

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 The 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 St. 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;

"Authorized 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 is 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 St 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.

"Length" means 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.

"Length Overall" means 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 should not be included in this measurement.

"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's 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 ten (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 cannot 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 which height depends upon the sailing area. An appointed Representative should review this issue and advise this Administration accordingly.

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 **an appropriate** strength 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 **this** Administration and/or its Appointed Representative 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 an appropriate strength for their location in the yacht and meet appropriate international marine standards.

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, 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.

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 **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 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 above 24 m should meet stability standards which should comply as far as practicable to the ILLC 66. Yachts below 24m should meet an equivalent standard ensuring an acceptable level of safety at sea.

4.2 Additional Requirements for Yachts of 24m and over

(or when built prior 21st July 1968, with a Gross Tonnage of 150 and over)

- .1 Yachts 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 an equivalency for issues which cannot be overcome reasonably. Yachts which comply with the requirements of Large Yacht Code LY2 as may be amended are considered equivalent to the ILLC 66.

4.3 Compliance with the Code

- .1 Subject to the size, suitability for intended use and degree of compliance with the Code, a yacht may be considered for the issue of a "Commercial Yacht Document of Compliance" as follows:
 - .1.1 **Category 1: unrestricted service;**
For a yacht which complies fully with the requirements of the Code.
 - .1.2 **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.
 - .1.3 **Category 3: up to 60 miles from a safe haven;**
 - a) 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
 - b) For a yacht which is equipped with a certain radio communication equipment as indicated in chapter 8 of the Code applicable for this specific trading area; or
 - c) For a yacht which is exempted by the Administration from certain requirements concerning life-saving appliances.

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

- a) 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
- b) 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.

.1.5 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;

- .2 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" .
- .3 In no case will a yacht be allowed to exceed the operational limitations which may be set by the Administration or the recognized organization

4.4 Stability Documents

- .1 A Stability information booklet for the Master approved by this Administration and/or an Appointed Representative is required for yachts of more than 24 m ~~in length~~ and yacht of less than 24 m which are of category 1 and 2.
- .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.

4.5 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 for yachts of more than 24 m. The mark should be permanent and be of contrasting colour to the hull of the yacht 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 When 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 this Administration and/or to an Appointed Representative 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 this Administration and/or to an Appointed Representative for approval.
- .3 Paints, varnishes and other finishes which 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 insulated where necessary with a suitable non-combustible material.

- .5 The arrangement of the hull should be such that all under deck 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 for yachts above 24 m which is/are 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 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°.
- .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 crew area 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 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 or for at least one hour.
- .9 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.

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 For yachts over 24 m, at least one (1) power driven fire pump of efficient capacity should be provided on board.

- .2 For yachts over 24 m, at 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.
- .3 For yachts of less than 24 m, at least one (1) hand or portable power driven fire pump of efficient capacity with a throw over sea suction and hose connection should be provided on board.

6.2.2 Fire Main, Hydrants and Hoses (for yachts over 24 m)

- .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.
- .4 The number of fire hoses and nozzles provided should correspond to the functional fire safety equipments which should be evaluated by the Appointed Representative.

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 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 the central and 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 Fire Detection and Fire Alarm System

A fire detection and fire alarm system should be fitted. It should be provided with a control panel located within the Crew Area and the wheelhouse. It should be an audible alarm. The system should be comprised of smoke, heat or other suitable detectors fitted in the machinery space as a minimum for yachts up to 24 m. In addition to this, for yachts over 24 m, suitable detectors should be fitted in all enclosed spaces except those that afford no substantial fire risk.

6.2.5 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 24m.

6.2.6 Emergency Escape Breathing Devices (EEBD)

- .1 Two (2) EEBD should be provided for manned engine room / machinery spaces
- .2 Two (2) EEBD should be provided for accommodation spaces.
- .3 One (1) EEBD should be provided for manned engine room / machinery spaces and one (1) EEBD should be provided for accommodation spaces for yachts less than 24m.
- .4 EEBD for unmanned engine room / machinery spaces is not requested.
- .5 The Administration may consider exemption from these requirements where recommended by the authorized surveyor.

6.2.7 Fireman's Outfit

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

6.2.8 Fire Blanket

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

6.2.9 Fireman's Axe

A fireman's axe should be carried in accommodation spaces.

6.2.10 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 summarized in the table below:

FIRE-FIGHTING EQUIPMENT	
Type of Equipment	Requirement
Fire Pumps	One (1) power driven and one (1) additional (both for yachts over 24m). One (1) hand or power driven fire pump with a throw over sea suction and hose connection for yachts less than 24m
Fire Main, Hydrants and Hoses	Adequate hydrants

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
Fire Detection and Fire Alarm System	In the machinery space for yachts up to 24 m and in all enclosed spaces except those that afford no substantial fire risk for yachts over 24 m.
Emergency Escape Breathing Devices (EEBD)	Two (2), in manned 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
Fireman's Axe	One (1) in accommodation spaces

NOTE: The Administration may consider requests for exemption for yachts less than 24 m.

7. LIFE-SAVING APPLIANCES

7.1 General Requirements

- .1 Yachts to which this Code apply 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 should be to the satisfaction of the Administration and/or its Appointed Representative.
- .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 should be provided with sufficient aggregate capacity to accommodate at least 110% of the total number of persons onboard. 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.

- .2 Each yacht of category 1 whose length is 24 metres and over should carry additional life raft(s) as per paragraph 7.2.1.1 to ensure that if a life raft is lost or rendered unserviceable, there is sufficient capacity remaining for all persons on board.
- .3 Liferafts and hydrostatic release units should be serviced every 12 months.

7.2.2 Tender Boat

- .1 A tender boat with an engine should be carried onboard. The boat should have a minimum capacity of not less than four (4) persons and may be rigid or a rigid inflatable tender. Tubes of a non-SOLAS inflatable boat should have a minimum of three (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 five (5) 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 (4) years, whichever comes first.
- .3 Exemption from the requirements of this section will only be considered for yachts in category 3, 4 and 5 regardless of their sizes, provided that an oversize boarding ladder or scrambling net is placed on board for the purpose of recovery of the persons at sea. The ladder or net should extend from the weather deck to at least 600mm below the lowest operational waterline.

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 a 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. SOLAS approved strobe lights in lieu of light and smoke signal is allowed.

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 each person onboard, unless the yacht operates all year round on voyages between the parallels of latitude 30° North and 30° 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. For Yacht Category 3, 4 and 5 one appliance with two charges is acceptable.

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 should be provided in order that they can be mounted in the survival craft at a height of at least one (1) metre above sea level.

7.2.9 Automatic Identification System (AIS)

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

7.2.10 Long Range Identification Tracking

Long Range Identification Tracking should be fitted to each yacht of 300 GT and over unless it operates within GMDSS Area A1 and fitted with AIS.

7.2.11 General Alarm

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

7.2.12 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.

7.2.13 First Aid Equipment

First Aid equipment sufficient for the persons and length of voyages should be available onboard

7.2.14 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.

7.2.15 Yacht's Identification Number

Yachts of 300 GT and upwards should be marked in accordance with Regulation 3, Chapter XI-I of the SOLAS 74 as amended. The Administration may allow permanent marking on a horizontal surface visible from the air in lieu of permanent marking required by the said Regulation of the Convention.

7.3 Summarized Carriage Requirements

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

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). Additional liferafts(s) as per the above for yachts of category 1 whose length is 24 m and over.
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)
Line Throwing Appliances	Line throwing appliance with four projectiles or one throwing appliance with a two projectiles for yacht cat 3, 4 and 5

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
Long Range Identification Tracking (LRIT)	One for yachts of 300 GT and over unless operated within GMDSS Area A1 and fitted with AIS
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.
Yacht's Identification number	For yachts of 300 GT and over
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. PROVISIONS FOR RADIO COMMUNICATION EQUIPMENT

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 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 in the event of failure of the yacht's main source of electrical power.

8.3 Watches

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

8.4 Radio Personnel

A yacht 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 out to fulfil the functional requirements sailing at different distances from a safe haven.

Radio Equipment ¹	Distance from safe haven – nautical miles			
	<i>Categories 4 & 5²</i> <i>Up to 20</i>	<i>Category 3²</i> <i>Up to 60</i>	<i>Category 2²</i> <i>Up to 150</i>	<i>Category 1²</i> <i>Unlimited</i>
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 for yachts below 300 GT.
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 NM. from safe haven, it 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 taking into consideration the trading area of the yachts (GMDSS Areas A1, A2, A3).
- .2 In case full compliance with SOLAS requirements cannot be met, the Administration may consider an exemption, in accordance with the provisions of SOLAS.

9. NAVIGATION LIGHTS, SHAPES AND SOUND SIGNALS

Each yacht to which this Code applies should comply with the requirements of the International Regulations For Preventing Collisions At Sea, 1972, as amended. Emergency source of power should be capable to withstand the navigation lights for a minimum of one hour in case of black out.

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 or equivalent
- .5 One (1) Echo sounder. Instead of echo sounder an equivalent arrangement may be accepted.
- .6 One set of updated Navigation Charts and Publications, for the applicable sailing area(s). Instead, an Electronic Chart Display and Information System (ECDIS) may be used in accordance with Circular SOL 007.
- .7 A signalling lamp and/or handheld searchlight
- .8 A barometer
- .9 Bridge Navigational Watch Alarm System (BNWAS) for yachts equal or over 150 GT is required. New yachts, constructed on or after 1st July 2011 should comply with the BNWAS requirements on initial inspection for Document of Compliance. Existing yachts built before 1st July 2002 should comply with the BNWAS requirements on the first annual or renewal inspection for Document of Compliance after 1st July 2018. Existing yachts built on or after 1st July 2002 should comply with the BNWAS requirements on the first annual or renewal inspection for Document of Compliance after 1st July 2014. BNWAS installed on or after 1st July 2011 should be certified as compliant with the performance standards laid down in IMO's Performance Standards for a BNWAS adopted by Resolution MSC. 128(75) as may be amended.

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 Summarized 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 will be prohibited, except when all conditions as per MARPOL are satisfied.

11.2.2 Annex IV of MARPOL

Each yacht of less than 400 GT which is certified to carry more than 15 persons should be provided with an International Sewage Pollution Prevention Certificate, in accordance with the requirements of Annex IV of MARPOL

11.2.3 Annex V of MARPOL

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

11.2.4 Annex VI of MARPOL

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

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

11.3 Additional Requirements for Yachts of 400 GT and over

11.3.1 Annex I of MARPOL

Yachts of 400 GT and over should be provided with International Oil Pollution Prevention (IOPP) Certificate, in accordance with the requirements of MARPOL Annex I. Consequently, these yachts should also be provided with an approved Shipboard Oil Pollution Prevention Manual (SOPEP).

11.3.2 Annex IV of MARPOL

Yachts of 400 GT and over should be provided with an International Sewage Pollution Prevention Certificate, in accordance with the requirements of Annex IV of MARPOL.

11.3.3 Annex V of MARPOL

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

11.3.4 MARPOL Annex VI

Yachts of 400 GT and over, should be provided with International Air Pollution Prevention Certificate together with International Energy Efficiency Certificate (IEEC). 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) on or after 1st January 2013 provided the SEEMP is on board.

11.3.5 International Convention on the Control of Harmful Antifouling Systems on Ships

- .1 Statement of Compliance with the International Convention on the Control of Harmful Antifouling Systems on Ships is required for all yachts of 400 GT and over.
- .2 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 but greater than 24 m

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 should be carried out by an Appointed Representative.
- .2 Yachts of 24 metres and over (or built prior 21st July 1968, with a gross tonnage of 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 SOLAS Chapter IV regarding radio communications.
- .4 Yachts of 400 GT and over should comply with and should be certificated in accordance with MARPOL's requirements.
- .5 Yachts of 24m and over should be certificated in accordance with the requirements of the International Convention on Tonnage Measurements of Ships, 1969.
- .6 Yachts, regardless of tonnage, should comply with ILO MLC 2006 requirements.
- .7 A yacht may be surveyed at any time at the Administration's request.

13.2 Survey Requirements

- .1 Each yacht should be subject 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 should be carried out three (3) 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 should be carried out at intervals not exceeding five (5) years from the date of the 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 copy of the Report of Inspection for Pleasure Yacht (Engaged in Commercial trade), in the format at Annex I.

13.4 Issue and Validity of Certificates

- .1 The Administration may issue a definitive Commercial Yacht Document of Compliance, for a yacht for which it has received a Report of General Inspection for Pleasure Yacht (Engaged in Commercial Trade). The Document of Compliance should:
 - .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 Recognized Organization may issue an Interim Commercial Yacht Document of Compliance valid for five (5) months. The Administration may issue a definitive Pleasure Yacht Document of Compliance which will be valid for five (5) years from the date of survey.
- .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.

13.5 TONNAGE REQUIREMENTS

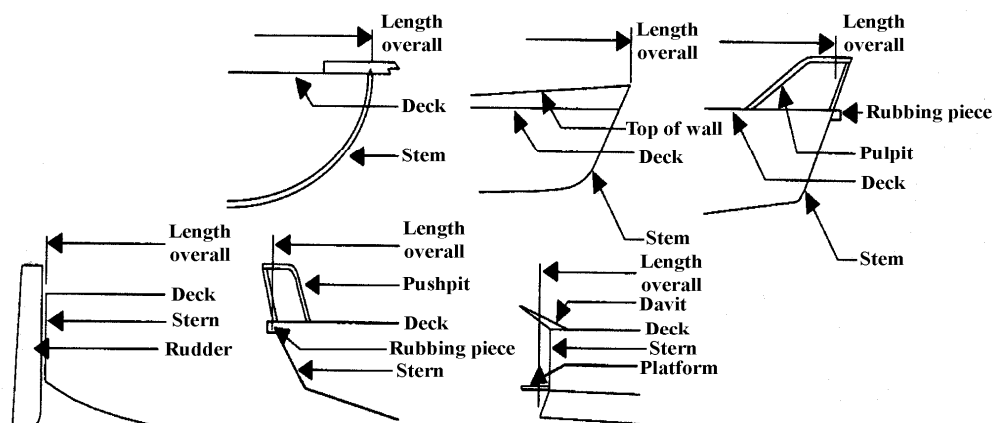
- .1 Tonnage measurements or tonnage certificate should be presented at registration.
- .2 Tonnage measurement should be performed by an Appointed Representative.
- .3 Tonnage Certificate should be issued by this Administration or by a recognized organization.

- .4 All yachts of 24 metres and over should comply with the International Convention on Tonnage Measurement of Ships, 1969.
- .5 The tonnage of yachts of less than 24m should be measured using the simplified method described below.
- .6 Unless in possession of an International Tonnage Certificate issued on or behalf of the previous Flag, yachts over 24 m should be submitted to the tonnage measurement by a Recognized Organization for the issue of an International Tonnage Certificate.
- .7 Application for Simplified Measurement for yachts below 24 m completed by the Appointed Representative is required when the initial inspection of the yacht is carried out. For existing yachts, the above-mentioned Application should be completed during the annual or renewal inspection if not completed before or if the Tonnage Certificate issued by the Administration or Recognized Organization is not on board.
- .8 If the Owner deems that the yacht over 24 m is less than 24 m 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 this Administration for further evaluation and instructions.

13.5.1 Simplified Measurement Method

.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.



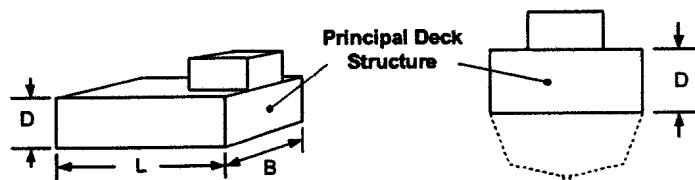
- .2 Breadth (B) – Maximum width of the yacht, excluding rub rails and deck caps, measured in metres from the outside of the hull on one side to the outside of the hull on the other side of the yacht.
- .3 Depth (D) – Maximum depth of the yacht measured in metres vertically from the top of the deck at the side to the underside of the hull where it meets the keel or to the point where the projected line of the bottom intersects the yacht's centreline.
- .4 Volume (V) – The product of length, breadth, and depth.

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.

For multi-hull yachts, each hull should be measured separately for overall length, breadth, and depth and the yacht as a whole should also be measured.

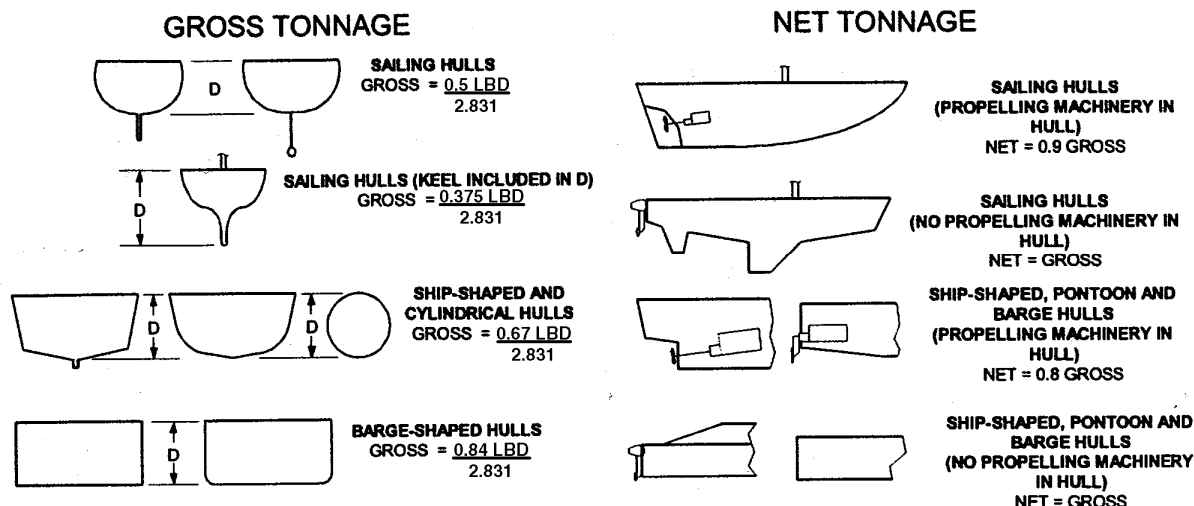
For most yachts, the formulas listed below account for the volumes of deck structures such as cabins and deckhouses. However, if deck structures are excessive in size, the gross tonnage is calculated by adding the principal deck structure tonnage to the gross tonnage(s) of the yacht's hull(s).

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).



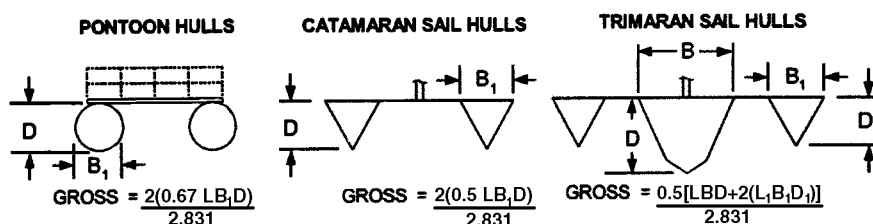
$$\text{Principal Deck Structure Tonnage} = L \times B \times D / 2.831$$

13.5.2 Calculations



13.5.3 Multi-Hull yachts

Gross Tonnage of a multi-hull yacht is the sum of the gross tonnage of each hull as calculated using the formulas listed above. For example:



Where L is the length of the centre hull and L_1 is the length of the outside hulls.

14. SAFE MANNING REQUIREMENTS

14.1 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 companies owning or operating seagoing vessels. Companies should ensure that their yachts 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 yacht 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 this Administration.

14.2 Responsibilities of Owners and Operators: General Principles

- .1 In fulfilling their responsibility to ensure that yachts are safely and sufficiently manned Owners and operators should:
 - .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;
 - .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 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 yacht;
 - .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 the yacht;
 - .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 yacht in all conditions and during all operations;
 - .4 safely moor and unmoor the yacht; and
 - .5 maintain safety whilst in port.
- .2 Other specific factors to be taken into account include:
- .1 Yacht's specific operations:
 - .1 the nature and duration of the operation(s) the yacht 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 yacht; and
 - .6 participation in mandatory safety drills and exercises.
 - .3 Marine engineering tasks and duties:
 - .1 operate and monitor the yacht's main propulsion and auxiliary machinery;
 - .2 maintain a safe engineering watch;

- .3 manage and perform fuel and ballast operations; and
 - .4 maintain the yacht's engine equipment, system and services.
- .4 Electrical, electronic and control engineering duties:
- .1 operate the yacht's electrical and electronic equipment; and
 - .2 maintain the yacht's electric and electronic systems.
- .5 Radio communications:
- .1 transmit and receive information using the yacht's 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 yacht 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.

However, a Minimum Safe Manning Document is compulsory for yachts over 24 m.

14.6 Application for Issue 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 authorized 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 into account of the guidance above; and
 - .3 it takes into account of the hours of work provisions.
- .2 A proposal for a Safe Manning Document will only be considered for approval and issue 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 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 yacht, which may affect the safe manning level, the owner or operator should fill in an application for the issue of a new Safe Manning Document.
- .5 When the owner or its representative seek possible temporary exemption on manning requirements the appropriate application form "Application for Manning Exemption-Yachts" (www.svg-marad-com) should be submitted to this Administration for further consideration.
- .6 A Safe Manning Document may be withdrawn if an owner or operator fails to submit a new proposal where a yacht changes trading area(s), construction, machinery or equipment, or operation and/or method of maintenance have changed, or a yacht persistently fails to comply with the rest hours requirements.

14.8 Indicative Safe Manning Levels for Yachts of 24 metres and over

- .1 The owner/operators or managing agent of all seagoing yachts of more than 24 metres Load Line Length should ensure that 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.
- .2 This 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.

14.9 Compliance with Maritime Labour Convention (MLC), 2006

- .1 Yachts, regardless of tonnage, should comply with the requirements of the MLC, 2006.
- .2 A Maritime Labour Convention inspection is required for yachts, the Maritime Labour Certificate is not compulsory but may be requested by the Owner. In such a case, a Voluntary Maritime Labour Certificate and a Declaration of Maritime Labour Convention (DMLC Part I) will be issued accordingly.
- .3 A MLC inspection should be carried out every three (3) years. A copy of the MLC Inspection Report should be posted at a prominent place on board.

14.10 Safe Manning Scale for Motor Yachts of 24m or more and under 500 GT.

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	-	-
	Yacht Rating	1	1
2 (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
1 (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

- .1 The Administration may reduce the Manning of Yacht categories 4 (up to 20 NM) and 5 (up to 5 NM) from the above requirements which depends on the size and propulsion power of the yacht.

.2 When determining the total number of the crew (section D of the relevant report form) the surveyor should be guided accordingly.

14.11 Safe Manning Scale for Sailing Yachts of 24 M or More and under 500 GT.

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	-	-
	Yacht Rating	2	2
2 (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
1 (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

15. BALLAST WATER MANAGEMENT

15.1 Requirements

As from 8th September 2017 the Ballast Water Management Convention should be implemented. All yachts over 400 GT which are designed / constructed to carry ballast water are requested to be surveyed. An **International Ballast Water Management Statement of Compliance** should be issued by the Recognized Organization and will be valid five (5) years subject to annual and intermediate surveys. When the Convention is ratified by St Vincent and The Grenadines, any Statements of Compliance issued to St Vincent and The Grenadines' ships by Recognized Organizations should be replaced without survey by an International Ballast Water Management Certificate. The expiry date will correspond to the validity of the existing Statement of Compliance.

All yachts of less than 400 GT which are designed / constructed to carry ballast water should comply with the following:

- Carry on board a Ballast Water Management Plan, approved by Recognized Organization, in accordance with Regulation B-1.
- Carry on board a Ballast Water Record Book, in accordance with Regulation B-2, and manage their ballast water on every voyage by performing ballast water exchange, or by treating water using a type approved ballast water treatment system.

Notwithstanding the above, ballast water should be managed in accordance to the Coastal or Port State's specific requirements which prevail.

ANNEX I

FORMAT OF REPORT OF GENERAL INSPECTION FOR
COMMERCIAL YACHT

COMMERCIAL YACHT REPORT OF GENERAL INSPECTION

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, 2008 as amended
under the authority of the Government of ST. 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 St. 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	-
International Tonnage Certificate	ITC'69	≥ 24m
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 and/or 15 persons*
International Air Pollution Prevention Certificate	MARPOL	≥ 400 GT**
International Energy Efficiency Certificate	MARPOL	≥ 400 GT
Statement of Compliance with AFS	AFS Convention	≥ 400 GT**
Declaration on AFS	AFS Convention	< 24 m
MLC Inspection Report or Voluntary ML Certificate and Voluntary DMLC	MLC 2006	-
International Ballast Water Management Statement of Compliance	BWM Convention	≥ 400 GT

* For details please refer to the Chapter 11 of the Code

** Applicable as from 19 May 2005

*** Issued for the managing company

Revision history: Rev 4; 6.2.1, 6.2.2, 6.3, 7.2.1.2, 7.3, 13.4, 15 (added) and Annex III