER	PORT OF REGISTRY	TONNAGE LENGTH	GROSS TONNAGE

THIS IS TO CERTIFY

1. that the yacht has been surveyed in accordance with the Saint Vincent and the Grenadines Safety Code of Practice for Pleasure Yachts Engaged in Commercial Trade;
2. that the yacht has been found to be substantially in compliance with the requirements of the St. Vincent and the Grenadines Safety Code of Practice for Pleasure Yachts Engaged in Commercial Trade (as amended) for the construction, machinery, equipment, stability and inspection of Pleasure Yachts, of less than 500 gross tons; in commercial use for sport and pleasure, and not carrying cargo or more than 12 passengers;
3. that the total number of persons for which life-saving appliances are provided, is: _____
4. That the total number of passengers, is: _____
5. That the hull of the yacht was surveyed on _____ ; and
6. That the following operational limitations apply:

This certificate will remain in force, unless previously cancelled, until the _____ day of _____ 20 _____
subject to the yacht, its machinery and equipment being efficiently maintained, annually surveyed and manned in
compliance with the Safety Code of Practice for Pleasure Yachts Engaged in Commercial Trade, (as amended).

Issued at _____ on the _____ day of _____

The undersigned declares that he is duly authorised by the said Government to issue this certificate.

*For the
ISSUING AUTHORITY*

Note: _____
Annual surveys should be carried out within a three month period either side of the anniversary of
the date on which the hull was surveyed as recorded at 4. overleaf.

1st Annual Survey

Place _____

Official Stamp

Date _____

Surveyor _____

2nd Annual Survey

Place _____

Official Stamp

Date _____

Surveyor _____

3rd Annual Survey

Place _____

Official Stamp

Date _____

Surveyor _____

4th Annual Survey

Place _____

Official Stamp

Date _____

Surveyor _____

ANNEX III

SUMMARY LIST OF APPLICABLE CERTIFICATES

CERTIFICATE	APPLICABLE INSTRUMENT	LIMITS
Registration Certificate	Shipping Act, 2004	-
Radio License	Shipping Act, 2004	-
Safe Manning Certificate	Shipping Act, 2004	-
STCW'95 Endorsements	STCW 78/95	-
Certificate of General Inspection for Pleasure Yachts (Engaged in Commercial Trade)	SVG Commercial Yacht Code	< 500 GT
Commercial Yacht Document of Compliance	SVG Commercial Yacht Code	< 500 GT
International Load Line Certificate	ILLC	≥ 24m
Cargo Ship Safety Radio Certificate	SOLAS	≥ 300 GT
International Oil Pollution Prevention Certificate	MARPOL	≥ 400 GT
International Sewage Pollution Prevention Certificate	MARPOL	≥ 400 GT*
International Air Pollution Prevention Certificate	MARPOL	≥ 400 GT**
International Tonnage Certificate	ITC'69	≥ 24m

- * For details please refer to the Chapter 11 of the Code
- ** Applicable as from 19 May 2005
- *** Issued for the managing company