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San Marino Policy Letter

SMPL – 2021-TEC-008

San Marino Ship Register

San Marino Maritime Navigation Authority

Large Yacht Safety Code

≥24 meters in Load Line length

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List of Acronyms

ILLC – International Load Line Convention, 1966, as amended.

IMO – International Maritime Organisation

LSA – Life-Saving Appliances

MARPOL - International Convention for the Prevention of Pollution from Ships, 1973, as amended

RO – Recognised Organisation

SMML – San Marino Maritime Legislation

SM MNA – San Marino Maritime Navigational Authority

SMSR – San Marino Ship Register

SMRI – San Marino Ratification instrument

SMTR – San Marino Maritime Technical Regulations

SMAR – San Marino Administrative Regulations

SM PL – San Marino Policy Letter

SM BU – San Marino Bulletin

SOLAS – International Convention for the Safety of Life at Sea, 1974, as amended

STCW - International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended.

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Foreword

The Maritime Administration for the Republic of San Marino, the Maritime Navigation Authority (SM MNA), is supported by San Marino Ship Register (SMSR).

The Large Yacht Safety Code is adopted by the San Marino Maritime Navigation Authority in reference to national Maritime Law 120/2019.

In principle, ships registered in San Marino as large commercial yachts are required to comply with all applicable international conventions. However, the Administration recognises that yachts engaged in trade constitute a separate category, some regulations prescribed by the international conventions have been found to be difficult to apply, and potentially conflicting with the safety of operations.

The SM MNA notifies the International Maritime Organisation of the Code and its application to pleasure vessels engaged in trade as an equivalent arrangement under the provisions of:

- Article 8 of the International Convention on Load Lines, 1966;
- Regulation 5, Chapter I of the International Convention on the Safety of Life at Sea;
- Article 9 of the International Convention on Standards of Training, Certification, and watchkeeping for Seafarers 1978, as amended.

Designers and builders of new yachts will need to pay special regard to the intended area of operation and the working conditions to which a yacht will be subjected when selecting the materials and equipment to be used in its construction. The builder, repairer, owner or managing agent of a yacht, as appropriate, should take all reasonable measures to ensure that a material or appliance fitted, comply with the requirements of the Code. Where the manufacture of specific equipment is required by the Code to comply with recognised national or international standard, the Administration may accept existing equipment, provided it can be demonstrated that the specifications or technical descriptions of the equipment provide the equivalent level of safety, suitability, and fitness for purpose. Such equipment, when replaced, shall be to the standard required by the Code.

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1. Application

The San Marino Large Yacht Safety Code applies to motor or sailing yachts equal to or above 24 metres in load line length[1], which at the time of registration are engaged in navigation, do not carry more than 12 passengers, and do not carry any cargo.

Moreover, compliance with the code is also required, as far as practicable and reasonable, on pleasure yachts not engaged in trade (in private use).

The Code applies to both monohull and multihull yachts.

Excluded are vessels to which either the International Code of Safety for High-Speed Craft or the Code of Safety for Dynamically Supported Craft is applicable.

Motor yachts provided with sailing rigs for which they are categorized as a sailing yacht, must refer to the sections of the Code specific to sailing yachts. Sail-assisted motor yachts with a significant sailing rig may also refer to the sections in the code relating to sailing yachts.

The Code is effective from 1st January 2021.

As per Art. 77 of Law n.120 of 2 August 2019 (transitory dispositions), pleasure yachts registered with San Marino before the entry into force of the Code, shall refer to existing legislation until the new regulations are applicable.

The San Marino Maritime Navigation authority (SM MNA) is signatory to the major shipping international conventions applicable to pleasure yachts engaged in trade, including:

i. The International Convention for the Safety of Life at Sea, 1974, as amended
ii. The International Load Line Convention, 1966, as amended.
iii. The International Convention for the Prevention of Pollution from Ships, 1973, as amended.
iv. The International Convention on Standards of Training, Certification and Watchkeeping for Seafarers, 1978, as amended.

[1] In the case of yachts built before 21 July 1968, 150 gross tons and over, according to applicable tonnage measurement regulations.

1.1 Operational limitations

Requirements given within this Code are based on unrestricted geographical operation unless specifically stated otherwise. For Navigation in Polar water the Administration shall be consulted.

1.2 Alternative arrangements for existing yachts

Where existing yachts (see terms and definitions) do not fully comply or meet the requirements defined by this Code, requests for alternative arrangements can be submitted to the Administration for consideration and approval. Full compliance with the requirements must be achieved within a reasonable schedule to be agreed with the Administration.

1.3 Equivalences

Requests to consider specific equivalent standards to any of the provisions of the Code may be submitted to the Administration for consideration. Any proposals for the application of alternative standards must guarantee equivalent standards of safety, suitability, and fitness for purpose as indicated by the Code, and indicate reference to the regulations.

The application of alternative equivalent standards may require restrictions in other areas (e.g., areas of operation), in order to guarantee the safe operation of the vessel.

1.4 Exemptions

Applications for specific exemptions may be submitted to the Administration for consideration. The motivation of the exemption must be clearly specified in the request.

The exceptional granting of exemptions will be limited by the extent to which international conventions, national legislation and this Code allow.

2 Survey and certification

2.1 Certificate of class

Commercial yachts equal to or above 500GT, shall be classed by a Recognised Organisation authorised by the Administration.

As far as reasonable and practical, all commercial yachts equal to or above 24 metres in load line length shall also be classed by a Recognised Organisation authorised by the Administration.

Moreover, it is strongly recommended that pleasure yachts in private use be retained in class as well.

Statutory certification shall be carried out by Recognised Organisations authorised by the Administration on both private and commercial yachts, therefore the link between classification standards and statutory requirements should be retained wherever practicable.

2.2 Statutory surveys and certification

The Administration considers the Code and its application to commercial yachts to be an equivalent arrangement under the provisions of the applicable Conventions.

All yachts are required to be surveyed and certificated by the date of permanent registration. The owner or the owner's representative is responsible for the proper maintenance, survey, and certification of the yacht in compliance with the Code.

Certificates are valid for a period of five years, and each certificate is subject to a survey schedule. Surveys must be carried out within the given windows. If a survey is not carried out within the given window, the certificate ceases to be valid.

Certificates must receive an endorsement at each survey. If not correctly endorsed, a certificate ceases to be valid.

Should any significant changes take place during the period of validity of the certificate, the owner or owner's representatives must immediately notify the Administration, and request for a new certificate to be issued. Significant changes may include any major deficiencies detected during a survey, any damage during operations, damage following an accident, fire,

collision, grounding, and any alterations of structure, machinery, or equipment, including major repairs.

Survey and certification shall follow the harmonised system as per the Survey Guidelines under the Harmonized System of Survey and Certification (HSSC), 2019 (IMO resolution A.1140(31)).

Statutory survey and certification may be undertaken by Authorised Surveyors and Recognised Organisations acting on behalf of the Administration, as well as authorised service providers for radio installations.

2.3 Load Line Convention

Yachts shall comply with ICLL for the assignment of a freeboard mark which corresponds to the deepest loading condition included in the stability information booklet for the vessel.

The freeboard assigned shall be compatible with the strength of hull structure, intact and damage stability requirements for the vessel, and is to ensure minimum bow height requirements of the International Convention on Load Lines (1966) are met.

The Assigning Authority shall provide the yacht with a copy of the particulars of the freeboard assigned and a copy of the record of particulars relating to the conditions of assignment.

Exemptions from the requirements of the ILLC may be granted only by the Administration.

2.4 SOLAS Convention

Commercial yachts ≥ 500 GT undertaking international voyages are required to be surveyed and certificated under the construction and safety equipment requirements of the SOLAS Convention as modified by the Code.

Moreover, commercial yachts ≥ 300 GT are required to be surveyed and certificated under the radio requirements of SOLAS Chapter IV as modified by the Code.

Relevant certification shall be issued as follows.

2.4.1 Cargo Safety Construction Certificate

All Commercial yachts ≥ 500GT shall be surveyed and comply with the requirements of SOLAS Chapter II-1 “Construction - Structure, subdivision and stability, machinery, and

electrical installation" as well as Chapter II-2 "Construction - Fire protection, detection and extinction".

2.4.2 Cargo Ship Safety Equipment Certificate and Record

All Commercial yachts ≥ 500GT shall be surveyed and comply with requirements of Chapter III "Life Saving appliances and arrangements".

2.4.3 Cargo Ship Safety Radio Certificate and Record

All Yachts ≥ 300GT shall be surveyed and comply with the requirements of Chapter IV Radio Communication.

2.4.4 Large Yacht Safety Certificate of Compliance

Yachts shall be surveyed and comply with the requirements of SOLAS Chapter II-1 "Construction - Structure, subdivision and stability, machinery, and electrical installation" as well as Chapter II-2 "Construction - Fire protection, detection and extinction", Chapter III, IV and V and other relevant requirements of SOLAS 1974 as modified by the 1988 SOLAS Protocol.

2.4.5 Long Range Identification & Tracking (LRIT)

All Commercial Yachts ≥ 300GT engaged in international voyages shall have compliant INMARSAT terminals that need to be programmed and tested by an approved Application Service Provider. The test report shall be kept on board, and a copy provided to the Administration.

2.4.6 International Safety Management (ISM)

All Commercial yachts ≥ 500GT shall be audited and comply with SOLAS Chapter IX and the ISM Code.

The Safety Management System (SMS) is to be audited at the company and vessel levels.

An ISM Document of Compliance (ISM DoC) shall be issued to the management company following a successful audit.

An ISM Safety Management Certificate (SMC) shall be issued following a successful audit on board.

2.4.7 International Ship and Port Facility Security (ISPS)

All Commercial Yachts ≥ 500GT are to be audited and comply with SOLAS Chapter XI-2 and the ISPS Code.

An International Ship Security Certificate (ISSC) shall be issued following a successful audit.

2.5 MARPOL Convention

All yachts ≥ 400 GT shall be surveyed and certificated under the MARPOL Convention.

2.5.1 International Oil Pollution Prevention Certificate

All yachts ≥ 400GT are required to comply with the requirements set out in MARPOL Annex I, Regulations for the Prevention of Pollution by Oil.

2.5.2 MARPOL - International Sewage Pollution Prevention Certificate

All yachts ≥ 400GT or yachts certified to carry more than 15 persons on board are required to comply with the requirements set out in MARPOL Annex IV, Regulation 2.

2.5.3 Garbage Management

All yachts ≥ 400GT are required to comply with MARPOL Annex V, Regulations for Prevention by Garbage from Ships. A Garbage Record Book must be maintained.

All yachts ≥ 100GT or above are required to have a Garbage Management Plan.

2.5.4 International Air Pollution Prevention Certificate

All yachts ≥ 400GT are required to comply with MARPOL Annex VI, Regulations for the Prevention of Air Pollution from Ships. The following documents shall be surveyed:

(a) Ozone Depleting Substances Record Book
(b) Ship Energy Efficiency Management Plan (SEEMP)
(c) Technical file and Engine AIPPC for each marine diesel engine ≥ 130 kW

2.5.5 Engine International Air Pollution Certificate

All yachts ≥ 400GT are required to comply with MARPOL Annex VI and be issued a certificate of Engine International Air Pollution Prevention Certificate for marine diesel engines with a power output of more than 130kW, built after 1 January 2000, in accordance with the NO_x Technical Code.

2.5.6 International Energy Efficiency Certificate

All yachts ≥ 400GT shall be surveyed and issued an International Energy Efficiency Certificate.

2.5.7 International Anti-Fouling System

International Anti-Fouling System Certificate

All yachts ≥ 24 m shall carry a certificate of compliance with the International Convention on the Control of Harmful Anti-fouling Systems on Ships.

2.6 Wreck Removal Convention

All yachts above 300GT are required to be insured and certified under the International Convention on the Removal of Wrecks, 2007, as amended.

2.7 BCC Convention

All yachts above 1000GT are required to be insured and certified under the International Convention on Civil Liability for Bunker Oil Pollution Damage, 2001, as amended.

2.8 Maritime Labour Convention Certificates

All Commercial Yachts must comply with the Maritime Labour Convention 2006.

Yachts ≥ 500GT shall be issued a Declaration of Maritime Labour Compliance part I and II, as well as a Certificate of Maritime Labour Compliance (MLC Certificate).

Yachts below 500GT shall be surveyed by an Authorised Surveyor or Recognised Organisation, and a Statement of Compliance with the MLC Convention 2006 shall be issued.

2.9 International Tonnage Convention

All yachts to which the Code applies shall comply with the 1969 International Tonnage Convention and be issued an International Tonnage Certificate.

2.10 Ballast Water Management Convention

All ships using ballast water in international trade shall comply with the BWMC.

2.11 Exemption from Certain Safety Regulations

If an owner or managing agent seeks an exemption from the application of specific safety regulations, formal application must be made to the Administration.

The Administration shall issue an exemption if and when appropriate.

2.12 Periodic Surveys

2.12.1 Load Line Certificates, SOLAS Certificates and MARPOL Certificates

(a) Annual, intermediate, and renewal surveys must be carried out to the satisfaction of the Administration.

(b) The certificates are valid for five years. No extension is permitted beyond the five-year period of validity.

(c) An underwater hull inspection must be carried out twice in a 5-year period.

(d) The renewal survey must be an out-of-water survey.

2.12.2 Radio Equipment Certificates

(a) Annual and renewal surveys must be carried out by a Recognised Organisation surveyor or by an Authorised Surveyor.

(b) Radio Equipment Certificates are valid for five years. No extension is permitted beyond the five-year period of validity.

2.12.3 ISM, ISPS, MLC Certificates

(a) Initial, intermediate, and renewal audits must be carried out by a Recognised Organisation to the satisfaction of the Administration.

(b) Annual audits shall be carried out for the ISM company's Document of Compliance

(c) The certificates are valid for five years. No extension is permitted beyond the five-year period of validity.

2.12.4 Large Yacht Safety Certificate of Compliance

(a) Annual and renewal surveys shall be carried out by an Authorised Surveyor to the satisfaction of the Administration.

(b) The certificate is valid for five years. No extension is permitted beyond the five-year period of validity.

2.13 Insurance

It is a requirement of registration with the San Marino Maritime Navigation Authority that the owner or managing agent of a commercial yacht shall carry liability insurance and P&I cover which includes:

(a) repatriation as required by Standard A2.5 and ship owner's liability as set out in Standard A4.2 of the Maritime Labour Convention 2006

(b) the obligations established the Nairobi International Convention on the Removal of Wrecks (WRC)

(c) The obligations established by the International Convention on Civil Liability for Bunker Oil Pollution Damage (BCC).

3 Construction

3.1 Structural strength

The design of hull structure and construction shall provide strength and durability for the safe operation of a yacht, at its service draught and maximum service speed, to withstand the sea and weather conditions likely to be encountered in the intended area of operation.

(a) A structural survey to verify compliance with the code shall be carried out by an authorised Recognised Organisation.

(b) The structural survey shall be carried out in accordance with yacht construction rules set by a classification society authorised by the Administration. A certificate of class shall be provided.

(c) The Administration may review specific cases of yachts not built according to classification society standards. In such cases, a structural survey as well as a structural drawing review shall be carried out by an authorised Recognised Organisation to the satisfaction of the Administration.

(d) Existing yachts built following classification society standards which are no longer in class, shall undergo a structural survey to verify hull condition and compliance with classification society standards. Moreover, a structural drawing review shall be carried out by an authorised Recognised Organisation.

3.2 Construction material

A yacht may be constructed of wood, glass reinforced plastic (GRP), carbon fibre, aluminium alloy, titanium, steel, or a combination thereof. Requirements for materials used for the construction of inflatable and rigid inflatable boats are given in section 5.3. Proposals to use any other material shall be submitted for consideration and approval by the Administration.

Where available, new or existing yachts shall provide a certificate of construction and proof of a hull survey carried out by a Classification Society or a Notified Body.

As per SOLAS II-1/3-5, the installation of materials that contain asbestos (“Asbestos containing materials”/”ACMs”) has been prohibited, except for some vanes, joints and insulation, since 01 July 2002 and any installation of ACMs has been prohibited, without exceptions, since 01 January 2011.

Ships built before 01 July 2002 are allowed to have ACMs on board. However, the ACMs are only allowed as long as they do not pose a risk to the crew's health. The crew should be aware of the dangers of asbestos and should know how to deal with asbestos in case disturbance of the ACMs cannot be avoided.

When asbestos is detected on board, in contravention of SOLAS regulation II1/3-5, action should be taken by the Company to have it removed. The removal – by professional asbestos removal companies – should take place within a time frame of 3 years from the date when the contravention is found.

Recognised Organisations may apply to the SM MNA for authorisation to issue an exemption for a maximum period of 3 years from the date of the ACM being discovered. The crew should be made aware of which components contain asbestos and provided with relevant instructions and equipment to protect them from asbestos exposure.

3.3 Inflatable boats other than a tender

An inflatable boat or rigid inflatable boat which is intended to operate as an independent yacht in an Inshore and Coastal areas (and is not a tender operating from a vessel) shall be of a design and construction which meet the requirements of Chapter III of the 1974 SOLAS Convention, as amended, and the parts of the Annex to IMO Resolution MSC.48(66) - International Life-Saving Appliance Code and MSC.81(70) - Testing and Evaluation of Life-Saving Appliances (as amended) - which are appropriate to the type of boat and subject to the variations which are given in the LSA Code.

An inflatable boat or rigid inflatable boat may only be considered for inshore and coastal areas of operation, if additionally fitted with a permanent substantial enclosure for the protection of persons on board and purpose-designed, subject to approval by a Recognised Organisation or a Notified Body.

When the production of boats is covered by an approved quality system and boats are built in batches to a standard design, prototype tests on one boat may be accepted for a boat of the same design submitted for compliance with the Code.

Construction materials shall satisfy the requirements of chapter III of the 1974 SOLAS Convention, as amended and the related LSA code.

New inflatable boats

A new inflatable boat or rigid inflatable boat shall satisfy the requirements of chapter III of the 1974 SOLAS Convention, as amended, and the related LSA code. As a minimum test to verify aspects of strength of structure shall include drop and towing. When lifting arrangements are provided in a boat, a lifting (overload) test has to be carried out at ambient temperature with the boat loaded with the mass of the full complement of persons and equipment for which it is to be approved. After each test, the boat has not to show any signs of damage.

Existing inflatable boats

An existing inflatable boat or rigid inflatable boat will be considered to be of acceptable structural strength if it is in a good state of maintenance and is:

(a) built to one of the standards described for a new boat; or
(b) of a design with a record of at least five years' history of safe operation in an area where the sea and weather conditions are no less severe than those to be encountered in the intended area of operation.

4 Watertight integrity

4.1 Decks

All yachts with an area of operation of more than 20 miles from a safe haven shall 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.

Yachts not fitted with a watertight weather deck shall be restricted in their area of navigation to up to 20 miles from shore (inshore limits).

Watertight weather decks shall be extended along the whole length, from stem to stern, and having positive freeboard throughout, in any sailing loading condition.

The deck shall be of adequate strength to withstand the environmental conditions likely to be encountered in the area of operation.

4.2 Recesses

Any recesses in the deck shall be of watertight construction and shall have means of drainage.

If a recess is provided within a locker that gives direct access to the interior of the hull, the locker shall be fitted with weathertight covers. In addition, the covers to the locker shall be permanently attached to the yacht's structure and fitted with efficient locking devices to secure the covers in the closed position.

4.3 Watertight Bulkheads

(a) All yachts to which the code refers should be fitted with a collision bulkhead. The strength of watertight bulkheads shall comply with the requirements of a Recognised Organisation authorised by the Administration.
(b) Watertight bulkheads are to be situated in a way so that in case of minor damage and free flooding of any one compartment, the yacht will float safely.
(c) Approved hinged doors may be used for infrequently used openings in watertight compartments, where a crew member shall be in immediate attendance when the door is open at sea. On both sides of hinged doors, sings must be affixed which indicate they need to be kept closed at sea.

(d) Alternative hinged watertight doors to those required by SOLAS Chapter II-1, Regulation 15, are considered acceptable for yachts below 50m in load line length or below 500GT.

(e) Any enclosed compartments having access through the hull and which are located below the freeboard deck shall be bound by a watertight boundary which shall have no other through openings. In cases where a throughout opening cannot be avoided than a sliding-type watertight door or equivalent may be allowed.

4.4 Rigging on Sailing yachts

The condition of masts, booms, and the rigging shall be subject to continuous monitoring and to a regular maintenance schedule. Records of inspections and maintenance shall be reviewed during annual and renewal surveys to the satisfaction of the Administration.

Masts, their associated rigging and spars on new yachts shall be in accordance with the requirements of a Recognised Organisation authorised by the Administration.

Masts and spars on existing yachts shall be subjected to a thorough inspection by a professional rigger and the attending surveyor during the Initial Survey.

Cables used for standing rigging shall be of sufficient strength that is equivalent or higher to the strength of non-flexible steel wire rope. The yacht shall carry a log of all rigging elements used whilst clearly recording when each element has been installed or replaced.

When solid rod is used for standing rigging the yacht is to log the time when each element has been put in use. The solid rods are to be inspected at regular intervals as per manufacturer's instructions. The solid rods are to be renewed strictly within the time limit set by the manufacturers. Service and inspection records have to be kept onboard.

With the exception of yachts operating in the coastal area, efficient storm sails shall be carried which are capable of taking a sailing yacht to windward in heavy weather.

If any rigging is used as a life-saving appliance launching device or for usual lifting activities, the rig design, construction and materials shall be in compliance with the LSA Code. In such cases, the rig is to be subjected to the same periodical maintenance and inspections as those required by standard life saving launching devices.

5 Weathertight Integrity

For all yachts to which the Code applies, the standards for achieving weathertight integrity should comply with or be equivalent to the ILLC as far as it is reasonable and practicable.

5.1 Hatchways and Hatches

(a) A hatchway which gives access to spaces below deck and which cannot be closed watertight shall be enclosed within the superstructure or weathertight deck house in accordance to the ILLC.

(b) A cover to a hatchway shall be hinged, sliding, or permanently secured by other equivalent means to the structure of the yacht and provided with sufficient locking devices to enable it to be positively secured in the closed position.

(c) A hatchway with a hinged cover which is located in the forward portion of the yacht (as per “Position 1” of the ICLL) shall normally have the hinges fitted to the forward side of the hatch, as protection of the opening from boarding seas.

(d) Openings not complying with 5.1(c) shall be fitted with an alarm giving status on the navigation bridge and a notice is to be posted stating that these openings are to be kept closed at sea.

(e) Hatches which are used for escape purposes shall be capable of being opened from both sides and fitted with permanent handles. Removable type handles may be accepted provided that the handles are stowed in a visible marked and accessible location close to the hatch itself.

5.2 Hatches kept open at sea

Hatches which have to be kept open at sea for lengthy periods of time shall be:

(a) kept as small as practicable, but never more than 1m2 in plane area at the top of the coaming;

(b) located on the centreline of the yacht or as close thereto as practicable;

(c) fitted such that the access opening is at least 300 mm above the top of the adjacent weather deck at side.

5.3 Doorways

Doorways located above the weather deck that give access to spaces below shall be provided with a weathertight door. The door shall be of efficient construction, permanently attached to the bulkhead, not open inwards, and be sized such that the door overlaps the clear opening on all sides and has efficient means of closure which can be operated from either side.

Doorways shall be located as close as practicable to the centreline of the yacht. However, if hinged and located in the side of a superstructure, the door should be hinged on the forward edge.

In the case of existing yachts, if the doorway is located in the side of a superstructure and is hinged on its aft edge, it must be clearly indicated it must be closed at sea.

Doors located in the forward quarter length and used at sea should have coaming heights equal or above 600 mm for unrestricted service and 300 mm for short range service.

Forward facing doors located aft of the forward quarter length should have coaming heights equal or above 300 mm for unrestricted service and 150 mm for short range service.

Other doors and doors on the 1st deck above the weather deck should have coaming heights equal or above 150 mm for unrestricted service and 75 mm for short range service.

Access doors leading directly from an open deck to the engine room or machinery spaces shall be located aft of the forward quarter length and shall be fitted with sills 600 mm high at Position 1 and 380 mm high at Position 2 for unrestricted navigation, and 450 mm hight at Position 1 and 200 mm high at Position 2 for short-range navigation.

with a sill of at least 450 mm in height above the weather deck. A coaming may be portable provided if it is permanently secured to the structure of the yacht and can be locked in position.

5.4 Companion hatches

(a) A companion hatch opening from a cockpit or recess which gives access to spaces below the weather deck shall be fitted with a coaming, the top of which is at least 300 mm above the sole of the cockpit or recess. The coaming may be fixed or portable.
(b) When washboards are used to close a vertical opening, they shall be so arranged and fitted that they will not become dislodged in any event.
(c) The maximum breadth of the opening of a companion hatch shall not exceed 1 metre.

5.5 Skylights

A skylight shall be of efficient weathertight construction and should be located on the centreline of the yacht, or as near thereto as practicable, unless it is required to provide a means of escape from a compartment below deck.

When a skylight is an opening type, it shall be provided with efficient means whereby it can be secured in the closed position.

In a new yacht, a skylight that is provided as a means of escape shall be capable of being opened from either side.

The skylights shall be constructed based on the rules of an authorised Recognised Organisation.

Unless the glazing material and its method of fixing in the frame is equivalent in strength to that required for the structure in which it is fitted, a portable “blank” has to be provided which can be efficiently secured in place in event of breakage of the glazing. The Administration may dispense a yacht from the above requirement in cases where the skylight strength is equivalent to the hull strength and in cases where the glass thickness has a minimum of 30% increase over and above the minimum standard glass thickness requirements.

When a Skylight is considered as escape route, it shall be openable from both sides and have permanent handles attached or stored close by the hatches. Removable hinges have to be stored in a ready to use location, easily recognisable by all persons onboard. Its location has to be duly and visible indicated.

5.6 Portholes

(a) A porthole to a space below the weather deck or in a step, recess, raised deck structure, deckhouse or superstructure protecting openings leading below the weather deck shall be of efficient construction and purpose-designed in accordance with a standard recognised by the Administration, such as ISO 12216.

(b) In a new yacht, a porthole shall not be fitted in the main hull below the weather deck, unless:

i. the glazing material and its method of fixing in the frame are equivalent in strength, with regard to the design pressure, to that required for the structure in which it is fitted;

ii. it is of the non-opening type or non-readily openable type;

iii. it has been built to meet the requirements of ISO 12216 or be type-approved or certified.

(c) In a new yacht, an opening porthole should not be provided to a space situated below the weather deck.

(d) In an existing yacht, a porthole fitted below the weather deck and not provided with an attached deadlight should be provided with a “blank” (at the rate of 50% of the total of each size of porthole in the yacht), which can be efficiently secured in place in the event of breakage of the porthole. Such a “blank”, however, is not required for a non-opening porthole that satisfies 5.6(b).

(e) An opening porthole shall not exceed 250 mm in diameter or equivalent area.

(f) Proposals to accept portholes, to a recognised standard, greater than 250 mm diameter, up to a maximum of 400 mm or equivalent area, may be reviewed for approval by the Administration, with due regard to their fore, aft, and vertical position.

(g) The lower edge of the portholes shall be at least 500mm or 2.5% of the breadth of the yacht (whichever is the greatest) above the deep water line. .8 No portholes must be fitted in way of machinery spaces.

5.7 Windows

When a window is fitted in the main hull below the weather deck, it shall provide watertight integrity and be of strength compatible with size for the intended area of operation of the yacht, in accordance with ISO 12216 or equivalent international marine standard.

In a new yacht, a window shall not be fitted in the main hull below the weather deck, unless the glazing material and its method of fixing in the frame are equivalent in strength, with regard to the design pressure, to that required for the structure in which it is fitted.

Portable blanks shall be carried on board for all windows fitted below the weather deck.

Portable blanks shall be stowed in the immediate proximity of the windows and consideration shall be given in the Master’s operational instructions when the portable blanks must be fitted.

Windows installed below the weather deck must be type-approved or certified, in accordance with ISO 11336 or to Recognised Organization Rules.

A window fitted to a space above the weather deck or in the side of a cockpit or recess has to be of efficient weathertight construction.

In a yacht that operates more than 60 miles offshore, portable “blanks” have to be provided also for windows located above the weather deck at the rate of 50% of the total of for each size of window, which can be efficiently secured in place in the event of breakage of a window.

5.8 Ventilators and exhausts

(a) A ventilator shall be of efficient construction and be provided with a permanently attached means of weathertight closure located in way of either of its opening or in the ventilation duct.

(b) A ventilator shall be kept as far inboard as practicable and the height above the deck of the ventilator opening shall be sufficient to prevent the ready admission of water when the yacht is heeled.

(c) A ventilator that must be kept open, e.g., for the supply of air to machinery or for the discharge of noxious or flammable gases or for extraction from toilets, shall be specially considered with respect to its location and height above deck having regard to 5.8(b) and the down flooding angle.

(d) Goose necks and ventilators fitted on the quarter forward length shall be facing aft and be fitted with closing flaps. Rotating-type ventilators may be accepted if they are provided with blanking devices.

(e) An engine exhaust outlet or other extraction ducts (such as those from toilets) that penetrates the hull below the weather deck shall be provided with means to prevent back-flooding into the hull through the exhaust system or extraction ducts. The means may be provided by system design and/or arrangement, built-in valve or a portable fitting that can be applied readily in an emergency.

(f) Engine room and machinery ventilation inlets/exhausts shall be arranged above the weather deck and provided with adequate means of closures to avoid ingress of water when the yacht is heeled. The deck though way of the ventilation duct shall be provided with a sill, which prevents the ingress of water from the deck.

(g) When a ventilation inlet/exhaust is arranged below the weather deck, the relative ducting shall be provided with a goose-neck shape in the way to the machinery space,

in which the lower edge of the gooseneck shape duct is located above the weather deck.

(h) Where any of the requirements included above are fulfilled, the Administration may specially accept alternative arrangements, with limits to the area of operation.

(i) Engine exhaust ducts passing through the hull below the weather deck shall be of an equivalent strength and construction of the adjacent hull and provided with reinforcement brackets where necessary. Anti-syphon equipment or goose-neck shaped ducting should be provided to avoid back flooding into the hull through the exhaust system. Mechanical means of closing are recommended to be installed in all exhaust ducting passing though the hull. This means of closure should be installed in way of the hull, just in the connection between the hull and exhaust duct.

(j) For offshore and unlimited area of operations, the means of exhaust closures mentioned at the above paragraph must be installed. These must be type-approved and certified.

(k) Up to coastal limit area of operation, if an exhaust outlet closing device is not possible to be fitted, an anti-syphon equipment or goose-neck shaped ducting has to be provided. The lower edge of the anti-syphon or goose-neck shaped duct has to be located at 1000 mm form the deepest water line.

(l) Exhaust pipes passing through accommodation spaces shall be avoided always. When no alternatives are available than the exhaust pipe within the accommodation must pass through a gas tight trunk fitted with a carbon monoxide (CO) detector and provided with audible and visible alarm in the bridge. The alarm has to be audible from the space where the exhaust pipe is passing or installed in said space.

5.9 Air pipes/vents

(a) 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.

(b) An air pipe of greater than 10 mm inside diameter, serving a fuel or other tank, should be provided with a permanently attached means of weathertight closure.

(c) An air pipe serving a fuel tank or other tank, where provided with a closing appliance, shall be of a type which will prevent excessive pressure on the tank boundaries.

(d) When air pipes outlets are installed on the hull sides, these shall be provided with goose-neck shapes. The lower edge of the gooseneck pipe shall be located above the weather deck, or at a height which prevents the ingress of water for any condition of heeling, or to the under deck side.

(e) Vents leading to fuel tanks shall be fitted with spark arrestors.

(f) The arrangement of vent pipes leading to fuel tanks shall avoid any installation inside gas tight lockers.

5.10 Scuppers, inlets, and discharges

Every discharge led through the shell of the yacht should follow the requirements of the ILLC as far as it is reasonable and practicable to do so.

All sea inlet and overboard discharges shall be provided with efficient shut-off valves in readily accessible positions.

(a) An opening below the weather deck shall be provided with an efficient means of closure.

(b) When an opening is for the purpose of an inlet or discharge below the waterline, it shall be fitted with a seacock, valve or other effective means of closure that is readily accessible in an emergency. These valves or means of closure must be type-approved where possible and built in metal, especially for those valves installed in the engine room or machinery spaces.

(c) When an opening is for a log or other sensor which is capable of being withdrawn it shall be fitted in an efficient watertight manner and provided with an effective means of closure when such a fitting is removed.

(d) Inlet and discharge pipes from water closets shall be looped up within the hull to the underside of deck and shell fittings provided as required above in 5.10(b). When the rim of a toilet is either below or less than 300 mm above the deepest waterline of the yacht, anti-syphon measures shall be provided.

(e) For sailing vessels, overboard inlet and discharge pipes from marine toilets or holding tanks shall be looped up within the hull to the underside of the deck.

(f) All hull openings below the waterline for speed logs, underwater lights and any hull penetrating accessories shall be enclosed in a watertight box, unless having inbuilt

watertightness, in order to ensure watertightness in case of damage. Retractable accessories must be fitted with appropriate valves.

(g) Hull penetrating accessories and underwater lights shall be type-approved and certified for underwater use.

5.11 Valves and piping

(a) A valve or similar fitting attached to the side of the yacht below the waterline, within an engine/machinery space or other high-fire-risk area, shall be of steel, bronze, copper, brass or other equivalent material and type-approved as far as practical. Alternative materials may be approved by the Administration in case of carbon fibre yachts.

(b) Where unprotected plastic piping is used, it shall be of good quality and of a type suitable for the intended purpose.

(c) Flexible or non-metallic piping, if fitted within an engine space or fire-risk area, shall be efficiently insulated against fire or be of fire-resistant material (in compliance with ISO 7840) or exhaust quality rubber hosing. Otherwise, a means shall be provided to stop the ingress of water in the event of the pipe being damaged. These have to be adequately secured and supported.

5.12 Water-freeing arrangements

The standards for water freeing arrangements shall follow the requirements of the ICLL as far as reasonable and practical.

Weathertight integrity alternative arrangements on existing yachts may be accepted by this Administration on a case-by-case basis.

6 Machinery

Machinery requirements shall follow the classification society rules set by an authorised Recognised Organisation.

The minimum requirements are to be met for all machinery, including that which is not considered to be the primary means of propulsion.

The class certificate, notation, or equivalent shall include, as a minimum, propulsion and electrical generation machinery and shafting.

As far as practicable, yachts operating with periodically unattended machinery spaces should meet the standards of SOLAS II-1/Part E – Additional requirements for periodically unattended machinery spaces.

6.1 Steering gear

All yachts to which the Code applies shall be equipped with main and emergency steering gear systems built to class rules and approved by an authorised Recognised Organisation.

Moreover, yacht of 500GT and above shall comply with SOLAS II-1/Part C, as far as practicable.

In case of existing yachts, the Administration will duly take into consideration the existing arrangements regarding safety. In these cases, sea trials will be carried out, if deemed necessary by the Administration, to confirm the efficiency of the existing steering system.

Clear instructions for emergency steering operations shall be posted by the emergency steering position.

6.2 Bilge pumping system

All yachts must be fitted with a bilge pumping system of a sufficient capacity in compliance with an authorised Recognised Organisation's Rules and in compliance with SOLAS II-1/Part B Reg. 35-1 for cargo vessels. The capacity of the bilge pumps shall comply with SOLAS requirements. Portable bilge pump may be accepted as an emergency bilge pump on short range yachts.

(a) Bilge piping lines shall preferably be metallic, when installed in the machinery space. However, non-metallic piping meeting the requirements of the IMO (FTP) Fire Test Procedures Code may be considered for use.

(b) Pumps provided must be situated in not less than two separate spaces. Electrically operated bilge pumps shall be in accordance with ISO 8849 or equivalent standard.

(c) Where necessary, the bilge lines shall be equipped with strum boxes.

(d) Portable semi-submersible bilge pumps may be considered as an alternative to one of the two required pumps.

(e) Any alternative bilge-pumping system may be reviewed for approval by the Administration.

(f) The internal diameter of the main bilge pipe line shall be calculated as follows:

$$d = 25 + 1.68 \sqrt{L(B+D)^2}$$

Bilge Alarm System

(g) Bilge alarms systems must be fitted in all machinery spaces. A high bilge level alarm or panel shall be fitted in each compartment and provide a visual and audible warning sign to the control position.

[2] d = diameter of bilge main in mm; L = length in m; B = breadth in m; D = moulded depth in m.

7 *Electrical arrangements*

Electrical arrangements shall be such as to guarantee the adequate standards of safety of the yacht and persons on board, reduce the risk of electric shock and fires on board, and avoid reliance to emergency sources of power.

(a) When general lighting within a yacht is provided by a centralized electrical system, an alternative source of lighting shall be provided (emergency sources of power, or flashlights), to allow for the persons on board to make their way to the open deck, muster stations, LSA, survival craft and life rafts, and to allow for work to be carried out on essential machinery.

(b) Batteries and battery systems must be provided.

(c) Battery stowage shall be provided with ventilation so as to avoid the concentration of hydrogen and be located away from fuel tanks and flammable surfaces.

(d) In case of steel or metal battery lockers, these have to be internally lined up by an inert material, such as rubber.

(e) Battery stowage cannot be located near fuel tanks or in contact with flammable surfaces.

(f) All batteries shall be properly secured to avoid movement when the vessel is subjected to sudden acceleration or deceleration, a large angle of heel, trim and in the case of sailing vessels, knockdown or inversion.

(g) Main switchboards of alternate (AC) and continuous (DC) voltage must be separated and clearly marked with adequate labels when provided.

(h) All circuits, except the main supply from the battery to the starter motor and electrically driven steering motors, have to be provided with electrical protection against overload and short circuit (i.e. fuses or circuit breakers should be installed). .

(i) Batteries supplying essential services (emergency lighting, steering systems, navigation and communications equipment), be placed in a location not subject to flooding.

(j) Electric cables should be flame retardant and constructed to a recognised standard for marine use. All cables dedicated to lighting, internal communication or signals, essential or emergency power, must be routed away from high fire-risk areas.

7.1 Emergency Electrical Power

An emergency source of electrical power in conformance with a Recognised Organisation's rules shall be installed and be readily available on board.

Emergency source of power must be provided and duly stored to avoid ingress of water in the battery lockers or water spry on them.

The emergency source of power must be installed outside the Engine Room, completely independent of the main source of power and provided with a dedicated battery charger which allows the charging of the batteries at their maximum rate within 10 hours.

The emergency source of power should be capable of providing power for at least 3 hours to the following main equipment:

i. GPS
ii. Echo Sounder
iii. AIS, if fitted
iv. Radio communication
v. Emergency lighting
vi. Navigation lights

The emergency source of power requested above should to be independent of the emergency Radio Batteries as far as practicable.

7.2 Electrical Insulation

At discretion of the Administration, Electrical Insulation Test (Megger Test) may be requested to be performed to all circuits of the boat every 5 years, or immediately upon completion of main maintenance works onboard or re-fitting activities,

Recognised Organisation requirements shall be considered as guidelines for performance of test and acceptance of resistance values range.

After completion of Megger Test, if earth leakage values over the acceptable range are noted, actions must be implemented to solve such leakages.

8 Stability Arrangements

(a) An inclining experiment shall be conducted in accordance with a detailed standard which is approved by the Administration and in the presence of an authorised Recognised Organisation. The lightship weight, vertical centre of gravity, and longitudinal centre of gravity of shall be determined from the results of the inclining experiment. The report of the inclining experiment and the lightship particulars shall be approved by the attending RO prior to its use in stability calculations.

(b) A lightweight check shall be carried out once in every five years during a renewal survey.

(c) A margin of safety may be applied to the lightship weight and vertical centre of gravity calculated after the inclining experiment. Such a margin shall be clearly identified and recorded in the stability booklet.

(d) Records shall be kept in the stability booklet of alterations or modifications. The original location of the vertical centre of gravity and longitudinal centre of gravity shall be updated to reflect these changes. Such amendments must be approved by an authorised RO.

(e) A Stability booklet shall be approved by an authorised surveyor or Recognised Organisation.

(f) A yacht with previously approved stability information, which undergoes a major refit or alterations, shall be subjected to a complete reassessment of stability and provided with newly approved stability information. A major refit or major alteration is one which results in either a change in the lightship weight of 2% and above and/or the longitudinal centre of gravity of 1% and above (measured from the aft perpendicular) and/or the calculated vertical centre of gravity rises by 0.25% and above (measured from the keel).

(g) Sailing yachts shall carry a readily accessible copy of the curves of maximum steady heel angle to prevent downflooding in squalls as per the approved stability booklet.

8.1 Intact Stability

Intact stability standards not in line with the requirements of the Code, or not covered by the Code, shall be submitted to the Administration for review and approval.

As per IMO Resolution A.749(18), in monohull yachts, the curves of static stability for seagoing conditions should meet the following criteria:

(a) the area under the righting lever curve (GZ curve) shall not be less than 0.055 metre-radians up to 30° angle of heel and not less than 0.09 metre-radians up to 40° angle of heel, or the angle of downflooding, if this angle is less.
(b) The area under the GZ curve between the angles of heel of 30° and 40° or between 30° and the angle of downflooding if this is less than 40°, shall not be less than 0.03 metre-radians.
(c) The righting lever (GZ) shall be at least 0.20 metres at an angle of heel equal to or greater than 30°.
(d) The maximum GZ shall occur at an angle of heel of preferably exceeding 30° but not less than 25°.
(e) After correction for free surface effects, the initial metacentric height (GM) shall not be less than 0.15 metres.

In multihull yachts, the curves of static stability for seagoing conditions should meet the following criteria:

(a) the area under the righting lever curve (GZ curve) shall not be less than 0.075 metre-radians up to an angle of 20° when the maximum righting lever (GZ) occurs at 20° and, not less than 0.055 metre-radians up to an angle of 30° when the maximum righting lever (GZ) occurs at angles between 20° and 30°. The corresponding area under the GZ curve shall be taken as follows:

$$A_{req} = 0.055 + 0.001\ (30° - \theta_{max})\ \text{metre-radians}^3$$

(b) The area under the GZ curve between the angles of heel of 30° and 40° or between 30° and the angle of downflooding if this is less than 40° shall not be less than 0.03 metre-radians.
(c) The righting lever (GZ) shall be at least 0.20 metres at an angle of heel where it reaches its maximum.
(d) The maximum GZ shall occur at an angle of heel not less than 20°;

[3] Where θ_{max} is the angle of heel in degrees where the GZ curve reaches its maximum.

(e) After correction for free surface effects, the initial metacentric height (GM) shall be not less than 0.15 metres.

(f) If the maximum righting lever (GZ) occurs at an angle of less than 20°, the Administration may consider to specially approve the stability in specific cases.

In the case of monohull sailing yachts, the criteria shall be as follows:

(a) Curves of static stability (GZ curves) for at least the Loaded Departure with 100% consumables and the Loaded Arrival with 10% consumables should be produced.

(b) The GZ curve required above should have a positive range of no less than 90°.

(c) The angle of steady heel should be greater than 15°. The angle of steady heel is obtained from the intersection of a "derived wind-heeling lever" (dwhl) curve with the GZ curve required in (a).

(d) All regularly used openings for access and for ventilation shall be considered when determining the downflooding angle. No opening regardless of size which may lead to progressive flooding shall be immersed at an angle of heel of less than 40°. Air pipes to tanks can, however, be disregarded.

(e) If, as a result of immersion of openings in a superstructure, a yacht cannot meet the required standard, those superstructure openings may be ignored and the openings in the weather deck used instead to determine θf . In such cases the GZ curve shall be derived without the benefit of the buoyancy of the superstructure. It might be noted that provided the yacht complies with the requirements as stated in the sections above and is sailed with an angle of heel which is no greater than the 'derived angle of heel', it shall be capable of withstanding a wind gust equal to 1.4 times the actual wind velocity (i.e. twice the actual wind pressure) without immersing the 'down flooding openings', or heeling to an angle greater than 60°.

In the case of multihull sailing yachts, intact stability standards shall be submitted to the Administration for approval. In general, evidence of an equivalent level of safety to those set by the Code should be provided.

8.2 Damaged stability

(a) Compliance with this section of the Code is not required for yachts in full compliance with the ILLC conditions of assignment.

(b) Short Range Yachts are not required to meet the damage stability criteria. However, ultimate survivability after minor damage or flooding requirements should be complied with as far as practicable and reasonable.

(c) The watertight bulkheads of the yacht shall be so arranged that minor hull damage that results in the free flooding of any one compartment, will cause the yacht to float at a waterline which, at any point, is not less than 75 mm below the weather deck, freeboard deck or bulkhead deck if not on the same level.

(d) Minor damage shall be assumed to occur anywhere in the length of the yacht, but not on a watertight bulkhead.

(e) Standard permeabilities shall be used in this assessment as per the below table.

Space	Permeability %
Appropriated for stores	60
Appropriated for stores but not by a substantial quantity thereof	95
Appropriated for accommodation	95
Appropriated for machinery	85
Appropriated for liquids	0 or 95 whichever results in the more onerous requirement

9 *Freeboard and Freeboard Marking*

All commercial yachts equal or above 24 m of load line length shall comply with the ILLC.

Pleasure yachts not engaged in trade are advised to comply with the requirements of the ILLC as far as practical and reasonable and in consideration of the size of the ship.

Yachts below 500GT are not required to comply fully with Regulation 5 of the ILLC. However, the inner diameter of the plimsoll mark shall not be less than 150mm.

The assigned freeboard mark shall be permanently marked on both sides of the yacht amidships, and be of contrasting colour to that of the adjacent hull.

If the yacht operates in fresh water, the freeboard allowance for fresh water shall also be marked.

The assigned freeboard shall be compatible with the strength of the hull structure and to the intact and damage stability requirements. The minimum bow height criteria shall be met. Alternative arrangements may be submitted to the Administration for review and approval, subject to the review of operational limitations.

A yacht shall not operate in any condition that will result in its freeboard marks being submerged when it is at rest and upright in calm water.

10 Life-saving appliances

All life-saving appliances must be type-approved in accordance with SOLAS Chapter III and the LSA (Life-saving Appliances Code) Code, or an alternative standard accepted by the Administration (such as MED certified or equivalent) and be appropriately maintained and readily available on board.

Adequate lighting shall be provided in the vicinity of survival craft, launching appliances, and the overside area of sea in way of the launching positions. The lighting shall be supplied from an emergency source of power.

10.1 Life rafts

(a) Yachts in unlimited areas of operation shall carry life rafts of such number and capacity that, in the event of any one life raft being lost or rendered unserviceable, there is sufficient capacity remaining for all persons on board.

(b) Yachts operating beyond 60 nautical miles from safe haven, shall carry life rafts equipped with a “SOLAS A” pack.

(c) Yachts operating within 60 nautical miles from safe haven, shall carry at least a “SOLAS B” pack which may be stowed in a grab bag and placed next to the life raft.

(d) Life rafts shall be stowed on the weather deck or in an open space and must be fitted with hydrostatic release units so that the life rafts float free and inflate automatically. The weak link is to be appropriately fixed to a strong point and the painter line duly installed.

(e) Life rafts on yachts identified in 10.1(a) and 10.1(b) may be installed either:

i. in approved GRP containers stowed on the weather deck or in an open space and fitted with hydrostatic release so that the life rafts float free and inflate automatically; or

ii. in GRP containers stowed in accessible and dedicated weathertight lockers opening directly to the weather deck.

(f) Life rafts provided on multihull sailing yachts have to be located so that they are accessible when the yacht is either upright or after capsizing.

(g) Inflatable life rafts, hydrostatic release units (other than the types which have a date limited life and are test “fired” prior to disposal) have to be serviced annually at a

service station approved by the manufacturer and service certificates shall be maintained onboard at all times.

(h) In case of life rafts enclosed in special lockers, the top of the locker and necessary side parts shall be float free so as to allow the life raft to float free in case of flooding.

10.2 Life buoys

Lifebuoys shall be marked with the yacht's name and port of registry, installed in the exterior areas of the vessel, and duly fastened.

10.3 Lifejackets

Lifejackets must be of standard recognized by the Administration, and fitted with a whistle, light, and retroreflective tape. (approved Solas)

In the case of inflatable lifejackets, an additional 10% or 2 items, whichever the greater, shall be provided.

Lifejackets shall be provided for 100% of children on board, for a minimum of four items.

Gas-inflatable lifejackets should be serviced annually at a service station approved by the manufacturer, and service certificates kept on board.

Orally inflated lifejackets must be pressure-tested annually and, as far as is reasonable and practicable, visually inspected weekly by the owner or owner's representative to determine whether they are safe to use.

Thermal Protective Aids (TPAs) may be stowed in an accessible and clearly marked location.

10.4 Immersion Suits

Immersion suits are required only when the yacht operates in areas where the sea water temperatures fall below 20º Celsius.

An air-pressure test of immersion suits should be carried out at intervals not exceeding three years, and all service certificates be kept onboard.

10.5 406MHz EPIRB and SART

406MHz EPIRBs and Radar Transponders (SART) shall be installed in an easily accessible position so that they can be either float free or be manually placed in the survival craft.

Certificates of annual EPIRB services must be kept on board.

10.6 General Alarm

The General/Fire Alarm may be a bell or klaxon or consist of the vessel's whistle or siren provided it can be heard in all parts of the vessel.

10.7 Safety harnesses

Safety harnesses shall be provided for all persons on board a sailing yacht.

YACHT LENGTH IN METRES	<500GT	≥ 500GT
Lifeboats	No[4]	Yes[5]
Life rafts	Yes	Yes
Rescue boat		Yes
Inflatable boat	Yes	
Lifejackets	Yes	Yes
Immersion suits	Yes	Yes
Life buoys	4	8
Life buoys with light and smoke	2	2
Life buoys with light		2
Life buoys with buoyant line	2	2
Line throwing appliance	1	1
Rocket parachute flares	6	12
Red hand flares	4	12
Smoke signals	2	4
Portable VHF	2	2
EPIRBs	1	1
SARTs	1	2
General alarm	Yes	Yes
Lighting	Yes	Yes
Mini ISM	Yes	No
Safety Management System SMS	No	Yes
Training manual	Yes	Yes

[4] Yes if length is above 85 m.

[5] If length is above 85 m.

Instructions for onboard maintenance	Yes	Yes
SOLAS n. 1 life-saving signals and rescue poster in wheelhouse	Yes	Yes

Fire Safety

Yachts equal or above 500GT shall comply with the requirements of SOLAS Chapter 2-II Construction.

10.8 Insulation

(a) Thermal or acoustic insulation fitted inside the engine space has to be of non-combustible material.
(b) Insulation has to be protected against impregnation by flammable vapours and liquids.
(c) Engine room ventilation trunks and galley hood ducting passing through accommodation spaces must be thermally insulated.
(d) Any door fitted in the insulation bulkheads shall have the same insulation fire rating of the corresponding bulkhead and openable from both sides. These doors have to be kept closed at all times and provided with a sensor alarm which indicates their open or closed status to the bridge. These doors should be type-approved or MED (Marine Equipment Directive) wheel mark certified.
(e) Pipes or ducts penetrating Class A or Class B divisions shall be made of metal or of an equivalent type-approved or certified material and must be of a structural construction designed to withstand the same conditions as the divisions they penetrate. This insulation should be provided at least 450 mm on both sides of the bulkhead.
(f) Galley hood passing through accommodation spaces should be provided with a minimum B-15 standard thermal insulation.

10.9 Boundaries

Boundaries of spaces containing internal combustion propulsion machinery or oil-fired boilers shall be gas-tight and capable of preventing the passage of smoke and flame to the end of the 60-minute standard fire test.

Boundaries shall be insulated where necessary with a suitable non-combustible material, so that if the division is exposed to a standard fire test, the average temperature on the unexposed side of the division shall not increase by more than 139˚ above the initial temperature within a period of 30 minutes.

Galleys must be enclosed wherever possible.

Existing yachts should comply with the standards set by the Code as far as practical and reasonable.

10.10 Fire extinguishing

Machinery spaces must be fitted with a fixed fire-fighting System such as CO2, FM200, or aerosol system. The system must be manually released from outside the engine room. This system has to be type-approved and MED-approved. Documentary evidence Shall be kept on board at all times.

10.11 Cleanliness and containment

(a) Provisions have to be made to retain any oil leakage within the engine space.
(b) In a yacht constructed of wood, measures shall be taken to prevent absorption of oil into the structure.
(c) In a situation when it is totally impracticable to fit a metal drip tray in way of the engine, the use of the engine bearers as a means of containment of the oil may be accepted when they are of sufficient height and have no limber holes. Provisions should be made for the clearing of spillage and drainage collected in the engine space.
(d) Efficient means have to be provided to ensure that all residues of persistent oils are collected and retained on board for discharge to collection facilities ashore.
(e) The engine space has to be kept clean and clear of oily waste and combustible materials.
(f) It is recommended to have galley hood ducting made in metal (3mm thickness minimum). Galley hood ducting has to be easily accessible for cleaning and inspection. It is recommended to inspect and clean all galley hood ducts annually.

10.12 Wooden yachts

Particularly on wooden yachts, measures shall be taken to prevent the absorption of oil into the structure. Metal drip trays shall be installed under engines and under other equipment/machinery that could drip oil. Such drip trays shall have draining facilities so that they can be drained in appropriate containers. Such containers shall be properly disposed off ashore at oil reception facilities. Engine rooms shall be kept clean and free from oily waste, oily rags and other combustible materials at any time.

10.13 Open flame gas appliances

Open flame gas appliances provided for cooking, heating or any other purposes shall comply with the requirements of ISO 10239 or equivalent.

Materials which are in the vicinity of open flame cooking or heating appliances should be of non-combustible type.

Combustible materials and other surfaces that do not have a Class 1 surface spread of flame rating should not be left unprotected within the following distances of the cooker: 400 mm vertically above the cooker, for horizontal surfaces, when the yacht is upright; 200 mm above the top of the cooker, for horizontal surfaces, when the sailing yacht is heeled to 30 degrees; 125 mm horizontally from the cooker, for vertical surfaces. Curtains or any other suspended textile materials have not to be fitted within 600mm of any open flame cooking, heating or other appliance.

10.14 Furnishing materials

Only Combustion Modified High Resilient (CMHR) foams should be used in upholstered furniture and mattresses.

Upholstery fabrics have to satisfy the fire test procedures of IMO Resolution MSC.61(67), Annex 1, Part 8, or equivalent.

Paints, varnishes and other finishes which offer an undue fire hazard, should not be used in the engine room or galley or in other areas of high fire risk. Elsewhere such finishes must be kept to a minimum.

10.15 Smoke detection

All yachts where the total installed power (propulsion and electrical generation) is greater than 750 kW, are required to be fitted with a Type Approved or Certified fire detection system in the engine space(s) and spaces containing open flame cooking and/or heating devices. This system has to be fully addressable, with visual and audible alarm, indicating their status in the bridge and independently powered.

In case of multi-hull vessels, the total engine power in each hull is to be considered. The main alarm panel is to be fully addressable and be located at the main steering position.

Efficient smoke detectors may be required in all yachts. Installation of Smoke/Heat detectors, as applicable, is strongly recommended within accommodation spaces.

Laundries and Galleys have to be provided with heat detectors.

10.16 Means of escape

(a) Each accommodation space, which is either used for sleeping and rest or is affected by a fire risk situation, should be provided with two means of escape. A single means of escape may be accepted:
   i. when the single escape is to open air; or
   ii. when the provision of a second means of escape would be detrimental to the overall safety of the yacht.

(b) In the exceptional case when a single means of escape is accepted, efficient smoke detectors should be provided as necessary to give early warning of a fire emergency that could cut off the single means of escape from a space and one EEBD (Emergency escape breathing device) for each person in such space has to be provided.

(c) Each means of escape shall be clearly marked with self-adhesive photoluminescent stickers, representing IMO symbols.

(d) Removable escape ladders must be readily accessible in case of emergency and stored closed by the emergency escape route are serving. The locker containing the ladder has to be visibly marked.

(e) All escape ways must be kept clear of encumbrances at all times.

(f) Multi hull yachts must have additional means of escape through each hull. Watertight escape hatches shall be located above each waterline, when the yacht is in upright and in capsized position.

10.17 Ventilation

Engine room ventilation and exhaust ducts shall have fire dumpers which can be easily released from outside the engine room. The location of the release has to be annually serviced and the location visible marked.

Galley ducts shall have fire dumpers which can be easily activated from outside the galley space. A waiver to this requirement may be considered by the Administration when induction cooktops are installed.

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 a recognised Classification Society's standards.

The lockers used to store paint and flammable products shall be protected by detection means, firefighting equipment, and a visual information system. All devices inside the said lockers shall be, as far as practicable, type-approved according to ISO standard, FTP, and FSS Code, including the ventilation plants.

Fuel tanks and associated pipes and fittings must be located to reduce to a minimum the risk of fire or explosion. Spaces containing such items must be provided with an adequate and efficient ventilation system.

10.18 Stowage of gasoline and other highly flammable liquids

Special consideration shall be given to the safe conditions for the carriage of petrol and other highly flammable liquids either in hand portable containers/tanks or in the tanks of vehicles (such as personal watercraft, motor cars and helicopters) which may be transported. The quantity of spare petrol or other highly flammable liquids carried shall be kept to a minimum, generally up to 150 litres maximum. Greater quantities may be specially considered by the Recognized Organisation, in consultation with the Administration when the storage location, ventilation, containers, fire suppression and space fire protection and detection are considered adequate for the given increase.

Containers used for the carriage of flammable liquids shall be constructed to a recognised standard appropriate to the contents and each container clearly marked to indicate its contents.

Small lockers on open deck for the stowage of hand-portable containers of petrol shall be located away from high risk areas, have no electrical fittings, and be provided with the following:

i. natural ventilation openings top and bottom
ii. drainage leading overboard
iii. means of securing the fuel containers
iv. a facility for the boundary cooling of the locker.

Enclosed spaces, and larger lockers on open deck, designated for the safe carriage of petrol or similar fuel, refuelling units or vehicles with fuel in their tanks shall be fitted in accordance with RO/Class construction requirements taking into account SOLAS Ch II-2 provisions.

Storage tank design, construction, and material shall be in accordance with the rules of a Recognised Organisation. Independent tanks shall be constructed of steel with no penetrations in bottom and sides. Storage tanks shall be located in a dedicated gastight compartment for that purpose only.

Tanks may not be stored:

i. within category A machinery spaces
ii. under sleeping accommodation
iii. forward of the collision bulkhead
iv. less than B/5 from ship side
v. less than 760 millimetres from bottom plating
vi. adjacent to the aft end.

(a) Tanks shall be explosion-protected according to Classification Society rules to prevent the risk of overpressure and fire or explosion. A vapour recovery system is recommended.
(b) Remote means of tank level monitoring shall be provided outside the tank space, with a high-level alarm to prevent the overfilling of the tank. Gauge glasses are not permitted.
(c) The space in which the tank is situated shall have gastight boundaries to adjacent spaces and be insulated to class “A-60”.
(d) The tank space fire detection shall be part of the vessel’s addressable fire detection system.
(e) The tank space fire suppression shall be in accordance with Classification Society rules taking into account SOLAS requirements.
(f) The tank space ventilation shall be in accordance with Classification Society rules taking into account SOLAS requirements.
(g) The tank space ventilation outlet shall be located in a safe position and shall be fitted with a flame arrester in accordance with IMO MSC/Circ.677.

(h) Tank space water drainage system shall be provided, sized to remove no less than 125% of the water capacity from the required fire-suppression systems, and shall not be connected to any other system. Alternatively, if stability requirements are still met in the event of the tank space being completely filled with water, the drainage system can be less than the capacity of the required fire suppression systems.

(i) a suitable gas detection system shall be provided, with audible and visual alarm in the wheelhouse in each space through which petrol lines pass, including the tank space, in accordance with the rules of an authorised Recognised Organisation.

(j) Electrical equipment, including fixed and portable lighting, for use in the tank space and within the hazardous zone areas shall be kept to a minimum and shall be certified safe for petrol vapours.

(k) petrol system pipework shall:

i. be of steel and enclosed within a gas tight steel box or pipe fitted with a leak detection system.

ii. if within a steel box/cofferdam, then the space shall have a petrol vapour gas detection system.

iii. not be led directly through accommodation or machinery spaces.

iv. 4 between storage tank, dispenser and bunker station be kept as short as possible.

(l) Any flexible piping, if required for flexible connections, shall conform to an appropriate standard, be certified for use with petrol (hydrocarbons), be kept as short as possible and be protected from inadvertent damage. Flexible piping shall be installed in a manner to allow access along its length. Proposals for a more extensive use of flexible piping shall be submitted to the Recognised Organisation, in consultation with SM MNA.

(m) Shore to vessel petrol bunker connections shall be of closed type and suitably grounded during bunkering operations.

(n) At least two portable foam fire extinguishers or equivalent for petrol fires, of at least 9 litres capacity, shall be provided near the filling (bunker) station. Means shall be provided for leakage protection to contain and remove any leakages from the storage tanks, dispenser and bunker station equipment to a safe location, e.g., save-alls. The drainage system shall not be connected to any other onboard system.

(o) Hazardous zones shall be provided in accordance with the rules of an authorised Classification Society, in elements such as the distance from the storage tank vent, dispenser and bunkering station to any sources of ignition.

(p) Safety information ("No Smoking" IMO symbols, etc.) shall be fixed or temporary safety signs shall be provided in accordance with recognised standards in all appropriate areas including, but not limited to:

i. bunkering
ii. dispensing
iii. tank storage
iv. vent outlets

(q) Operational procedures shall be documented in the Safety Management System (not mandatory for yacht below 500 GT, but strongly recommended) and enforced including:

i. Risk assessment to be carried out.
ii. Emergency procedures for various scenarios to be developed and verified via drills.
iii. no storage within tank spaces.
iv. regular tank space inspections for integrity/cleanliness.
v. tank space access hatch shall be kept closed except for entry.
vi. no unauthorised access into tank space.
vii. entry into enclosed tank space procedures shall be enforced.
viii. no naked flames.
ix. no smoking.

10.19 Fire control plans

A fire control plan as per SOLAS definition shall be permanently exhibited for the guidance of the Master and crew of the vessel. The content of the plan shall adequately show and describe the principal fire prevention and protection equipment and materials. As far as practical, symbols used on the plan shall comply with a recognised international standard.

The fire control plan may be a combined fire and safety plan, which shall show the positions of stowage of the lifesaving and fire appliances.

i. For each deck, the plan shall include:
ii. The position of control stations.

iii. Sections of the vessel which are enclosed respectively by "A" class divisions and "B" class divisions.

iv. The location of flammable liquid storage.

v. Particulars of and locations of fire alarms, fire detection systems, sprinkler installations, fixed and portable fire extinguishing appliances.

vi. Fireman's outfits.

vii. Means of access and emergency escapes for compartments and decks.

viii. The locations and means of control of systems and openings which shall be closed down in a fire emergency.

The plan shall be kept up to date, and alterations be applied to all copies of the plan. Each plan shall include a list of alterations and the date on which each alteration was applied.

A duplicate set of the plan shall be permanently stored in a prominently marked weathertight enclosure readily accessible to assist non-vessel firefighting personnel who may board the vessel in a fire emergency.

Instructions valid to the maintenance and operation of all the equipment and installations on board for the fighting and containment of fire shall be kept in one document holder, readily available in an accessible location. For yachts above 500GT, a Fire Training Manual, as required by SOLAS, Chapter II-2 shall be provided.

10.20 Fire-fighting equipment

All fire-fighting equipment, including additional equipment to the requirements set below, shall be type-approved. All equipment shall be clearly marked and in compliance with IMO signs as far as practicable and reasonable in terms of furnishing.

Table II - Fire-fighting equipment (<500GT)

Water jet – capable of reaching the whole surface of the yacht	1
Power-driven fire pump (engine or independent drive)	1
Additional hand or independent power-driven fire pump and its sea connection - not located in the same space as the first pump or a machinery space containing internal combustion type machinery	1

Fire main and hydrants – to reach the whole surface with a single length of hose	Sufficient
Hoses - with jet/spray nozzles with shut-off valve	Sufficient
Portable fire extinguishers for accommodation and service spaces	3
Fire extinguishers for machinery spaces containing internal combustion type machinery (a) a fixed fire-extinguishing system complying with SOLAS regulation 11-2/part a; and (b) a portable extinguisher for oil fires for each 75.6kw power; or (c) two portable extinguishers for oil fires together with either: one foam extinguisher of 45 litres capacity; or one CO_2 extinguisher of 16 kg capacity	2 + 1
Fireman's outfit with breathing apparatus	1
Fire blanket in galley	1

(a) At least one jet of water must reach any part of the yacht normally accessible to passengers or crew while the yacht is navigating, and any storeroom and any part of a storage compartment when empty.

(b) Power-driven fire pumps shall have a capacity of[6]

$$2.5 \times (1+0.066 \times (L(B+D))^{0.5})^2 \ m^3/h$$

(c) The secondary (emergency) fire pump (which may be a portable pump) is to have a capacity of at least 80% of the main fire pump. Such a pump is to take suction from a location outside of the engine space. This pump is to have a separate source of power.

(d) The fire main, water service pipes, and fire hydrants shall not be affected by heat, cold, or corrosion.

[6] L= load line length; B= moulded breadth; D= moulded depth at mid length.

(e) When a fire main is supplied by two pumps, one of which in the machinery space, provisions should be made for the isolation of the fire main within the machinery space. The second pump shall supply the fire main and hydrants external to the machinery space.

(f) The fire main shall have no connections other than those necessary for fire-fighting or washing down.

(g) 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 yacht.

(h) Fire hoses must not exceed 18 metres in length and, generally, the diameter of a lined hose for use with a powered pump should be 45 mm or more.

(i) Fire hoses shall have jet/spray nozzles.

(j) The number, location, fire-extinguishing medium and capacity are to be selected according to the perceived fire risk. However, at least three portable fire extinguishers must be provided. CO_2 portable fire extinguishers shall not be provided or used in accommodation spaces.

(k) Spare charges should be provided onboard for at least 50% of each type and capacity of portable fire extinguisher.

(l) In a machinery space containing internal combustion type machinery, a minimum of one fixed fire-extinguishing system complying with SOLAS Regulation 11-2/Part A, or alternatively one portable extinguisher for oil fires for each 75.6kW power, together with two portable extinguishers for oil fires shall be fitted.

(m) In a machinery space containing an oil-fired boiler, a fuel oil settling tank, or an oil fuel unit, a fixed fire extinguishing system complying with SOLAS Ch II-2/Part A should be installed.

(n) Fireman's outfits must be stored in a conspicuous and well-marked space.

(o) Personal equipment shall include:

I. High temperature, water-resistant protective apparel.
II. Rubber or other non-conducting material boots
III. Helmets
IV. Electric safety lamp/hand lantern (type-approved)
V. An axe with high-voltage insulation handle

VI. Breathing apparatus as per IMO FFS Code 3, 2.1.2

VII. Lifeline as per IMO FFS Code 3, 2.1.3

11 Equipment

12.1 Radio equipment

(a) A radio survey shall be carried out by an authorised radio service provider and a radio survey report submitted to the Administration with stamp and signature by the radio surveyor.

(b) Radio equipment shall be certified in compliance with the Marine Equipment Directive MED 2014/90/EU as amended, or to equivalent standards accepted by the Administration, in compliance with the GMDSS (Global Maritime Distress and Safety System).

(c) A yacht has to carry equipment for transmitting and receiving on the VHF Maritime Mobile band and for receiving regular shipping weather forecasts for the area of operation.

(d) When the main aerial antenna is fitted to a mast that is equipped to carry sails, an emergency aerial antenna hast to be provided.

(e) Yachts operating beyond 20 miles of a safe haven must be provided with a radio installation capable of transmitting and receiving messages to and from a radio station, ashore.

(f) Battery electrical supply to radio equipment shall be arranged such that radio communications are not interrupted.

(g) A dedicated source of energy, independent of the main and emergency source of electrical power shall be provided to guarantee distress and safety radio communications in the event of failure of the main and emergency source of electrical power.

(h) Ships below 300GT shall have sufficient reserve power supply to operate the radio equipment for a minimum of three hours, in addition to the emergency supply.

(i) Ships between 300 and 500 GT which do not fully comply with the requirements of SOLAS regulation II-1/43, shall have sufficient reserve power supply to operate the radio equipment for a minimum of six hours, in addition to the emergency supply.

(j) All vessels of 300GT and above meeting the requirements of SOLAS regulation II-1/43 shall have a one hour reserve power supply.

(k) Instruction cards giving a clear summary of the radio-telephone distress, including Vessel name, Call Sign and MMSI numbers, urgency and safety procedures should be displayed in full view of the radiotelephone operating positions.

(l) 406MHz EPIRBS fitted on board Commercial yachts shall be requested to have an annual test carried out by the R.O, in compliance with IMO MSC.1/Circ.1040/Rev.1, as amended, in order to verify that EPIRB works properly.

(m) All yachts are required to keep records of communications relating to distress, urgency, and safety traffic. These include important incidents connected with the radio service, regular positions of the yacht, and results of tests carried out on the radio equipment. Records must be stored on board and be available for inspection as required.

(n) Yachts engaged in trade are required to keep a Radio Logbook recording communications relating to distress, urgency, and safety traffic.

(o) While at sea, yachts shall maintain a continuous watch as follows:

i. where practicable, on VHF Channel 16.

ii. on VHF Digital Selective Calling (DSC) channel 70.

iii. on the distress and safety DSC frequency 2187.5kHz.

iv. where available, for satellite shore-to-ship distress alerts via the INMARSAT enhanced group calling system.

v. for broadcasts of maritime safety information on the frequencies of the area of navigation.

At least one seafarer shall carry a Certificate of Competency for distress and safety radio communication purposes, endorsed by the Administration.

Table III – Radio equipment

A1	**A2**	**A1+A2+A3**	**A1+A2+A3 (alternative)**	**A4**
NAVTEX1	NAVTEX1	NAVTEX1	NAVTEX1	NAVTEX1
VHF(DSC) radiotelephone	VHF(DSC) radiotelephone	VHF(DSC) radiotelephone duplication	VHF(DSC) radiotelephone duplication	VHF(DSC) radiotelephone duplication
	MF (DSC) radiotelephone	MF/HF (DSC) radiotelephone or NBDP and INMARSAT-C	2 INMARSAT-C	MF/HF (DSC) radiotelephone or NBDP or Iridium

12.2 Navigational equipment

Magnetic Compass

(a) All yachts must be fitted with an efficient magnetic compass, independent of any power supply, and valid deviation card (updated every two years) complying with the following requirements as appropriate:
   i. In a steel yacht, it must be possible to correct the compass for coefficients B, C and D and heeling error.
   ii. The magnetic compass or a repeater must be fitted with an electric light and so positioned as to be clearly readable by the helmsman at the main steering position.

(b) Means shall be provided for taking bearings as nearly as practicable over an arc of the horizon of 360 degrees.

(c) Yachts ≥ 150 GT shall have a spare magnetic compass.

(d) Magnetic Compass has to be type-approved or MED certified.

(e) Moreover, a gyro compass, satellite compass, fluxgate compass, or spare magnetic compass bowl shall be available on board.

11.1 Nautical Publications

All yachts must carry at least the following nautical publications:

(a) Every yacht shall carry on board adequate and updated nautical publications for their intended voyage:
   i. Sailing directions
   ii. List of lights
   iii. Notices to mariners
   iv. Pilot books
   v. Tide tables
   vi. Radio aids to navigation
   vii. Port Information guide

(b) Updated nautical charts for the intended voyage must be placed on board. Yachts engaged on international voyages shall keep a deck logbook on board, to record all information regarding navigational activities and all events relevant to the safety of navigation.

(c) Yachts fitted with an approved Electronic Chart Display and Information System (ECDIS) are accepted as meeting the chart carriage requirements according to SOLAS requirements.

11.2 Other Navigational Equipment

Yachts operating in areas beyond 20 miles form a safe haven shall carry:

i. A Global Positioning System (GPS) receiver.
ii. An echo sounder, easily visible from the navigational position.
iii. A speed and distance measuring device, unless this is being measured via the GPS unit.
iv. An Engine Revolution Counter in the navigation position.
v. A Rudder Angle Indicator
vi. A Bridge Navigational Watch Alarm System (BNWAS) for yachts ≥150GT, certified as per IMO Res. MSC.128 (75)
vii. All SOLAS vessels that are not short-range yachts must be fitted with a BNWAS in accordance with SOLAS Chapter V Regulation 19.
viii. an electronic navigational positioning system appropriate to the area of operation.
ix. a 9 GHz radar.

11.3 Deck and other equipment

All yachts must carry adequate equipment as per the standards set by an authorised classification society.

Any alternative arrangements may be submitted to the Administration for consideration.

Other equipment

(a) Yachts shall be provided with an efficient waterproof electric light suitable for Morse signalling, for search and rescue operations at night and intended to assist any berthing operations in the dark.
(b) Yachts built on GRP, carbon fibre or wood, must carry a radar reflector complying with the specification ISO 8729-2 or equivalent.
(c) Yachts shall carry a barometer.

(d) Monohull sailing yachts in offshore or unlimited areas and ≥ 15 m shall carry an anemometer and an inclinometer.

(e) Multihull sailing yachts shall carry an anemometer providing a continuous indication of relative wind speed, with the display clearly visible at each control position.

(f) Yachts operating beyond the inshore area shall be provided with an efficient searchlight suitable for use in man overboard search and recovery operations.

(g) Sailing yachts shall carry wire-cutting equipment for use in the event of dismasting.

12 Protection of personnel

12.1 Equipment

(a) Deckhouses used for the accommodation of persons must be of adequate construction to withstand the prevailing conditions, in accordance with approved classification society standards.

(b) The perimeter of an exposed deck shall be fitted with bulwarks, guard rails or guard wires of sufficient strength and height for the safety of persons on deck, supported efficiently by stays or stanchions.

(c) To protect persons from falling overboard, and when the proper working of the yacht is not impeded and there are persons frequently on the deck, bulwarks or three courses of rails or taut wires shall be provided, and the bulwark top or top course should be not less than 1000 mm above the deck. Intermediate courses should be evenly spaced.

(d) In a yacht fitted with a cockpit that opens aft to the sea, additional guardrails should be fitted so that there is no vertical opening greater than 500 mm in width.

(e) Access stairways, ladderways and passageways should be provided with handrails as far as practicable.

(f) A motor yacht shall be provided with two safety harnesses. A sailing yacht shall provide a safety harness for each person on board. Efficient means for securing the lifelines of safety harnesses shall be provided on exposed decks, and grab-rails provided on the sides and ends of a deckhouse. Fastening points for the attachment of safety harness lifelines should be arranged having regard to the likely need for work on or above deck. In general, securing points must be provided in proximity to a companionway, and on both sides of a cockpit.

(g) Where guardrails or wires are not otherwise provided, jackstays shall be provided on each side of the yacht to enable crew members to traverse the length of the weather deck in bad weather.

(h) When appropriate to the working of a yacht provided with a sailing rig, a toe rail of not less than 25 mm in height should be fitted around the working deck.

(i) on a working deck and to sloping coach roof sides on sailing yachts where these effectively constitute a working deck when the sailing yacht is heeled.

12.2 Accommodation

All yachts engaged in trade shall comply with the provisions of the MLC 2006. Any exemptions and substantial equivalents may be requested to the Administration for review and approval.

When a yacht is intended to be at sea for more than 24 hours, an adequate standard of accommodation for all persons on board should be provided, which preserves the health and safety in terms of lighting, ventilation, water services, galley, and access/escape arrangements.

(a) An electric lighting system should be installed which is capable of supplying adequate light to all enclosed accommodation and working spaces. The system should be designed and installed in a manner that will minimize the risk of fire and electric shock.

(b) Mechanical ventilation should be provided to accommodation spaces which are situated completely below the level of the weather deck on yachts intended to make voyages more than 24 hours at sea or operate in tropical waters and which carry nine or more persons below deck.

(c) Enclosed galleys, where air-conditioning is not fitted, shall be fitted with mechanical ventilation with a capacity of 20 air changes per hour and a mechanical exhaust capable of 30 air changes per hour, as far as practicable.

(d) Hot and cold running fresh water shall be available in all wash spaces.

(e) An adequate supply of fresh drinking water shall be provided in the accommodation spaces. In addition, a dedicated emergency supply of drinking water should be carried to provide at least two litres per day to each person on board. Fresh water tanks should be inspected regularly, annual water analyses carried out and the results be kept on board.

(f) A bunk or cot should be provided for each person on board, and at least 50% of those provided should be fitted with lee boards or lee cloths.

(g) Galleys are to be fitted with a means for cooking, a sink and adequate working surface for the preparation of food. Safe means shall be provided to allow the cook to be secured in position, allowing both hands to remain free for working, when the vessel's motion threatens safe working conditions. In extreme conditions cooking over open flames shall be discouraged.

(h) All furniture and fittings in the galley shall be made of a material which is impervious to dirt and moisture.

(i) Adequate messing facilities should be provided taking account of the number of persons likely to use them at any one time.

(j) Adequate sanitary facilities, separated from the rest of the accommodation, should be provided for all persons on board.

(k) Any gangways and accommodation ladders shall be manufactured to adequate and recognised standards, clearly marked with the number of persons, as well as the safety working load, as per manufacturer instructions.

12.3 Recovery of Persons from the Water

(a) An overside boarding ladder or scrambling net which extends from the weather deck to at least 600 mm below the operational waterline or other means to aid the recovery of an unconscious person from the water shall be provided to the satisfaction of the Administration.

(b) Procedures for the recovery of persons from the water shall be available on board.

12.4 Protective clothing

(a) Each person on board a yacht shall have protective clothing appropriate to the prevailing air and sea temperatures.

(b) On a yacht that intends to operate in high latitudes, each person on board has to have either an approved immersion suit or a dry suit of suitable quality to reduce the likelihood of hypothermia should the wearer enter the sea.

(c) Appropriate footwear with non-slip soles shall be carried by each person on board.

12.5 Training Manual

(a) The yacht's training manual shall include details on the following:

i. Safe working practices, including life-saving equipment and appliances, protective clothing, and guidelines for the protection from injury, including instructions for emergency repair of the life-saving appliances

ii. Health and safety awareness, prevention of pollution information.

iii. Survival techniques and the use of survival equipment, the donning of lifejackets, immersion suits, thermal protective aid.

iv. Boarding, launching, clearing, and recovering survival craft, rescue boats, fast rescue boats, free-fall boats and inflated boats as appropriate.
v. Illumination in launching areas, and the use of pyrotechnics.
vi. The functioning of detection equipment, and of radio life-saving equipment.
vii. The functioning of sea anchors, of engines, and accessories.
viii. methods of retrieval, including the use of helicopter rescue gear, breeches-buoy and shore life-saving apparatus and yacht's line-throwing apparatus.
ix. muster list and emergency instructions.

(b) Periodical crew drills will be scheduled on the following:
i. Location and launching of life rafts.
ii. Procedures for the recovery persons from the water.
iii. First Aid procedures.
iv. Radio operational procedures.
v. Location of navigation and other light switches.
vi. Location and use of fire-fighting equipment.
vii. Starting, stopping, and controlling the main engine.
viii. Navigation to a suitable port of refuge.
ix. Method of navigating to a suitable port of refuge.

(c) Safety briefings before the start of any voyage shall be held by the Master.

(d) A periodic maintenance system must be followed for all safety and fire-fighting equipment and appliances.

12.6 Medical stores

All yachts shall carry medical stores appropriate to their area of operation.

Medical Stores shall be periodically inspected by a pharmacist or supplier, and a certificate of the inspection kept on board.

13 Tenders

(a) Tenders shall be used in conjunction with the mother yacht and may operate only within a 3 nautical mile radius from the mother vessel and shall not be engaged in separate commercial activities.

(b) All tenders and other ancillary craft belonging to the yacht and having a length between 2.5 metres and 24 metres shall be certified and marked in accordance with the Recreational Craft Directive 2013/53/EC, as amended, or a recognised international standard accepted by the Administration.

(c) Tenders may be of rigid or inflatable construction or a combination of both and may be either stowed on board or towed.

(d) Tenders shall be clearly marked with the maximum weight they can safely carry.

(e) Tenders belonging to the yacht shall be surveyed in conjunction and with the same survey criteria of the mother yacht and they shall be duly maintained in a good state of maintenance and shall be provided with the necessary safety equipment for the range of operations intended.

(f) When a tender is intended to be used as a rescue boat, it shall meet the Rescue Boat requirements set out in the Code.

(g) Sailing yachts should carry (or tow) one or more rigid or inflatable tenders.

14 Safety Management System

A safety management system must be implemented on commercial yachts below 500GT, which includes:

a planned maintenance system and record-keeping of all maintenance of safety and critical equipment.

Risk assessment and emergency procedures for all known emergency scenarios.

Procedures for crew training and familiarisation.

All yachts of ≥ 500GT shall comply with the International Safety Management (ISM) Code and SOLAS Chapter IX “Management for the safe operation of ships”.

It is strongly recommended for all yacht not engaged in trade to also implement a safety management system.

15 Ship and Port Facility Security (ISPS)

All commercial yachts of 500GT ad above engaged in international voyages shall comply with SOLAS Chapter XI-2 “Special measures to enhance maritime security” and the “International Code for the Security of Ships and Port Facilities” ISPS Code.

16 Minimum Safe Manning and Crew

All commercial yachts must carry onboard a Minimum Safe Manning certificate issued by the Administration, according to the below table.

The owner or owner's representative is responsible for the safe manning and appropriate crew training and certification in accordance with this Code.

Qualification issued in accordance with the STCW convention, and other recognised standards, shall receive a San Marino endorsement by the Administration (see also SMPL – 2021-STCW-007).

At least one crew members shall hold a radio operator certificate according to the radio equipment present on board.

On yachts below 300 GT and certified to operate within Sea Area A1, at least one crew member shall possess a GMDSS Short Range Certificate (SRC).

All crew shall hold a valid Medical Fitness Certificate, or an equivalent, issued by a licensed physician.

On yachts operating within the offshore area, at least one crew member shall hold a First Aid Certificate acceptable to the Administration.

Masters on yachts operating in the unlimited area shall hold a certificate of person in charge of medical care, unless another member of the crew holds a medical or nursing qualification of an equivalent or a higher standard.

All Yacht master Certificates should be revalidated every five (5) years. To revalidate, the applicant should prove at least 150 days of actual sea service on motor yachts during the previous five (5) years and be in possession of a valid Medical Fitness Certificate.

Minimum safe manning tables for motor and sailing yachts follow.

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Minimum safe manning table for motor yachts ≥ 24 metres in length

Motor yachts		Yacht type		
		≥24m <200GT	200GT to 500 GT	≥500 GT
Up to 60 miles	Master	1	1	1
	Chief Officer	-	1	1
	OOW (navigation)	-	-	-
	Chief Engineer	1	1	1
	Second Engineer	-	-	-
	Assistant Engineer	-	1	1
	Yacht Rating	1	2	2
Up to 150 miles	Master	1	1	1
	Chief Officer	1	1	1
	OOW (navigation)	-	-	-
	Chief Engineer	1	1	1
	Second Engineer	-	-	1
	Assistant Engineer	-	1	-
	Yacht Rating	1	2	2
Unlimited	Master	1	1	1
	Chief Officer	1	1	1
	OOW (navigation)	-	1	1
	Chief Engineer	1	1	1
	Second Engineer	-	1	1
	Assistant Engineer	1	-	-
	Yacht Rating	2	2	2

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Sailing yachts		Yacht type		
		≥ 24m & < 200 GT	200 GT to 500 GT	≥ 500 GT
Up to 60 miles	Master	1	1	1
	Chief Officer	-	1	1
	OOW (navigation)	-	-	-
	Chief Engineer	1	1	1
	Second Engineer	-	-	-
	Assistant Engineer	-	1	1
	Yacht Rating	2	2	3
Up to 150 miles	Master	1	1	1
	Chief Officer	1	1	1
	OOW (navigation)	-	-	-
	Chief Engineer	1	1	1
	Second Engineer	-	-	1
	Assistant Engineer	-	1	-
	Yacht Rating	2	2	3
Unlimited	Master	1	1	1
	Chief Officer	1	1	1
	OOW (navigation)	-	1	1
	Chief Engineer	1	1	1
	Second Engineer	-	-	1
	Assistant Engineer	1	1	-
	Yacht Rating	2	2	3

Minimum safe manning table for sailing yachts ≥ 24 metres in length

Notes:

The Chief Engineer may be replaced by two crew members holding an AEC (Approved Engine Course) where the power per engine is below 300 kW.

An assistant engineer is not required where the power per engine is below 500kW.

A gas turbine course is required on yachts with gas turbine propulsion.

Yacht rating: one of the ratings shall be qualified as “Cook” as per MLC convention requirements.

17 List of Certificates

Every vessel to which this Code applies shall be certificated in accordance with the relevant provisions of the applicable Conventions (as amended). The list below is not meant to be exhaustive and should serve as a guideline. Certificates shown in blue are issued by the San Marino maritime Navigation Authority (SM MNA). Other certificates are issued by an Authorised Recognised Organisation acting on behalf of SM MNA.

Certificates to be issued to all vessels:

Certificate of Registry

International Tonnage Certificate

San Marino Large Yacht Safety Certificate of Compliance (based on the R.O Statement of Compliance)

Class Certificate

International Load Line Certificate

Load Line Conditions of Assignment

International Sewage Pollution Prevention Certificate (when more than 15 persons are carried on board)

Minimum Safe Manning Document

Anti-fouling Systems, Owner's Declaration for yachts more than 24 meters in length, but below 400 GT

Anti-fouling System Certificate more than 400 GT

EIAPP Certificates / NOx Technical Files (for each engine with a power output of more than 130kW built after 01 January 2000)

Ship Radio Station Licence

International Ballast Water Management Certificate/Statement (if applicable)

Additional certificates to be issued to vessels of 300GT and above:

Safety Radio Certificate and Form R

Wreck Removal Insurance Certificate

Additional certificates to be issued to vessels of 400 GT and above:

International Oil Pollution Prevention Certificate and Record

International Sewage Pollution Prevention Certificate

International Air Pollution Prevention Certificate and Record

International Energy Efficiency Certificate

Anti-fouling Systems Certificate

Additional certificates to be issued to vessels of 500 GT and above

Safety Construction Certificate

Safety Equipment Certificate

ISM Safety Management Certificate

International Ship Security Certificate

Continuous Synopsis Record

Maritime Labour Convention (MLC) Certificate (including DMLC Part I and DMLC Part II). If below 500 GT, a Statement of Compliance shall be issued instead.

Additional certificates to be issued to vessels of 1,000 GT and above:

Civil Liability Certificate for Bunker Oil Pollution Damage (Bunkers Convention)

Terms and definitions

A Class division - means divisions formed by bulkheads and decks which comply with the criteria stated in SOLAS Ch. II-2, Regulation 3.2.

Accommodation - means those spaces used as public areas, lavatories, cabins, offices, medication areas, cinemas, entertainment rooms, health and beauty treatment areas, pantries containing no cooking appliances and similar spaces.

Administration - means the San Marino Maritime Navigation Authority (SM MNA). It may include any Recognised Organization (RO) or appointed surveyor to represent it or act on its behalf.

Annual 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 and that the arrangements, fittings and equipment provided are as documented in the Yacht's Safety Certificate.

Anniversary date - means the day and the month of each year which will correspond to the date of expiry of the relevant certificate.

Approved - means approved by the Administration or approved by another administration or an organization that is formally recognised by the Administration.

Appointed Representative - means a Recognised Organization (RO), an Authorised Surveyor, a radio communications service provider, acceptable to the Administration to represent or act on its behalf with regard to the conduct of specified reviews, surveys and/or issue of certification.

B class division - means divisions formed by bulkheads and decks which comply with the criteria stated in SOLAS Ch. II-2, Regulation 3.4.

B-15 class division - means "B" class division with an insulation value such that the average temperature of the unexposed side will not rise more than 140°C above the original temperature, nor will the temperature at any one point, including any joint, rise more than 225°C above the original temperature, within the time of 15 minutes.

Buoyant lifeline - means a line complying with the requirements of the Life-saving Appliances Code.

Cargo - means an item 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 yacht.

Charter - means an agreement between the Owner/Managing Agent and another party, which allows the other party to use and operate the yacht. The “Charterer” is the other party.

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

Code - means the San Marino Small Yacht Safety Code.

Commercial Yacht – means a yacht engaged in trade, commerce, on charter or carrying (up to 12) passengers for hire that is registered and described in the register and on the Certificate of Registry as a commercial yacht and is not a private yacht.

Demise Charter - means, in relation to a yacht, the demise, letting, hire or delivery of the vessel to the Charterer, by virtue of which the Charterer has the whole possession and control of the vessel including the right to appoint its master and crew.

EPIRB - means a satellite emergency position-indicating radio beacon.

Existing Commercial Yacht - is any yacht, which is registered and is described in the Register and on the Certificate of Registry as a commercial yacht, the keel of which was laid, or the construction or lay-up was started before 1 January 2021.

Existing Private Yacht - is any yacht, which is registered and is described in the Register and on the Certificate of Registry as a private yacht, the keel of which was laid, or the construction or lay-up was started before 1 January 2021.

FTP (Fire Test Procedure) Code - means the International Code for Application of Fire Test Procedures, adopted by IMO Resolution MSC.61(67), as amended.

Freeboard - has the meaning given in Annex I of the ILLC. The freeboard assigned is the distance measured vertically downwards amidships from the upper edge of the deck line to the upper edge of the related load line.

Freeboard deck - has the meaning given in Annex I of the ILLC. The freeboard deck is normally the uppermost complete deck exposed to the weather and sea, which has permanent means

of closing all openings in the weather part thereof, and below which all openings in the sides of the yacht are fitted with permanent means of watertight closing.

Garbage – means all kinds of victual, domestic and operational waste excluding fresh fish and parts thereof, generated during the normal operation of the yacht and liable to be disposed of continuously or periodically, except sewage originating from yachts.

GRP – means Glass Reinforced Plastic material.

GT (Gross Tonnage) – means a way to measure the overall size of the yacht, which shall be calculated according to the Simplified Tonnage Measurement Method included in the Annex II of this Code.

Guests – means any persons who are not passengers and are on board for a period not exceeding 16 hours.

International Voyage – means a voyage from a country to a port outside such country, or conversely.

Large Yacht Safety Code – means the SM MNA Code of Practice for Large Yachts.

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 the length of the hull as defined by ISO 8666.

Length Overall (LOA) – means the overall length of the yacht as defined in ISO 8666 as Lmax.

Lifeboat – means a lifeboat complying with the requirements of the LSA Code.

Life buoy – means a life buoy complying with the requirements of the LSA Code.

Life jacket – means a life jacket complying with the requirements of the LSA Code.

Life raft – means a life raft complying with the requirements of the LSA Code.

Line-throwing appliance – means an appliance complying with the requirements of the Life-Saving Appliances Code.

Load Line Length (LL 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[7].

LSA Code – means the Life-Saving Appliances Code.

Machinery spaces – are all machinery spaces of Category A and all other 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.

Main generating station – is the space in which the main source of electrical power is situated.

Main source of electrical power – is a source intended to supply electrical power to the main switchboard for distribution to all services necessary for maintaining the yacht in normal operational and habitable condition.

Main steering gear – is the machinery, rudder actuators, steering gear power units, if any, and ancillary equipment and the means of applying torque to the rudder stock (e.g., tiller or quadrant) necessary for effecting movement of the rudder for the purpose of steering the yacht under normal service conditions.

Main switchboard – is a switchboard that is directly supplied by the main source of electrical power and is intended to distribute electrical energy to the yacht's services.

Major Alteration/Conversion – means either:

a structural/equipment modification affecting a yacht with or without previously approved stability information which undergoes a major refit or alterations. A major refit or alteration is

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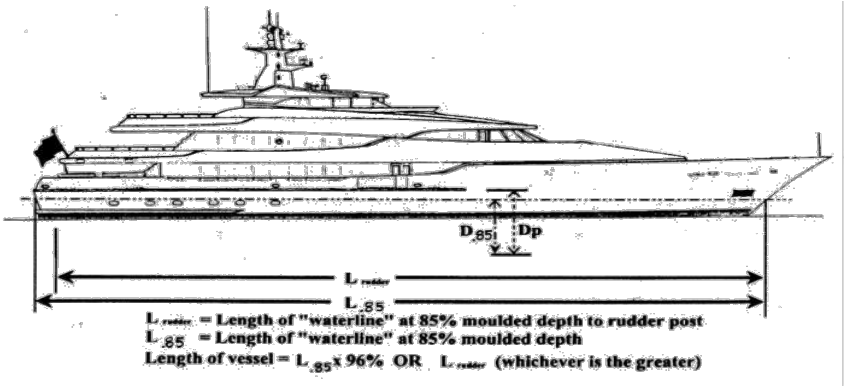

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considered when the major alteration/conversion results in either a change in the lightship weight of 2% and above and/or a shift in the longitudinal centre of gravity of 1% and above (measured from the aft perpendicular) and/or the calculated vertical gravity rises by 0.25% and above (measured from the keel), or a substantial change in the yacht's dimensions, type, number of passengers or engine power.

MED – Marine Equipment Directive 96/98/EC, replaced by 2014/90/EC.

Mile – means a nautical mile of 1852 metres.

Motor Yacht – means a yacht which is described in the register and on the certificate of registry as such, and which has a sole means of propulsion by either one or more power units.

New Yacht – means a yacht to which this Code applies, the keel of which was laid, or the construction, or lay-up was started on or after 1st January 2021.

Notified Body – means an organization designated by an EU country to assess the conformity with the technical standards stated in the EU Directive 94/25/EU for Recreational craft and personal watercraft, as amended by EU directive 2013/53/EU, before being placed on the market.

Operating area:

i. Near coastal - voyages in the vicinity of a Party, as defined by that Party;
ii. Inshore - up to 20 nautical miles from coastline
iii. Coastal - up to 60 nautical miles from coastline
iv. Offshore - up to 150 miles from coastline
v. Unlimited - beyond offshore limits

Passenger – means any person carried on a vessel except a person employed or engaged in any capacity on board on the business of the vessel.

Passenger ship – means a vessel carrying more than twelve paying passengers.

Position 1 – means, as per ICLL Regulation 13, upon exposed freeboard and raised quarter decks and upon exposed superstructure decks situated forward of a point located a quarter of the yacht's length from the forward perpendicular.

Position 2 – means, as per ICLL Regulation 13, upon exposed superstructure decks situated abaft a quarter of the yacht's length from the forward perpendicular.

Private Yacht – means any pleasure yacht in private use, not on charter or carrying passengers for hire, not engaged in trade or commerce, and being used solely for the pleasure or recreational purposes of its owner.

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 or gain and is not offered for commercial charter operations or for public use.

Radar transponder (SART) – means a radio responding device designed for use in survival craft to facilitate location of survival craft in search and rescue operations.

Recognised Organization – means Classification Society, which the Administration has accepted as being compliant with the guidelines of IMO Resolution MSC.349(92).

Recognised Standard – means a standard or set of standards or technical regulations issued by a Recognised Organization or Notified Body.

Recreational Craft Directive – is the EC Directive 2003/44/EC as amended by the EU directive *2013/53/EU*.

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 yacht designed to carry sail, whether as a sole means of propulsion or as a supplementary means.

San Marino Maritime Legislation – means the San Marino Laws and Regulations issued respectively, by the Government and the Maritime Navigation Authority.

San Marino Ship Register (SMSR) – is the exclusive partner of the Administration (SM MNA) in the registration and certification process.

Sea Area A1 – means an area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC alerting is available.

Sea Area A2 – means an area, excluding sea area A1, within the radiotelephone coverage of at least one MF coast station in which continuous DSC alerting is available.

Sea Area A3 – means an area, excluding sea areas A1 and A2, within the coverage of an Inmarsat geostationary satellite in which continuous alerting is available.

Sea Area A4 – means an area outside sea areas A1, A2, and A3.

Seafarer – means a person who is employed or engaged in any capacity onboard the yacht on the business of the yacht. Trainees and/or volunteers onboard sail training vessels are not considered as seafarers subject that they are not included in the Muster list and they are not expected to assume any responsibilities during emergency situations.

Short Range Yacht – means a yacht that is limited to areas within 60 nm from a safe haven.

SOLAS A Pack – means a life raft emergency pack complying with the requirements of the Life-saving Appliances Code.

SOLAS B Pack – means a life raft emergency pack complying with the requirements of the Life-saving Appliances Code.

Superstructure – has the meaning given in Annex I to International Load Line Convention.

Survey – means an examination/inspection by an Authorised Surveyor, to ascertain that the yacht's structure, machinery, equipment and fittings are in compliance (as appropriate to the specific survey conducted) with the requirements of the Code.

Survival craft – means a craft capable of accommodating persons in distress from the time of abandoning the yacht.

Tender – for the purpose of this code means one or more inflatable or rigid boats which are not life rafts, stowed in a position providing for easy side-to-side transfer and which may not engage in separate commercial activities from that of the mother yacht.

Training manual – means the instructions, which may comprise several volumes, on the life-saving appliances fitted on board and the best methods of survival.

Two-way VHF radiotelephone set – means a portable or a fixed VHF installation for survival craft complying with the performance adopted by the IMO contained in IMO Resolution A.809(19) or any Resolution amending or replacing it from time to time which is considered by the Administration to be relevant.

Type-approved – means an equipment that has been approved and/or certified by an organisation accepted by the Administration such as a Recognised Organisation, MED Certification, ISO Certification, another Administration's certification, or Notified Body.

Waterproof – means protected as far as is practicable from the ingress of water.

Watertight – means capable of preventing the passage of water in any direction.

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 – has the meaning given in Annex I of ILLC. Weathertight means that in any sea conditions water will not penetrate into the yacht.

Wheelhouse – means the control position occupied by the officer of the watch who is responsible for the safe navigation of the yacht.

Window – means a ship's window, being any window, regardless of shape, suitable for installation aboard yachts (ISO 12216:2018) and different than portholes/side scuttles.