

# ST. VINCENT AND THE GRENADINES

## SAFETY CODE OF PRACTICE FOR PLEASURE YACHTS



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## **SURVEYS PROCEDURES & REQUIREMENTS**

### **1. FOREWORD**

The present Code sets required standards of safety and pollution prevention, which are appropriate to the size and type of the yachts which operate as pleasure yachts only.

The Administration may consider a specific alternative equivalent standard to any standard required by the Code. Applications which justify either an alternative or exemption from a specific requirement of the Code can be made to the Administration.

Pleasure Yachts, are to be submitted to survey before registration. In case the overall condition of the Pleasure Yacht does not comply with the technical requirements as determined by the Administration, the yacht may not be considered as eligible for registration.

It is the responsibility of and incumbent upon the person(s) or company(ies) financing wholly or partly the operation of any yacht to which this Code applies 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 the circumstances which may affect the given appraisal or cause to modify its scope.

## 2. DEFINITIONS

Unless expressly provided otherwise in this Code:-

"Administration" with regard to the Code and the flag the vessel is entitled to fly, 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 authorized by the Administration to carry out surveys required by the Code;

"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 the Saint Vincent and the Grenadines Safety Code of Practice for Pleasure Yachts;

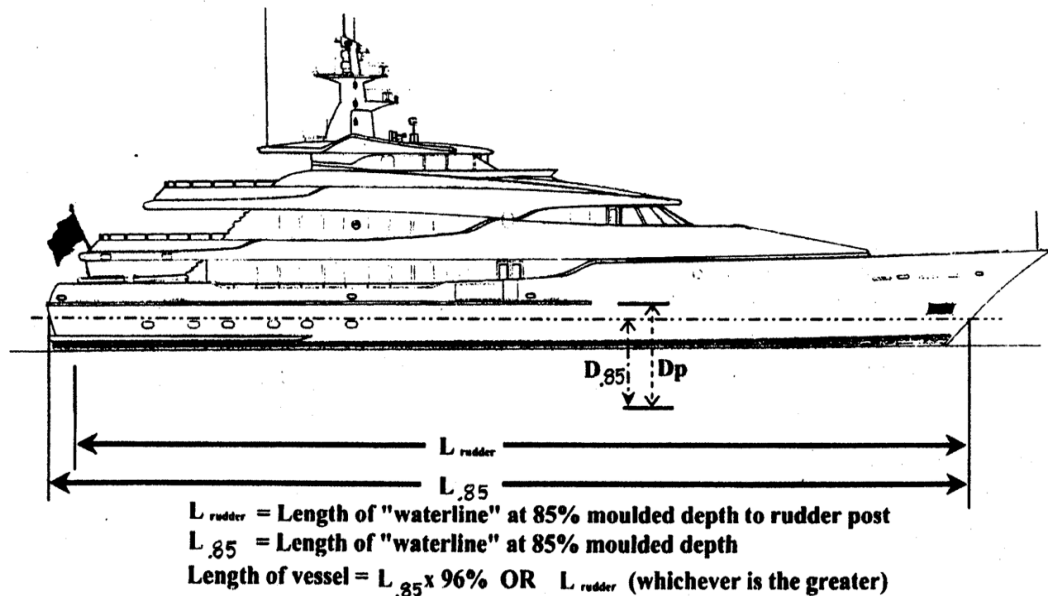
"Daylight" means one (1) hour before sunrise until one (1) hour after sunset;

"Document of Compliance" or "Pleasure Yacht Document of Compliance" means a certificate issued to a yacht assigning a category and any limitations or restrictions on the operations of the yacht.

"Efficient" in relation to a fitting, piece of equipment or material means that all reasonable and practicable measures have been taken to ensure that it is suitable for the purpose for which it is intended to be used;

"Launching appliance" means a provision for safely transferring a lifeboat, rescue boat, life raft or inflated boat respectively, from its stowed position to the water and recovery where applicable;

"Length" means 96% of the total length on the waterline of a yacht at 85% of the least molded 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;



"Machinery spaces" are all machinery spaces containing propelling machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and air conditioning machinery, and similar spaces, and trunks to such spaces;

"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 1<sup>st</sup> August 2008.

"Owner(s) or managing agent(s)" means the registered owner(s) or the managing agent(s) of the registered owner(s) as the case may be;

"Pleasure Yacht" or "Yacht" means any yacht not on charter or carrying passengers for hire, not engaged in trade or commerce, and being used solely for voyages / excursions for the pleasure or recreational purposes of her owner. More specifically, to be considered a pleasure yacht, the yacht is:

- in the case of a yacht owned by a corporate entity, one on which the persons on the yacht are employees, officers or shareholders (including beneficial owners) of the corporate entity, or their immediate family or friends; or
- in the case of a trust or other ownership arrangement, one on which the persons on board the yacht are beneficiaries under the trust or beneficial owners of the ownership arrangement, or their immediate family or friends; or
- one on which persons other than those referenced in (a) or (b) above are specifically authorised by the owner to use the yacht for specified periods of time; and
- in private use;

"Private use" means that the yacht is used on a private voyage or excursion, and during such use is not engaged in trade by transporting merchandise, or carrying passengers for reward or remuneration (other than as a contribution to the actual cost of the yacht or its operation for the period of the voyage or excursion) or gain, and is not offered for commercial charter operations or public use.

"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 that affords entry, subject to prudence in the weather conditions prevailing, and protection from the force of the weather;

"Sailing yacht" means a pleasure yacht designed to carry sail, whether as a sole means of propulsion or as a supplementary means;

"Survey" means a general or partial examination of the yacht, its machinery, fittings and equipment, as far as can readily be seen, to ascertain that it has been satisfactorily maintained as required by the Code;

"Voyage" includes an excursion;

"Weather deck" means the uppermost complete weathertight deck fitted as an integral part of the yacht's structure and which is exposed to the sea and weather;

"Weathertight" means that in any sea conditions water will not penetrate into the yacht;

"Wheelhouse" means the control position occupied by the person(s) in charge of the navigational watch.

### **3. APPLICATION AND EQUIVALENTS**

#### **3.1 Application**

The Code applies to Pleasure Yachts registered under the flag of St. Vincent and the Grenadines and having length of 10 metres and over but less than 500 gross tonnage.

#### **3.2 Equivalentents**

- .1 Where this Code requires that a particular fitting, material, appliance or apparatus, or type thereof, shall be fitted or carried in any yacht, or that any particular provision shall be made, the Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that ship, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the present requirements.
- .2 Existing equipment may be accepted, provided it can be shown that 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 the persons on board.
- .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**

Exemptions are authorised and issued only by the Administration. Applications for exemption should be made to the Administration via its appointed representatives and be supported by justification for the exemption. The granting of exemptions will be limited by the extent to which the Code allows.

#### **3.4 Interpretation**

Where a question of interpretation of any part of this Code arises which can not be resolved by the Recognized Organization or the Authorised Surveyor, a decision on the interpretation may be obtained on written application to this Administration.

## **4 SURVEY AND CERTIFICATION**

### **4.1 General Requirements**

- .1 Surveys of yachts required by the Code shall be conducted by an authorized surveyor.
- .2 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 **A Renewal Survey** involving a thorough inspection overall of the yacht's structure, machinery, equipment and other arrangements in accordance with the requirements of the Code. This survey is to be carried out at intervals not exceeding five (5) years from the date of initial survey.
- .3 A yacht may be surveyed at any time at the request of the Administration.

### **4.2 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, in the format at Annex I.

### **4.3 Issuance and Validity of Certificate**

- .1 The Administration or the Recognized Organisation may issue a Pleasure Yacht Document of Compliance, in respect of a yacht for which it has received a Report of General Inspection for Pleasure Yacht. 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.

#### **4.4 Compliance with Code Requirements**

- .1 It is the responsibility of the owner or managing agent to ensure, that at all times any yacht to which the Code applies is:
  - .1 maintained in accordance with the requirements of the Code;
  - .2 operated in compliance with the Pleasure Yacht Document of Compliance.
- .2 If for any reason the yacht does not continue to comply with any of these requirements, the owner or managing agent should notify the Appointed Representative or the Administration immediately.
- .3 The owner or managing agent shall confirm in writing annually, the yacht's compliance with the requirements of the Code, to the Appointed Representative or to the Administration.

### **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 meet the satisfaction of the Administration.
- .2 It is recommended that yachts, especially those of 24 metres in length and over, be classed by a recognised organization and maintained in class. Where this is not the case, 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.
- .3 A yacht for which the area of operation is more than 20 miles from a safe haven should be fitted with a watertight weather deck over the length of the yacht and be of adequate structural strength to withstand the sea and weather conditions likely to be encountered in the intended area of operation.
- .4 Yachts which do not comply with the provisions of section 5.1.3, would be restricted to area of operation Category 4 or 5 as appropriate.

## **5.2 Structure**

### **5.2.1 General**

- .1 The design and construction of the hull should provide adequate strength to withstand the sea and weather conditions likely to be encountered throughout the service life of the yacht in the intended area of operation.
- .2 Paints, varnishes and other finishes which create a fire hazard, should not be used in the engine room or galley or in other areas of high fire risk. The use of such finishes elsewhere in the yacht should be kept to a minimum.
- .3 The boundaries of a space containing internal combustion propulsion machinery on a new yacht should be:
  - .1 gas tight;
  - .2 capable of preventing the passage of smoke and flame for an adequate period; and,
  - .3 so insulated with a suitable non-combustible material where necessary.
- .4 In general, ventilation trunking emanating from either a machinery space or a galley should not pass through the accommodation spaces. Where this is unavoidable, the trunking should be constructed to the satisfaction of the Administration.
- .5 The arrangement of the hull should be such that all underdeck compartments are provided with a means of escape to the satisfaction of the Administration.

### **5.2.2 Construction materials**

- .1 A yacht may be constructed of wood, glass reinforced plastic (GRP), aluminium alloy, steel or combinations of such materials.
- .2 Proposals for the use any other material should be submitted to the authorised representative for consideration of approval by the Administration.

## **5.3 Watertight Integrity**

The yacht should be designed and constructed in a manner which will prevent the ready ingress of sea water.

### **5.3.1 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. In general, hatches should be kept closed and secured at sea.
- .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 the hatch.

### **5.3.2 Doorways**

- .1 Exposed doors in deckhouses and superstructures that give access to spaces below the weather deck are to be weathertight.
- .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 provided 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.

### **5.3.3 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 skylights 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.

### **5.3.4 Side Scuttles and Windows**

- .1 Side scuttles should be of an approved type. They should be of appropriate strength for their location in the yacht and meet appropriate international marine standards.
- .2 Windows should be of an approved type. They should be of appropriate strength for their location in the yacht and meet appropriate international marine standards.

### **5.3.5 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 sufficient height to prevent the admission of water when the vessel is heeled.

### **5.3.6 Air pipes**

- .1 When located on the weather deck, an air pipe should be kept as far inboard as possible and have a height above deck sufficient to prevent inadvertent flooding when the yacht is heeled.
- .2 An air pipe of greater than 10mm inside diameter, serving a fuel or other tank, should be provided with a permanently attached means of weathertight closure.

### **5.3.7 Sea Inlets and discharges**

All sea inlets and overboard discharges should be provided with efficient shut-off valves, or equivalent arrangements, in positions where they are readily accessible at all times.

## **5.4 Stability requirements**

New yachts of categories 1 and 2 of 15 m length and over and carrying 15 or more persons, are required to be provided with a stability information booklet, approved by the Administration or by a recognised organization.

## **5.5 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, taking into account moving parts, hot surfaces, and other hazards.
- .2 Means should be provided to isolate any source of fuel that may feed a fire in an engine space fire situation. A fuel shut-off valve(s) should be provided, as far as practicable, which is capable of being closed from a position outside the engine space. The valve(s) should be fitted as close as possible to the fuel tank(s).

- .3 When spare petrol is carried on-board in portable containers, for any purpose, the quantity should be kept to a minimum, the containers should be clearly marked and should normally be stowed on the weather deck where they can readily be jettisoned and where spillage will drain directly overboard.
- .4 All yachts of 15m in length and over should be provided with at least one independently powered bilge pump and suction pipes so arranged that any compartment can be effectively drained when the vessel is heeled up to an angle of 10°.
- .5 An inboard gasoline engine may be accepted provided that the engine is located in an efficiently enclosed space which is fitted with a fixed fire extinguishing system, and:
  - .1 provision is made to ventilate the engine space thoroughly before the engine is started; and
  - .2 the vent pipe from the fuel tank is led to the open deck and the opening protected by a flash proof fitting.
- .6 Engines should be provided with either mechanical or hand starting or electric starting with independent batteries.
- .7 In the case of a yacht 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/or in the wheelhouse.
- .8 The steering gear and its installation should meet the requirements of appropriate safety standards. For rudder steering systems, the steering gear should be capable of turning the rudder from 30° on one side to 30° on the other side at the maximum ahead service speed of the vessel.
- .9 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 for all circuits, except engine starting circuits supplied from batteries.
- .10 An emergency source of lighting should be provided.
- .11 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.

## **5.6 Rigging of Sailing Yachts**

### **5.6.1 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 persons 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.

### **5.6.2 Masts and spars**

Dimensions and construction materials of masts and spars should be in accordance with the requirements or recommendations of the recognized organization or a recognised national or international standard. The associated structure for masts and spars (including fittings, decks and floors) should be constructed to effectively carry and transmit the forces involved.

### **5.6.3 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.

#### **5.6.4 Sails**

- .1 Adequate means of reefing or shortening sail should be provided.
- .2 Sailing yachts of category 1 or 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 (applicable for yachts of 15 m length and over)**

- .1 One fire pump which need not be a dedicated fire pump, shall have one fire hose of adequate length with a 6mm nozzle and a suitable spray nozzle and be capable of delivering one jet of water with a minimum throw of 6 meters to any part of the yacht.  
The pump shall be either:

- .1 a hand powered fire pump, fixed or portable, outside any engine space with one sea and hose connections; or
- .2 a power driven fire pump outside any engine space, fixed or portable, with sea and hose connections; or
- .3 a hand powered portable fire pump with a throw over sea suction and hose connection.

#### **6.2.2 Fire Main, Hydrants and Hoses (applicable for yachts of 15 m length and over)**

- .1 A fire main, water service pipes and fire hydrants should be fitted, in conjunction with the fire pump.
- .2 Fire hydrants should be:

- .1 located for easy attachment of fire hoses;
  - .2 protected from damage; and,
  - .3 distributed so that the fire hoses provided can reach any part of the vessel.
- .3 Fire hoses should not exceed 18 metres in length.

### **6.2.3 Fire Extinguishers**

- .1 At least two (2) fire extinguishers of not less than 6 kg each (preferable foam) should be placed in accommodation spaces. Yachts of 15 metres in length and over should be provided with at least three (3) such fire extinguishers, where one (1) should be placed for every 15 meters in corridors.
- .2 One (1) fire extinguisher (dry powder or equivalent) should be placed in the wheelhouse near to the central & radio equipment consoles.
- .3 Yachts of 15 meters in length and over should in addition be fitted with one (1) fire extinguisher (preferable foam) in the galley, if it is in a separate space.
- .4 Extinguishers of "HALON" type are not permitted.

### **6.2.4 Fixed fire extinguishing system**

An approved fixed fire-extinguishing system (CO<sub>2</sub> or other) should be installed in the engine room / machinery spaces of yachts of 15 m and over.

### **6.2.5 Emergency Escape Breathing Devices (EEBD) for yachts more than 15 meters**

- .1 Two (2) EEBD should be provided for accommodation spaces.
- .2 The Administration or a recognized organization may exempt a yacht from any requirements of this section.

### **6.2.6 Fire Blanket / Fire buckets**

- .1 One fire blanket should be placed in the galley.
- .2 At least two (2) fire buckets with lanyards should be provided. Buckets may be of metal, plastic or canvas and should be suitable for their intended use.

### 6.3 Summarised Requirements

The fire-fighting equipment carriage requirements are summarised in the table below.

<b>FIRE-FIGHTING EQUIPMENT</b>	
<b>Type of Equipment</b>	<b>Requirement</b>
Fire Pumps	One (1) power driven, (over 15 m)
Fire Main, Hydrants and Hoses	Adequate hydrants (over 15 m)
Fire Extinguishers	Two (2), preferable foam, in accommodation spaces (Three (3) for length over 15 m) One (1) dry powder in wheelhouse One (1), preferable foam, in galley if applicable (over 15 m)
Fixed Fire - Extinguishing System	For engine room / machinery spaces (over 15 m)
EEBDS	Two (2) in accommodation spaces (over 15 m)
Fire Blanket	One (1) for galley
Fire buckets with lanyards	Two (2)

Note: Use of HALON extinguishers is not permitted.

## 7. LIFE-SAVING APPLIANCES

### 7.1 General Requirements

- .1 All equipment fitted on board should be of an approved type.
- .2 The stowage and installation of all life-saving appliances is to be to the satisfaction of the authorised surveyor. 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.
- .3 The following life-saving appliances should be provided:

#### 7.1.1 Life rafts

- .1 One or more life rafts are to be provided of sufficient aggregate capacity to accommodate 100% of the total number of persons on board. Life rafts are to be readily transferable for launching on either side of the vessel as far as practicable.
- .2 Every yacht of category 1 and of 24 metres in length and over shall carry additional life raft(s) to ensure that in the event of any one life raft being lost or rendered unserviceable, there is sufficient capacity remaining for all persons on board.

- .3 Life rafts on board yachts of 24 metres in length and over should be carried in approved FRP containers stowed on the weather deck and fitted with hydrostatic release unit so that the life rafts float free and inflate automatically.
- .4 Life rafts on board yachts of less than 24 metres in length, may be carried, in FRP containers or in a valise stowed in a readily accessible and designated weather tight locker, opening directly to the weather deck.
- .5 Life rafts on board yachts of category 1 (unrestricted service) should be SOLAS type approved (equipped with "SOLAS B PACK").
- .6 Life rafts should be serviced every 12 months.
- .7 The Administration may permit the carriage of rigid floating apparatus in lieu of liferafts for yachts of category 4 and 5. .

#### **7.1.2 Tender boat**

- .1 Every yacht of 24 metres in length and over shall carry a tender boat served by a launching appliance.
- .2 The Administration may exempt any yacht (mainly yachts of categories 3, 4 and 5) from the requirements to carry a tender boat.

#### **7.1.3 Lifejackets**

- .1 Lifejackets, suitable for adults, shall be provided for each adult on board, plus additional lifejackets sufficient for at least 10% of the adults on board.
- .2 Lifejackets, suitable for children, shall be provided child on board or a number equivalent to 10% of adults on board if that number is greater than the number of children on board.
- .3 Each lifejacket shall be fitted with a lifejacket light, with retro reflective material and whistle.

#### **7.1.4 Lifebuoys**

- .1 Four (4) lifebuoys, two of which shall be fitted with buoyant lifelines and two with self-igniting lights and self-activating smoke signals, should be provided for yachts of category 1 (unrestricted service).
- .2 Two (2) lifebuoys, one of which shall be fitted with a self-igniting light, should be provided for yachts of all other categories.

### **7.1.5 Distress signals**

- .1 Four (4) rocket parachute flares, four (4) hand flares, two (2) smoke signals all of SOLAS approved type should be provided for:
  - .1 Yachts of 24 metres in length and over; and
  - .2 Yachts of categories 1,2 and 3.
- .2 Three (3) rocket parachute flares, two (2) hand flares and one (1) smoke signal all of SOLAS approved type should be provided for:
  - .1 Yachts of less than 24 metres in length; and
  - .2 Yachts of categories 4 and 5

### **7.1.6 Line throwing appliances**

One (1) line throwing appliance should be provided for yachts of 24 metres of length and over, and for yachts of 15 metres in length and over of category 1 (unrestricted service).

### **7.1.7 General Alarm**

A general alarm system should be fitted to yachts of 15 metres in length and over, which may be the yacht's whistle or siren.

### **7.1.8 Radar Reflector**

All yachts should be provided with a radar reflector. Yachts of 15 metres of length and over should be provided with an approved radar reflector, or with a radar transponder (SART).

### **7.1.9 Miscellaneous**

- .1 Yachts should also be provided with the following:
  - .1 A training or instruction manual containing instructions and information on the life saving appliances provided in the vessel and their maintenance.
  - .2 Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended, (COLREG).
  - .3 A copy of the publication "Life-Saving Signals and Rescue Methods".
  - .4 First aid equipment.
  - .5 Torch light.
  - .6 Storm lantern.

- .7 Whistle.
- .8 Two black ball shapes.
- .9 International Medical Guide for Ships-latest edition

## 7.2 Summarised carriage requirements

The requirements for the carriage of life-saving appliances are summarised in the table below:

<b>LIFE-SAVING APPLIANCES</b>	
<b>Type of Equipment</b>	<b>Carriage Requirement</b>
Life rafts	100% of persons on board. For category 1 yachts of 24 m and over: at least 2 liferafts each capable of carrying 100% of the persons on board.
Tender Boat	One (1) for yachts of 24 m and over.
Lifejackets	Adult life jackets for 110% of adults on board; plus. Children life jackets for 100% for children on board or 10% of the adult lifejackets which ever is the greater.
Lifebuoys	Four (4) for category 1 yachts (two (2) with light / smoke signal and two (2) with buoyant lifeline). Two (2) for all other categories (one (1) with light).
Distress Signal	Four (4) rocket parachute flares, four (4) hand flares, two (2) smoke signals of SOLAS approved type for yachts > 24m or yachts of categories 1, 2 and 3. Three (3) rocket parachute flares, two (2) hand flares and one (1) smoke signal of SOLAS approved type for yachts < 24 m or yachts of categories 4 and 5.
Line throwing appliances	One (1) for yachts of 24 m and over or for category 1 yachts of 15 m and over.
General Alarm	For yachts of 15 m and over.
Radar Reflector	One (1)
Training manual	One (1)
COLREG	One (1)
Life saving signals table	One (1)
First Aid Equipment	One (1)
Torch light	One (1)
Whistle	One (1)
Black ball shape	Two (2)
Medical guide	One (1)

**NOTE:** The Administration may consider the grant of exemptions for the carriage of life saving appliances.

## **8. NAVIGATION EQUIPMENT REQUIREMENTS**

- .1 Yachts should be provided with the following navigation equipment:
  - .1 A magnetic compass properly adjusted.
  - .2 One (1) set of updated navigation charts for the area of their operation.
  - .3 A barometer.
  - .4 A radar reflector.
  - .5 A radar installation, for yachts of 15 metres in length and over.
  - .6 An electronic navigation system (G.P.S.), for yachts of 15 metres in length and over.
  - .7 An echo sounder or equivalent arrangement, for yachts of 15 metres in length and over.
  - .8 Binoculars, for yachts of category 1 (unrestricted service).

## **9. RADIO COMMUNICATION EQUIPMENT PROVISIONS**

### **9.1 General Requirements**

- .1 All radio communication equipment should be of an approved type.
- .2 Yachts should be fitted with radio equipment, capable of transmitting and receiving radio communications in their area of operation.

#### **9.1.1 Sources of Energy**

- .1 There should be available at all times, while the vessel is at sea, a supply of electric energy sufficient to operate the radio installations and to charge any batteries used as part of the 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 vessel's main source of electrical power.

#### **9.1.2 Radio Personnel**

A yacht should carry at least one person familiar to the operation of the radio equipment.

## 9.2 Carriage Requirements

### 9.2.1 VHF Radio Installations

- .1 Every yacht should be fitted with a VHF Radio Installation.
- .2 VHF radio installation in new yachts category 1, 2, 3, and 4 should be GMDSS compliant;
- .3 Existing yachts of category 1,2,3 and 4 should comply with the requirement for GMDSS compliant VHF radio installation by 1<sup>st</sup> January 2010.

### 9.2.2 MF radio installation

Yachts of category 2 (up to 150 n.m. from a safe haven) should be fitted with an MF radio installation or an INMARSAT Ship Earth Station.

### 9.2.3 MF/ HF radio installation

Yachts of category 1 (unrestricted service) should be fitted with an MF/HF radio installation, or an INMARSAT Ship Earth Station.

### 9.2.4 NAVTEX receiver

Yachts of category 1 and 2 should be fitted with a NAVTEX receiver (or equivalent arrangement if NAVTEX service is not provided).

### 9.2.5 Satellite EPIRB

- .1 A satellite EPIRB is to be fitted to yachts of categories 1 and 2
- .2 The following table illustrates the radio installation to be carried to fulfil the functional requirements for each category of yacht:

Area of operation	Category 5	Category 4	Category 3	Category 2	Category 1
Distance from safe haven	Up to 5 n.m.	Up to 20 n.m.	Up to 60 n.m.	Up to 150 n.m.	Unrestricted
VHF GMDSS radio installation	One	One	One	One	One
MF radio installation or INMARSAT	None	None	None	One	None
MF/HF radio installation or INMARSAT	None	None	None	None	One
NAVTEX receiver	None	None	None	One	One
EPIRB	None	None	None	One	One

**NOTE:** The Administration may consider requests to vary these requirements.

### **9.3 Ship Station License**

All yachts should be provided with Ship Station License, issued by the Administration (following submission of statement issued by Authorized Surveyor or Classification Society).

## **10. NAVIGATION LIGHTS, SHAPES AND SOUND SIGNALS**

Every yacht should comply with the requirements of the International Regulations for Preventing Collisions At Sea, 1972, as amended.

## **11 PREVENTION OF POLLUTION AT SEA**

### **11.1 General requirements**

- .1 Any discharge into the sea of oil or oily mixtures from yachts is prohibited.
- .2 The disposal into the sea of all plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags, shall be prohibited.

### **11.2 Additional requirements for Yachts of 400 GT and over**

#### **11.2.1 Annex I of MARPOL**

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

#### **11.2.2 Annex IV of MARPOL**

- .1 Yachts of 400 GT and over built on or after 27 September 2003, should comply with the requirements of Annex IV of MARPOL, irrespective of the number of persons they are certified to carry.
- .2 Yachts of 400 GT and over built prior to 27 September 2003, should comply with the requirements of Annex IV of MARPOL, at the latest on 27 September 2008, irrespective of the number of persons they are certified to carry.
- .3 Yachts mentioned in this paragraph, should be provided with an International Sewage Pollution Prevention Certificate, in accordance with the requirements of Annex IV of the MARPOL Convention.

### **11.2.3 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.

### **11.2.4 Annex VI of MARPOL**

- .1 Yachts of 400 GT and over, constructed on or after 19 May 2005 should be provided with IAPP certificate (Statement of Compliance).
- .2 Yachts of 400 GT and over, constructed before 19 May 2005, should be provided with International Air Pollution Prevention (IAPP) Certificate (Statement of Compliance).

## **12. NATIONAL REQUIREMENTS**

In addition to the requirements of this Code, the yachts may be required to comply with additional national requirements of the ports State in whose port the yacht is present.

## **13. TONNAGE REQUIREMENTS**

- .1 Tonnage measurements or tonnage certificate should be presented at registration.
- .2 Tonnage measurement should be performed by an authorized surveyor.
- .3 Tonnage certificate should be issued by the Administration or by a recognised organization.
- .4 All yachts of 24 metres in length and over shall comply with the International Convention on Tonnage Measurement of Ships, 1969.
- .5 The tonnage of yachts of less than 24 metres in length shall be measured using the simplified method described below:

<b>TONNAGE CALCULATION FOR YACHTS OF LENGTH LESS THAN 24 M</b>	
<b>GROSS TONNAGE =</b>	LENGTH x BREADTH x DEPTH x 0.16 PLUS
<b>NET TONNAGE =</b>	length x breadth x height x 0.35 0.3 x GROSS TONNAGE
<b>LENGTH:</b>	Is the length of the yacht as defined in Section 2: Definitions
<b>BREADTH:</b>	Is the maximum breadth of the yacht
<b>DEPTH:</b>	Is the depth of the yacht up to main deck
<b>length:</b>	Is the length of the superstructure
<b>breadth:</b>	Is the breadth of the superstructure
<b>height:</b>	Is the height of the superstructure upon main deck

#### 14. MANNING REQUIREMENTS

- .1 The Master of yachts of 24 metres in length and over, should hold a certificate of competency or license issued either by his national State, or by the State of his permanent residence, or recognized by the Administration.
- .2 This certificate of competency or license should be appropriate for the size and category of the yacht.

## **ANNEX I**

FORMAT OF REPORT OF GENERAL INSPECTION FOR  
PLEASURE YACHT

# **PLEASURE YACHT REPORT OF GENERAL INSPECTION**

**DELIBERATELY BLANK**

Cert. No. \_\_\_\_\_

**ANNEX II**  
ISSUING AUTHORITY

**PLEASURE YACHT**  
**DOCUMENT OF COMPLIANCE**

Issued in accordance with  
the Safety Code of Practice for Pleasure Yachts, 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 Yacht
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 for the construction, machinery, equipment, and inspection of Pleasure Yachts;
3. that the total number of persons for which life-saving appliances are provided, is: \_\_\_\_\_
4. That the following operational limitations apply: \_\_\_\_\_

This certificate will remain in force, until the \_\_\_\_\_ day of \_\_\_\_\_ 20 \_\_\_\_\_  
subject to the yacht, its machinery and equipment being efficiently maintained, and surveyed in  
compliance with the Safety Code of Practice for Pleasure Yachts.

Completion date of the surveys on which this certificate is issued:

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**

\_\_\_\_\_