



Rev. 1

REPUBLIC of SAN MARINO
MARITIME AUTHORITY

MAIN CONTACT: SAN MARINO SHIP REGISTER

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San Marino Technical Regulations

Small Yacht Safety Code
< 24 Metres 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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1 Application

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

The code applies to all motor or sailing yachts engaged in trade (in commercial use).

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.

1.1 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.

1.2 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.



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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.

1.3 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.



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2 Survey and Certification

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.

2.1 Simplified Tonnage Calculation

For all yachts below 24 metres in length, a statement for the approval of a simplified tonnage calculation shall be issued by The Administration based on the calculation by an Authorised Surveyor, or by and authorised Recognised Organisation.

2.2 Small Yacht Safety Certificate of Compliance

All yachts registered with the SM MNA are required to carry on board a Vessel Safety Certificate, in the format established by the Administration.

All yachts must be surveyed by an appointed surveyor or Recognised Authorisation authorised by the Administration to verify compliance with the requirements of the Code.

A Small Yacht Safety Certificate of Compliance shall be issued by the Administration. The certificate is valid for five years, and subject to annual surveys. For yachts not engaged in trade, annual surveys are not mandatory. A



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An additional survey shall always be required after an accident, or major failure, or a major conversion.

An out-of-water survey must be carried out every five years for all yachts in commercial use.

2.3 MARPOL

Yachts designed to carry more than 15 persons (or above 400GT), crew and guests combined, shall be surveyed by an authorised Recognised Organisation, and receive an International Sewage Pollution Prevention Certificate.

2.4 MLC

Yachts engaged in trade must be inspected by an Authorised Surveyor or Recognised Organisation authorised by the Administration. For Yacht below 500 GT, a Statement of Compliance with the MLC Convention 2006 shall be issued by the Administration or an authorised Recognised Organisation. The Statement of Compliance is valid for five years and subject to an intermediate inspection.

2.5 Construction

Where the yacht has not been surveyed according to Class rules, nor in accordance with the European Directive 2013/53/EU, the Administration in consultation with the Authorized surveyor or the Recognised Organization, may request the following documentation to be submitted for further review:

- (a) General Arrangement Plan
- (b) Owner's Manual
- (c) Declaration of Conformity and CE Certificate (where applicable)
- (d) Bilge System
- (e) Fire System
- (f) Grey/Black Water System
- (g) Ventilation Plan
- (h) Electrical System
- (i) Fuel System
- (j) Rigging Plan (for sailing yachts)
- (k) Navigation Lights Arrangement



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- (l) Structural drawings (verified by an appointed surveyor or classification society)
- (m) Stability Calculation (as per ISO 12217 or equivalent recognised standard)

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 is required for new yachts. The survey shall be carried out by an Authorised Surveyor or Recognised Organisation.
- (b) A structural survey as well as a structural drawing review shall be carried out by and authorized surveyor or Recognised Organisation for new yachts not built according to the EC Recreational Craft Directive.

Existing yachts

A structural and condition survey shall be carried out on existing yachts by an authorised surveyor or Recognised Organisation.

Existing yachts shall be certified according to the EC Recreational Craft Directive 2013/53/EU, as amended.

Applications by existing yachts not certified in accordance with the EC Recreational Craft Directive can be reviewed by the Administration, provided all relevant information is made available for review.

3.2 Construction materials

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 3.3. 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.



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New or existing yachts which have not been built under the survey of a classification society or a Notified Body shall undergo an examination by an Authorised Surveyor in order to verify they were built:

- (a) in accordance with the hull certification standards for small yacht craft, set by an authorised classification society or notified body; or
- (b) in accordance with a standard recognised by the Administration and having a satisfactory 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 likely to be encountered in the intended area of operation; or
- (c) in accordance with requirements set by the Administration in consultation with a Recognised Organization or Notify body, as per 2013/53/EU directive, following a review of all drawings, materials, and calculations.

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 would 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.



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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.



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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.

For Motor yachts, A recess in the weather deck shall be of watertight construction and have means of drainage capable of efficient operation when the yacht is heeled to 10 degrees. Such drainages have to be of an effective area, excluding grills and baffles, of at least 20 cm² for each cubic metre of volume of recess below the weather deck.

For sailing yachts, a recess in the weather deck shall be of watertight construction and have a total volume (V_C) that does not exceed the value obtained from the following formula:

$$V_C = 0.10 \times \text{length of yacht} \times \text{breadth of yacht} \times \text{freeboard abreast the recess (or cockpit)}$$

Sailing yachts shall have means of drainage capable of efficient operation when the yacht is heeled to 30 degrees. Such drainage shall have an effective area, excluding grills and baffles, of at least 10 cm² for a yacht operating offshore and of at least 20 cm² for a yacht operating unlimited.



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The Administration may approve alternative arrangements for the drainage of a recess if, considering the yacht in upright position and at its deepest draught:

- (a) the recess drains from a fully flooded condition within three minutes, or
- (b) the cockpit or recess complies with ISO standard.

4.3 Watertight Bulkheads

All yachts to which the code refers should be fitted with a collision bulkhead.

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.

Where possible, watertight bulkheads should be situated at a waterline which is not less than 75 mm, at any point, below the weather deck.

Any watertight and/or fire rated bulkhead penetration shall be type-approved or certified.

Hinged doors may be used on watertight bulkheads. These are to be spring-loaded so that they are kept closed at all times.

On both sides of hinged doors, signs must be affixed which indicate they need to be kept closed at sea.

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.

New motor yachts

In new yachts ≥ 15 metres in length, or intended to carry 15 or more persons, or intended for unlimited operation areas, watertight bulkheads shall be so arranged that minor hull damage which results in the free flooding of any one compartment, will not cause the yacht to float at a waterline which is less than 75 mm below the weather deck at any point. Minor damage should be assumed to occur anywhere in the length of the yacht but not on a watertight bulkhead. Standard permeabilities should be used in this assessment as follows:



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Table I

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

Further permeability percentages may be acceptable after review by the Administration of the real status of the volume permeability for each considered compartment.

In the damaged condition, the residual stability shall be such that:

- (a) the angle of equilibrium does not exceed seven (7) degrees from the upright position;
- (b) the resulting righting lever curve has a range to the down flooding angle of at least 15 degrees beyond the angle of equilibrium;
- (c) the maximum righting lever within that range is not less than 100 mm, and • the area under the curve is not less than 0.015 meter radians.

In the case a multihull yacht does not meet the damage criteria given above, the results of the calculations shall be submitted to the Administration, in consultation with the Recognised Organisation, for assessment. Alternative equivalent damage stability criteria to those stated in the above paragraphs may be acceptable to the Administration upon review.

The strength of a watertight bulkhead shall be adequate for the intended purpose.

When pipes, ducts, etc. penetrate watertight bulkheads, they shall be provided with valves and/or watertight glands as appropriate.

A doorway fitted in a watertight bulkhead shall be of watertight construction.

On both sides of doorways fitted in a watertight bulkhead, signs must be affixed which indicate they need to be kept closed at sea and opened for access only.



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Sliding watertight doors, shall be provided with suitable safety provisions to avoid injury by closure of the doors.

Sailing yachts

Sailing yachts shall be so designed that they will float for more than 12 hours after capsizing, either when every two hatches are open, or when each hull is holed between watertight bulkheads. This requirement may be met by subdivision or built-in flotation but may not include the effect of air trapped in any compartment that is open to the sea. Compliance with this requirement has to be demonstrated by calculation for the maximum displacement condition, which should show minimum reserve buoyancy in the capsized condition of 25% of the displacement.

When flotation material is used, it should be adequately protected from accidental damage. When an air tank is used for flotation, it shall be clearly marked:

“AIR TANK - DO NOT PUNCTURE”

and it shall be provided with means of draining and checking for freedom from water.

When an intact compartment which is used to demonstrate positive flotation after capsizing is penetrated by a door or hatch, the door or hatch shall be of watertight construction, and it should be clearly indicated on both sides that the watertight access must be closed when at sea.

Existing yachts

It is strongly recommended that all existing yachts, intended for any area of operation, meet the requirements set for watertight bulkheads and damage survival set above for minor hull damage and damaged condition.



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5 Weathertight integrity

5.1 Hatchways and Hatches

- (a) A hatchway which gives access to spaces below the weather deck shall be of efficient construction and be provided with efficient means of weathertight closure.
- (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.



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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

Doorways that are either forward or side facing shall be provided with a coaming the top of which is at least 300 mm 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.

Access doors leading directly from an open deck to the engine room or machinery spaces shall be located aft of the $\frac{1}{4}$ length from forward and shall be fitted 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.



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The skylights shall be type-approved and/or EC Certified. Skylights on existing yachts that have been operational for more than 5 years may be accepted subject to a water tightness test in accordance with ISO 12216.

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



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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.

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.



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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 $\frac{1}{4}$ 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 through 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



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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 through 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 from 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.



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5.10 Scuppers, inlets, and discharges

- (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-siphon 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.



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- (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*

- (a) When a deck is fitted with bulwarks such that shipped water may be trapped behind them, the bulwarks must be provided with efficient freeing ports
- (b) For motor yachts, the area of freeing ports shall be at least 4% of the bulwark area and be situated in the lower third of the bulwark height, as close to the deck as practicable.
- (c) For sail yachts, the area of freeing ports shall be at least 10% of that part of the bulwark area that extends for 2/3 of the yacht's length amidships. A freeing port shall be located in the lower third of the bulwark height, as close to the deck as practicable.
- (d) Where a non-return shutter or flap is fitted to a freeing port, it shall have sufficient clearance to prevent jamming and any hinges should have pins or bearings of non-corrodible material.
- (e) Where a yacht has only small side deck areas in which water can be trapped, a smaller freeing port area may be accepted. The reduced area shall be based on the volume of water that is likely to become trapped.
- (f) Where freeing ports cannot be fitted, other efficient means of clearing trapped water from the yacht shall be provided to the satisfaction of the Administration. For existing yachts, special consideration may be given with regard to the sheer line on the main weather deck, as a mean of clearing trapped water.
- (g) Structures and spaces considered to be non-weather-tight must be provided with efficient drainage arrangements.
- (h) Deck scuppers shall be provided with caps during fuel bunkers or sewage shore discharge operations.
- (i) Included in the recesses are swimming pools and jacuzzis. Means shall be provided to prevent the backflow of sea water into the recesses. Arrangements shall be made for fast drainage by gravity.



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



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6 Machinery

6.1 Machinery

- (a) In motor yachts, the main propulsion machinery and all auxiliary machinery essential to the propulsion and the safety of the vessel should be designed to operate when the vessel is upright and when inclined at any angle of heel and trim up to and including 15° and 7.5° respectively either way under static conditions.
- (b) In sailing yachts, the main propulsion machinery and all auxiliary machinery essential to the propulsion and the safety of the vessel should be designed to operate when the vessel is upright and when inclined at any angle of heel up to and including 15° either way under static conditions and 22.5° either way under dynamic rolling conditions and simultaneously inclined 7.5° by bow or stern under dynamic pitching conditions.
- (c) Machinery spaces shall be totally enclosed, gas-tight (except openings via the appropriate ventilators) and insulated against heat and excessive noise. The materials used shall be of the type that do not absorb oil and be of low fire spread.
- (d) Bilge, fire and fuel lines shall preferably be metallic, however, non-metallic piping meeting the requirements of the IMO FTP (Fire Test Procedures) Code may be deemed acceptable.

6.2 Engines

- (a) A yacht fitted with an inboard engine shall be provided with a suitable diesel engine and sufficient fuel tankage for its intended area of operation.
- (b) In sailing yachts, or in motor yachts fitted with a watertight weather deck, a petrol engine may be accepted provided that the engine is a suitable outboard type and a fuel tank is fitted and constructed to an appropriate International standard, such as ISO 10088, whereby either the tank or the complete contents can be jettisoned rapidly and safely and when spillage during fuel handling will drain directly overboard.
- (c) In open boats restricted to operating inshore, a petrol engine may be accepted provided that the engine is a suitable outboard type. Petrol should be stored in portable containers of 27 litres or less in capacity, that can be jettisoned readily, or in a rigid hull motor yacht or rigid inflatable boat, a fixed-in-place inboard tank may be accepted provided the below:



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- i. the tank is in steel or stainless steel, with rounded corners and edges for explosion proofing purposes, located in a safe place and installation complying with the installations section of this Code.
- ii. Foils, intended to prevent explosions, should not be used in a steel tank.
- iii. The tank should be tested to at least 0.3 bar.
- iv. an intrinsically safe detector of hydrocarbon vapours being fitted under or adjacent to the tank (located in a safe place) when the possibility of accumulation of hydrocarbon vapours exists, providing audible alarm.
- v. the opening of the vent pipe from the fuel tank being protected by a flash-proof fitting;
- vi. electrical arrangements complying with section 7 of the Code.

Existing yachts

- (a) An inboard petrol engine may be accepted on existing yachts provided that:
 - i. the engine is located in an efficient enclosed space to which a fixed fire extinguishing system is fitted.
 - ii. provision is made to ventilate the engine space thoroughly before the engine is started
 - iii. the vent pipe from the fuel tank is led to the open deck and the opening protected by a flash proof fitting.
- (b) In an existing yacht, a fixed-in-place inboard fuel tank shall meet the requirements of 6.2(c) ii., iii., iv.
- (c) In an existing yacht, petrol stored in portable tanks or containers shall meet the requirements of 6.2(b) or 6.2(c) as appropriate.
- (d) In an existing inflatable boat or rigid inflatable boat, a petrol engine installation shall meet the requirements of 6.2(c).

6.3 Installations

- (a) All machinery, fuel tanks, as well as piping systems and fittings shall be purpose-designed. The installation shall be carried out so as to reduce to a minimum danger to persons during normal movement about the yacht, due regard being paid to moving parts, hot surfaces and other hazards.



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- (b) Means shall be provided for the isolation of a source of fuel that may feed a fire in an engine space fire situation. A valve or cock, capable of being closed from a position outside the engine space, shall be fitted in the fuel-feeding pipe at the exit of the pipe from the fuel tank.
- (c) In a fuel supply system to an engine unit, when a flexible section of piping is introduced, connections shall be of a screw type or equivalent approved type. Flexible pipes must be fire-resistant and/or metal-reinforced, or otherwise protected from fire. Where hose clamps are used, the fitting to which the flexible pipe attaches shall have a bead, flare, annular grooves or other means of preventing slippage. Materials and fittings shall be of a suitable recognised national or international standard, such as ISO 7840 or equivalent.
- (d) Where the fuel oil level gauges penetrate below tank top, the gauge shall be fitted with valves of the self-closing type.
- (e) A venting pipe shall lead to the open atmosphere, terminating in a position level with or higher than the fuel filling mouth and its open end protected against:
 - i. water ingress - by a goose neck or other efficient means; and
 - ii. for petrol engines or where there is a risk from flame ingress - by a suitable gauze diaphragm.

6.4 Engine Starting

- (a) An engine shall be provided with either mechanical or hand starting or electric starting with independent batteries.
- (b) When the sole means of starting is by battery, the battery shall be in duplicate and connected to the starter motor via a 'change over switch' so that either battery can be used for starting the engine. Charging facilities for the batteries should also be available.
- (c) All internal combustion machinery shall have an additional secure means of remote stopping from outside the engine space.

6.5 Portable equipment

- (a) When portable equipment powered by a petrol engine is provided, the unit, unless fully drained of fuel, should normally be stored on the weather deck.
- (b) Alternatively, it may be stowed in a deck locker or protective enclosure which is vapour tight to the vessel's interior, not openable from the vessel's interior, adequately drained overboard and ventilated to atmosphere.



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- (c) A safety warning sign should be displayed with details of appropriate precautions to be taken when filling the fuel tank.

6.6 Stowage of petrol

When spare petrol is carried on-board in portable containers, for any purpose, the quantity should be kept to a minimum. The containers shall be “approved type”, clearly marked, and stowed on the weather deck. Should this not be practicable, a 5-litre container of petrol may be stowed in a deck locker, protected for fire risk to the satisfaction of the Administration.

6.7 Steering gear

A yacht must be provided with efficient means of main and emergency steering systems. These shall be of suitable design to enable the heading and direction of the yacht to be effectively controlled at all operating speeds.

The control position shall be located so that the person steering the yacht has a clear view for the safe navigation of the yacht.

Where the steering gear is fitted with a remote control, arrangements shall be made for emergency steering in the event of failure of the remote control. Arrangements may take the form of a tiller to fit the head of the rudder stock or a hydraulic manual arrangement, as equivalent alternative.

The rudder and rudder stock construction materials and design, including tiller head attachments, bearings, and pintles, as well as the supporting structures must be suitable to the operating conditions of the vessel. Recognised design standards should be used.

Construction and fittings shall be of an appropriate standard, to the satisfaction of the Administration.

The main and emergency steering gear of a new yacht is to be CE Certified or Type Approved.

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 from the Administration, to confirm the efficiency of the existing steering system.

Steering gear system shall be equipped with a rudder angle indicator on the navigation bridge, and close by the emergency steering as far as practicable. .9 Means of communication between the emergency steering position and the bridge or main help have to be provided.



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Clearly instructions for emergency steering operations have to be posted by the emergency steering position.

6.8. Bilge pumping system

- (a) All yachts must be fitted with a bilge pumping system of a sufficient capacity which consists of at least:
 - i. primary mechanical or an electric bilge pump with suction pipes so arranged that any compartment can be drained when the yacht is heeled up to an angle of 10 degrees.
 - ii. secondary manual bilge pump.
- (b) 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.
- (c) 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.
- (d) Where necessary, the bilge lines shall be equipped with strum boxes.
- (e) Portable semi-submersible bilge pumps may be considered as an alternative to one of the two required pumps.
- (f) Any alternative bilge-pumping system may be reviewed for approval by the Administration.
- (g) The internal diameter of the main bilge pipe line shall be calculated as follows:

$$d = 25 + 1.68 \sqrt{L(B+D)}^1$$

- (h) The capacity of each pump or group of pumps, should not be less than:

$$Q = 0.00565 \times d^2{}^2$$

Bilge Alarm System

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.

¹ d = diameter of bilge main in mm; L = length in m; B = breadth in m; D = moulded depth in m.

² Q = Minimum capacity of each pump or group of pumps in m³/h; d = Internal diameter as per 6.8(h).



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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.



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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 onboard.

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

The emergency source of power has to 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 or alternative recognised standard, such ISO 10133 Annex C, have to 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.



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8 Stability criteria

- (a) A Stability booklet shall be approved by an authorised surveyor or Recognised Organisation.
- (b) Yachts undergoing major refit or alterations must submit a newly issued stability booklet for approval by the Administration.
- (c) When permanent ballast is provided, this must be positioned in a way that prevents its shifting or movement and accumulation of bilge water. The position and amount of fixed ballast has to be indicated in the Stability Booklet.
- (d) An inclining experiment must be conducted in the presence of an authorised surveyor or Recognised Organisation.
- (e) Any exemption or alternative arrangement must be submitted to the Administration for approval.
- (f) Stability calculations must be conducted in accordance with EN ISO 12217-1 for non-sailing yachts and EN ISO 12217-2 for sailing yachts, or in accordance with IMO Resolution A.749 (18), as amended.

The relevant design categories shall be:

- i. Category A (Ocean-going) - Wind force exceeding Beaufort 8 and significant wave height exceeding 4 m.
- ii. Category B (Offshore) - Wind force up to and including Beaufort 8 and significant wave height up to and including 4 m.
- iii. Category C (Inshore) - Wind force up to and including Beaufort 6 and significant wave height up to and including 2 m.
- iv. Category D (Inland or Sheltered Coastal Waters) - Wind force up to and including Beaufort 4 and significant wave height up to and including 0.5 m.

8.1 Simplified stability test

Existing yachts which may not have available stability data, may undergo a simplified stability test as described below.

- (a) A yacht shall be tested in fully laden conditions with full fuel tanks and freshwater tanks and having on board the total number of persons which the yacht is certified to carry, or a 75kg weight replacing each of the above-mentioned persons. Any additional personal equipment,



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such as diving equipment, is to be disembarked during the simplified test as this will affect the end result and the yacht's fully laden condition.

- (b) By assembling all persons/weights along one side of the yacht, the angle of the heel and the change in waterline height are calculated.
- (c) The yacht will be judged to have passed the simplified stability test if the test shows that:
- i. the angle of heel does not exceed 7 degrees;
 - ii. in the case of a yacht with a watertight weather deck extending from stem to stern, the freeboard-to-deck distance is not inferior to 75 mm at any point;
 - iii. The angle of heel may exceed 7 degrees, but shall not exceed 10 degrees, if the freeboard in the heeled condition is in accordance with that required in Section 9 in the upright condition.
 - iv. The heeling moment applied during the test described above shall also be calculated. By using the below formula, the yacht shall attain a value of initial GM not less than 0.5m if using an estimated displacement of the yacht, or 0.35m if the displacement of the yacht is known and can be verified by the authorised surveyor.

$$\frac{GM = 57.3 \times HM}{\theta \times \text{Displacement}^3}$$

³ HM = Heeling Moment in kg x m; θ = angle of heel in degrees obtained from the test as defined above; Displacement = the displacement of the yacht in kg, either estimated or measured by an authorised surveyor.



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9 Freeboard and freeboard marking

9.1 Minimum freeboard

- (a) A yacht required to be provided with an approved stability booklet, shall be assigned a freeboard which corresponds to the draught of the yacht in sea water when fully loaded and with the maximum number of persons certified to be carried, each person's weight calculated at 75kg. The calculated freeboard shall not be inferior to the freeboard required below.
- (b) Stability and minimum freeboard shall be calculated comply with the international standard EN ISO 12217-1 and EN ISO 12217-2 for sailing yachts.
- (c) Yachts with a continuous watertight weather deck which is neither stepped, nor recessed, nor raised, shall have a freeboard (measured down from the lowest point of the weather deck) of not less than 425 mm for yachts of 15m in length overall and not less than 994 mm for yachts of 24 metres in length. For a yacht of intermediate lengths the freeboard shall be determined by linear interpolation.
- (d) Yachts with a continuous watertight weather deck which may be stepped, recessed, or raised must have a freeboard (measured down from the lowest point of the weather deck) of not less than 255 mm for yachts of 15 m in length overall and not less than 510 mm for yachts of 24 m in length. For a yacht of intermediate length the freeboard shall be determined by linear interpolation. The raised portion(s) of the watertight weather deck shall extend across the full breadth of the yacht and the average freeboard over the length of the yacht shall comply with 9.1(c).

9.2 Freeboard mark and loading

- (a) A freeboard mark shall be placed on each side of the hull amidships, which should measure 300 mm in length and 25 mm in depth. The marking should be permanent and painted black on a light background or white or yellow on a dark background. The top of the mark shall be positioned at the waterline corresponding to the draught given in 9.1(a).
- (b) A yacht should not operate in any condition that will result in its freeboard marks being submerged when it is at rest and upright in calm water.



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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), and be appropriately maintained and readily available on board.

For specific requirements based on the type of vessel, reference is made to table I.

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" pack⁴.
- (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 raft⁵.
- (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

⁴ In the case of yachts not engaged in trade, standards such as ISO 9650 or equivalent are accepted.

⁵ In the case of yachts not engaged in trade, standards such as ISO 9650 or equivalent are accepted.



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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 recognised by the Administration, and fitted with a whistle, light, and retroreflective tape.

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 20° 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.



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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.



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Table II – Life-saving appliances

Area of operation	Up to 20 nm	20 to 150 nm	Unlimited
Life rafts	None	100% capacity on each side ⁶	100% capacity on each side
Danbuoy (sailing yachts)	1	1	1
Life buoys with self-igniting lights and lines	2	4	4
Life buoy with smoke and light	-	-	1 ⁷
Adult lifejackets	100%	120%	120%
Children lifejackets	100% of children on board (min. 4)	100% of children on board (min. 4)	100% of children on board (min. 4)
Parachute flares	2	4	6
Hand flares	4	4	4
Buoyant smoke signals	2	2	2
Line throwing appliance	-	-	1
Thermal Protective Aids (TPA)	100%	100%	100%
Immersion suits	-	2 ⁸	100%
Safety harness (Sailing yachts)	100%	100%	100%
406MHz EPIRB	1	1	1
SART	1	1	1
General alarm	-	Yes	Yes
Life-saving signals table	Yes	Yes	Yes
Training Manual	None	Yes	Yes
Instructions for on-board maintenance	None	Yes	Yes

⁶ If the life rafts are easily transferable from side to side, a 100% aggregate capacity may be considered sufficient.

⁷ Can be one of the four required life buoys.

⁸ Up to 60nm, immersion suits are only required where water temperatures fall below 20° C.



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11 Fire Safety

11.1 Engine space

- (a) The boundary of the engine space must, with due consideration given to fire flaps, be arranged to contain the fire extinguishing medium. The engine space must be capable of being closed down so that the fire extinguishing medium cannot escape. Any fans for ventilation and extraction located within or feeding a machinery space must be capable of being stopped from outside the space in the event of a fire.
- (b) The engine space must be separated from accommodation spaces and storerooms containing combustible materials and flammable liquids
- (c) On smaller yachts, the engine can be enclosed within a non-combustible box.
- (d) All combustible materials, or flammable liquids including fuel, having a flash point below 60°C shall be stowed in areas other than the engine space.
- (e) In a yacht provided with a fixed gas-extinguishing system, the boundary of the engine space must be arranged to retain the fire-extinguishing medium.
- (f) Portholes or windows shall not be fitted in the boundary of the engine space other than an observation port having a maximum diameter of 150 mm, fitted in an internal boundary bulkhead or watertight door, provided that the porthole is of the non-opening type, the frame is constructed of steel or other equivalent material and the port is fitted with a permanently attached cover with securing arrangements.
- (g) Yachts with machinery space boundaries constructed in steel require no additional fire protection. However, finishing materials used on the opposite sides of steel machinery boundaries must be low flame-spread.
- (h) In fibre reinforced plastic construction, machinery space boundaries have to prevent the passage of smoke and flame and be thermal insulated to B-15 or European standards. The fire insulation of these spaces should extend at least 300 mm below the deepest water line. Fire resistance may be achieved by the use of woven roving glass layers or additives (which must be added strictly in accordance with the manufacturer's requirements) to the resin. Intumescent polyester, epoxy, vinyl ester, or phenolic resin surface coatings may also be used. However, solvent borne intumescent paints are not acceptable. The construction should comply with an ISO or equivalent standard.



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- (i) In aluminium and wood constructions, machinery space boundaries must have an equivalent level of fire protection of fibre reinforced plastic construction.

11.2 *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.

11.3 *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.

11.4 *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



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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.

11.5 *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.

11.6 *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.

11.7 *Furnishing materials*

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



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

11.8 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.

11.9 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.



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- (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.

11.10 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.

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.

11.11 Fire-fighting equipment

- (a) Yachts shall be provided with the following fire-fighting equipment:
- (b) At least one hand fire pump (outside engine space) or one power-driven fire pump (stored outside the engine space), with sea and hose connections, capable of delivering one jet of water to any part of the yacht through hose and nozzle.
- (c) One fire hose of adequate length with 10 mm nozzle and suitable spray nozzle, allowing easy access to all spaces.
- (d) Adequate number of multipurpose portable fire extinguishers, not less than four and type-approved with a minimum fire rating of 13A/113B or equivalent. The quantity and capacity of these extinguishers shall be suitable for the dimensions of the spaces to be protected. All fire extinguishers shall be annually serviced, and certificates kept on board at all times.
- (e) The position of each portable fire extinguisher must be clearly marked with IMO symbols on self-adhesive photoluminescent stickers.
- (f) At least two metal fire buckets with lanyards.



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(g) One fire blanket in the galley.

12 Equipment

12.1 Radio equipment

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.

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).

A yacht must carry equipment for transmitting and receiving on the VHF maritime mobile band and for receiving regular shipping weather forecasts for the area of operation.

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

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.

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

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.

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.

406MHz EPIRBs fitted on board Commercial yachts shall be requested to have an annual test carried out by an authorised Recognised Organisation, in compliance with IMO MSC.1/Circ.1040/Rev.1, as amended, in order to verify that EPIRBs work properly.

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



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12.2 Navigational equipment

Magnetic Compass

- (a) A yacht has to 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.
 - iii. Means shall be provided for taking bearings as nearly as practicable over an arc of the horizon of 360 degrees.
- (b) Yachts ≥ 150 GT shall have a spare magnetic compass.
- (c) Magnetic Compass has to be type-approved or MED certified.



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Table III – Radio equipment

Radio Equipment	Area of operation			
	Up to 20 nm	Up to 60 nm	Up to 150 nm	Unlimited
VHF fixed radio station (DSC function/RT)	1	1	1	1
Handheld Portable VHF (GMDSS) Radios	1	1	1	1
MF/HF DSC/RT having DSC watchkeeping	None	None	⁹	¹⁰
Inmarsat Ship Earth Station (or an MF/HF transceiver with DSC)	None	None	Recommended	Recommended
9 GHz Radar	1	1	1	1
406 MHz EPIRB	1	1	1	1
SART (Search and Rescue Transponder)	1	1	1	1
NAVTEX receiver with recording system	None	R	1	1
Valid Shore Based Maintenance Agreement	None	None	Recommended	Recommended

12.3 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

⁹ Or an Inmarsat Ship Earth Station or an Inmarsat Satellite phone with DSC function.

¹⁰ *Ibid.*



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- 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.

12.4 Other Navigational Equipment

Yachts operating in areas beyond 20 miles from 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 for yachts ≥ 150 GT, certified as per IMO Res. MSC.128 (75)

12.5 Deck and other equipment

- (a) The anchor sizes given in table IV are for high holding power (HHP) types. When a fisherman type of anchor is provided, the mass given in table IV has to be increased by 75%.
- (b) When a yacht has an unusually high windage, due to high freeboard, heavy rigging.
- (c) The length of anchor cable attached to an anchor shall be appropriate to the area of operation but generally should be not less than 4 x the yacht length overall or 30 metres, whichever is longer, for each of the main and kedged anchors.
- (d) In a yacht ≥ 15 metres in length overall, the anchor cable for the main anchor has to be made-up of chain.



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- (e) In a yacht < 15 metres in length overall, the cable for main anchors and for kedge anchors may be of chain or rope.
- (f) When the anchor cable is of fibre rope or wire, there must be ≥ 10 metres of chain between the rope and the anchor.
- (g) The rope diameter given in table IV, is for nylon construction. Ropes of other materials shall not be inferior to the indicated diameter.
- (h) Anchor cables/chains are to be provided with emergency release.
- (i) When an anchor mass is more than 25kg, a windlass has to be provided for handling the anchor.
- (j) Electrical or hydraulic operated anchor winches/windlasses shall be supplied by an emergency source of power or be able to be manually operated. Location of foot operational buttons shall assure easy operational activities and consider the safe operation of the equipment.
- (k) Yachts in offshore and unlimited areas of operation shall carry at least two anchors, one main and one kedge, or two main and cables, following the requirements of table IV.
- (l) Yachts shall be provided with a towline having a length and diameter adequate to the size of the yacht. The anchor cable/rope may be used as the towline.
- (m) Accessible strong securing points designed in accordance with ISO 15084 or other equivalent standards shall be provided for the attachment of towlines for the yacht to tow and be towed.

Other equipment

- (a) Yachts has to 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.



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- (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.



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Table IV – Anchors and cables

Loa + Lwl 2	Anchor Mass		Anchor Cable Diameter			
	Main	Kedge	Main		Kedge	
			Chain	Rope	Chain	Rope
(metres)	(kg)	(kg)	(mm)	(mm)	(mm)	(mm)
6	8	4	6	12	6	10
7	9	4	8	12	6	10
8	10	5	8	12	6	10
9	11	5	8	12	6	10
10	13	6	8	12	6	10
11	15	7	8	12	6	10
12	18	9	8	14	8	12
13	21	10	10	14	8	12
14	24	12	10	14	8	12
15	27	13	10	-	8	12
16	30	15	10	-	8	12
17	34	17	10	-	8	14
18	38	19	10	-	8	14
19	42	21	12	-	10	14
20	47	23	12	-	10	14
21	52	26	12	-	10	14
22	57	28	12	-	10	16
23	62	31	12	-	10	16
24	68	34	12	-	10	16



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13 Protection of personnel

13.1 Equipment

- (a) Deckhouses used for the accommodation of persons must be of adequate construction to withstand the prevailing conditions.
- (b) The perimeter of an exposed deck has to 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 have to 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 (i.e. between vertical 'members') 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 has to be provided with two safety harnesses. A sailing yacht has to 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 have to 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.



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13.2 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.



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- (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.

13.3 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.

13.4 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.

13.5 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.



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- 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.

13.6 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.



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14 Marine Pollution Prevention

The following requirements shall be applicable to all type of yachts, either private or commercial.

14.1 MARPOL Annex I

All yachts are prohibited from discharging oily bilge water overboard, through bilge pumping arrangement. Oily bilge water, if any, shall be disposed to appropriate shore facilities.

Where a yacht is fitted with oil filtering equipment, it shall be ensured that the equipment is Type Approved or Certified and that the calibration and testing of the equipment is carried out at intervals as per the manufacturer's recommendations.

14.2 MARPOL Annex IV

When the direct overboard discharge from a water closet is prohibited by authorities in an area of operation, the provision of "holding tanks" of sufficient capacity to store waste for discharge to shore facilities may be needed.

Yacht certified to carry out more than 15 persons shall be equipped with either:

- i. a sewage treatment plant which shall be of a type approved recognised by the Administration;
- or
- ii. sewage comminuting and disinfecting system approved by the Administration; or
- iii. a holding tank of the capacity to the satisfaction of the Administration, complete of a means to indicate visually the amount of its content.

In addition, the yacht shall be equipped with a discharge pipeline complete of standard discharge connection flange with dimensions as per MARPOL Annex IV, Reg. 10.

14.3 MARPOL Annex V

The disposal of garbage into the sea is prohibited. Arrangements for the retention of garbage on board and for discharge to shore facilities shall be provided.

Every yacht of 12 m or more in length overall shall display placards which notify the crew and passengers of the discharge requirements set in MARPOL Reg. 3, 4 ,5 and 6 (ref. IMO MEPC.295(71), as amended).



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Every ship of 100 gross tonnage and above, and every ship which is certified to carry 15 or more persons, shall carry a garbage management plan which the crew shall follow.

14.4 MARPOL Annex VI

All yachts with keel-laid date on or after the January 1st, 2000, and fitted with diesel engines, being either for main propulsion or for the electrical generating set, developing each an output power of 130 kW or more, shall have an EIAPP (Engine International Air Pollution Prevention) Certificate issued against each diesel engine.

Alternatively, yachts fitted with a marine diesel engine, found in compliance with EU Directive 2013/53/EU.

14.5 Ballast Water Management Convention

All yachts designed or constructed to carry ballast water, as defined in the Ballast Water Management Convention, shall comply with the requirements of the Ballast Water Management Convention, as far as practicable.

14.6 Polar Code

All yachts operating either in the Arctic waters and Antarctic waters, as defined in the Polar Code (ref. IMO Resolution A.1024(26)) shall comply with the requirements of the Polar Code, Part I-A and Part I-B, as far as practicable. Exemptions, if any, shall be submitted to the Administration for consideration.



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15 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.

Minimum manning levels for motor and sailing yachts <24m shall follow the below requirements:

Table V

NM from safe haven	Crew	No.	Minimum Qualification
Up to 20	Master	1	Coastal Skipper
20 to 60	Master	1	Yacht master Offshore
	Yacht Rating	1	
60 to 150 ¹¹	Master	1	Yacht master Offshore
	Yacht Rating	1	
Unlimited ¹²	Master	1	Yacht master Ocean
	Mate	1	Yacht master Offshore

¹¹ On motor yachts, at least one crew member should be familiar with the operation and maintenance of the main propulsion and machinery of the yacht, and have attended an Approved Engine Course (AEC).

¹² On motor and sailing yachts, at least one crew member should be familiar with the operation and maintenance of the main propulsion and machinery of the yacht and have attended an Approved Engine Course (AEC).



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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.



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16 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 tender(s) 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.



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17 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 annual¹³ 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 Organisations Rules or a recognised International Standard.

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 a Recognised Organisation's rules or a recognized international standard. 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.

¹³ Annual surveys shall be carried out on yachts engaged in trade.



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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.



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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.



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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.



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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 waterline¹⁴.

LSA Code – means the Life-Saving Appliances Code.

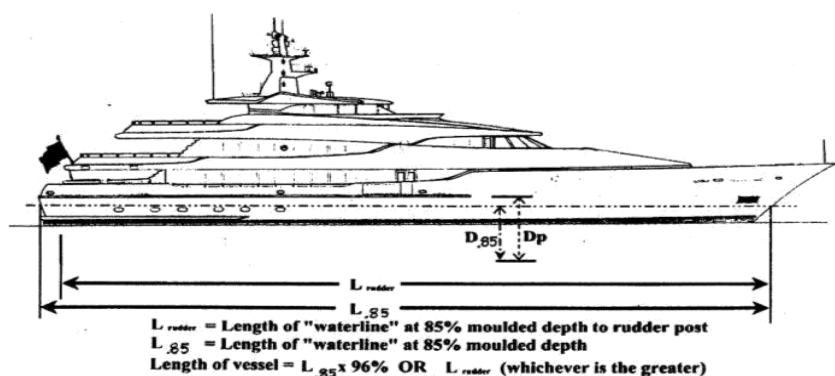
Machinery spaces – are all machinery spaces of Category A and all other spaces containing propelling machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and air conditioning 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.





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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 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.



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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.



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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.



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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.