



REPUBLIC OF PALAU

PALAU INTERNATIONAL SHIP REGISTRY
(P.I.S.R.)
PART II

COMMERCIAL YACHT SAFETY CODE



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1. FOREWORD

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

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

Commercial Yachts, should comply with the International Regulations applicable as per her size and trading area, whenever the case may be.

It is the responsibility of and incumbent upon the person(s) or company(ies) financing wholly or partly the operation of any yacht to which this Code applies to:

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

I. INTRODUCTION

I.1 The Republic of Palau Commercial Yacht Safety Code has been developed to be applied to sailing and motor yachts registered with the Palau Flag that are trading commercially and which do not carry more than 12 passengers.

I.2 This Code applies to three different categories of yachts, including:

- a. Category 1: Yachts between 8 m and 24 m (Load Line length).
- b. Category 2: Yacht more than 24 m in length but less than 500 GT
- c. Category 3: Yacht of more than 500 GT.

I.3 The primary purpose of the Administration's application of this Code has been to set standards of safety required to the size of the yacht and its trading area. The standards applied are either set by the relevant international conventions or similar standards where it is not reasonable or practicable to comply. The Code relates especially to the construction of a yacht, its machinery, safety equipment and stability and to the correct operation and manning of a yacht so that safety standards are maintained.

I.4 This Code is also applicable to commercial yachts trading within the Republic of Palau territorial waters.

I.5 Compliance with this Code do not obviate the need for commercial yachts to comply with the local authority, permit or regulatory requirements applicable to where the vessels are trading.

II. NUMBER OF PASSENGERS ON BOARD

Any vessel carrying more than 12 passengers will be regarded as Passenger Vessel and therefore needs to comply with Passenger Ship Safety Regulations as described under the SOLAS Convention.

III. EQUIVALENT STANDARDS AND EXEMPTIONS

III.1 The Administration is open to proposals for alternative standards and equivalents. However, such alternatives and equivalents shall be at least equivalents to the requirements of this Code and are to be submitted to Palau International Ship Registry for consideration and approval. All proposals for equivalents shall include details to prove that the overall level of safety is being met.

III.2 Applications for exemptions are to be sent to Palau International Ship Registry for their review and approval. Such Applications shall be supported with the necessary details and justifications for the exemption and upon review and acceptance, an exemption certificate will be issued by PISR.

IV. SURVEYS AND INSPECTIONS

IV.1 The Administration has delegated surveys and certification activities related to this Code to Recognized Organizations and Flag Inspectors.

IV.2 Recognized Organizations and Flag Inspectors are to attend the vessel to oversee compliance with these Regulations as follows:

- a. Yachts of 24m and more, but less than 500 GT, should be surveyed twice in a five-year cycle including an initial/renewal survey, and an intermediate survey at the second or third anniversary date. Annual surveys should be carried out at the anniversary date.
- b. Yachts of less than 24m should be surveyed twice in a five-year cycle including an initial/renewal survey and an intermediate survey at the second or third anniversary date.

IV.3 All yachts \geq 500 GT shall be classed by a Recognized Organization and shall maintain valid classification throughout the validity of the Palau Certificate of Registry. Additionally, all commercial yachts of \geq 500 GT shall comply with the International Conventions as applicable to her size and trading area.

V. FLAG INSPECTIONS

V.1 The Administration may decide to carry out Annual Flag Inspections (FSI) on board. Such inspections are to be carried out as a minimum once every five-year cycle.

V.2 Yacht Masters, owners and managers shall give full cooperation and assistance to the attending Flag Inspector during the coordination and carry out of the Flag Inspection. Any recommendation or deficiency found by the Flag State Inspector shall be duly rectified

within the provided time frame and inform the Administration once the recommendation or deficiency is cleared.

V.3 In the case that a Port State Control Inspection is carried out onboard the yacht, the Yacht Master, owner, and managers are required to give full cooperation and assistance. The results of the PSC shall be communicated to the Administration within 48 hours of the inspection.

VI. ACCIDENT OR INCIDENT REPORTING TO THE ADMINISTRATION

VI. If an accident or incident occurs onboard the yacht, the Administration is to be contacted immediately, and the procedure for Marine Casualty and Incidents shall be followed.

VII. YACHTS MARKING

VII.1 All yachts shall be marked in accordance with the requirements of Section 2.8 of the Palau Maritime Regulations.

VII.2 All yachts shall be marked permanently and conspicuously as follows:

- a. its name shall be marked on each of its bows, and its name and the name of its port of registry shall be marked on its stern, on a dark background in white or yellow letters or on a light background in black letters, such letters to be not less than 15 centimeters in height.
- b. its IMO No. (if applicable) either on the stern or on either side of the hull, amidships port and starboard, above the deepest assigned load line or either side of the superstructure, port and starboard or on the front of the superstructure'
- c. a scale of decimeters, or of meters and decimeters, denoting its draught of water shall be marked on each side of its stem and of its stern post:
 - 1) in figures at two-decimeter intervals, if the scale is in decimeters;
 - 2) in figures at each meter interval and at intervening two-decimeter intervals, if the scale is in meters and decimeters; and
 - 3) the capital letter "M" being placed after each meter figure, the top figure of the scale showing both the meter and (except where it marks a full meter interval) the decimeter figure; the lower line of figures, or figures and letters (as the case may be), coinciding with the draft line denoted there by, the figures and letters being not less than one decimeter in length and being marked by being cut in and painted white or yellow on a dark background, or in such other way as the Ship Registry Administrator may approve.
- d. the Master or the owner is permitted to certify personally that the yacht has been correctly carved and marked in accordance with the above.

VIII. DEFINITIONS

“Act”: means the Republic of Palau Merchant Shipping Act

“Administration”: means the Ship Registry Administrator, known as Palau International Ship Registry (P.I.S.R.).

“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 Certificates of Compliance.

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

“Approved” in respect to material or equipment means approved by the Administration or by a recognized organization;

“Authorized Surveyor” means a member of staff of the Administration, an independent surveyor or a recognized organization who by reason of professional qualifications, practical experience and expertise is authorized by the Administration to carry out surveys required by the Code;

“Cargo” means all items of value that are 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 on board or with the yacht;

“Charter” means an agreement between the owner or managing agent and another party that allows that party, referred to as the “charterer,” to use the yacht;

“Code”: means The Republic of Palau Commercial Yacht Safety Code

“Commercial Yacht”: means a yacht engaged in trade, commerce, on charter or carrying passengers for hire.

“Compliance Survey” means an examination by a Recognized Organization, to ascertain that the yacht’s structure, machinery, equipment, and fittings are in compliance with the requirements of the Code that shall result in the issuance and/or endorsement of statutory certificates on behalf of the Administration.

“Control Stations”: are those spaces in which the yacht’s radio or main navigating equipment or the emergency source of power is located or where the fire recording or fire control equipment is centralized.

“Crew” means a person employed or engaged in any capacity on board a yacht;

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

“Embarkation Ladder” means a ladder complying with the requirements of the IMO International Life-Saving Appliances Code;

“Freeboard” has the meaning given in Annex I of the ILLC. The freeboard assigned is the distance measured vertically downwards amidships from the lowest point of the upper edge of the deck line to the upper edge of the related load line or the waterline in still water;

“Freeboard deck” has the meaning given in Annex I of the ILLC. In general, 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 and sewage, generated during the normal operation of the yacht and liable to be disposed of continuously or periodically originating from yachts;

“Launching appliance” means a provision complying with the requirements of the IMO International Life-Saving Appliances Code for safely transferring a lifeboat, rescue boat, life raft or inflated boat respectively, from its stowed position to the water and recovery where applicable;

“Lifeboat” means a lifeboat complying with the requirements of the IMO LSA Code;

“Life buoy” means a life buoy complying with the requirements of the IMO LSA Code;

“Life jacket” means a life jacket complying with the requirements of the IMO LSA Code;

“Life raft” means a life raft complying with the requirements of the IMO LSA Code;

“Line throwing appliance” means an appliance complying with the requirements of the LSA Code;

“Load Line Length” means 96% of the total length on the waterline of a yacht at 85% of the least molded depth measured from the top of the keel, or the length from the fore-side of the stem to the axis of the rudder stock on that waterline, if that be greater. In yachts designed with a rake of keel, the waterline on which this is measured shall be parallel to the designed waterline;

“Multihull yacht” means any yacht that in any normally achievable operating trim or heel angle has a rigid hull structure, the surface of the sea over more than one separate or discrete area;

“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 this revised edition of the Code was put into force;

“Passenger” means any person carried in a ship except:

- (a) A person employed or engaged in any capacity on board the ship on the business of the ship
- (b) a person on board the ship either in pursuance of the obligation laid upon the master to carry out shipwrecked, distressed or other persons, or by reasons of any circumstances that neither the master nor the owner nor the charterer (if any) could have prevented; and
- (c) A child under one year of age;

“Passenger ship” means a vessel carrying more than 12 passengers;

“Pleasure Yacht” means any pleasure yacht 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.

“Recognized Organization” means Classification Society, which the Administration has accepted as being compliant with the guidelines of the RO Code.

“Length (L)” means the distance between the foreside of the foremost fixed permanent structure and the after side of the aftermost fixed permanent structure; and "fixed permanent structure" includes any portion of the hull which is capable of being detached, but which is fixed in place during the normal operation of the vessel. It does not include functional arrangements such as safety rails, bowsprits, pulpits, stemhead fittings, rudders, steering gear, outdrives, outboard motors, propulsion machinery, diving platforms, boarding platforms, rubbing strips and fenders, other than where such functional arrangements are designed to replace any part of the hull that has been removed.

“Load Line Length” means 96% of the total length on the waterline of a yacht at 85% of the least molded depth measured from the top of the keel, or the length from the fore-side of the stem to the axis of the rudder stock on that waterline if that be greater. In yachts designed with a rake of keel, the waterline on which this is measured shall be parallel to the designed waterline.

“Length Overall (LOA)” means the overall length of the vessel as referred to in the International Load Line Convention and in the Merchant Shipping (Tonnage Measurement) Regulations, as amended;

“Breadth (B)” Means the maximum breadth of the yacht, measured amidships to the moulded line of the frame in a ship with metal shell and to the outer surface of the hull in a ship with a shell of any other material.

“Depth (D)” must be measured from the underside of the upper deck on the centre line to the upperside of the double bottom plating or to the top of the normal line of open floors or timbers as the case may be or, where no frames or timbers are fitted, to the inside of the hull on the centre line.

IX. PROCEDURES

1. APPLICATION

- 1.1 Compliance with the Code satisfies the requirements of the Palau Flag Administration for the safety of Commercial Yachts. The code applies to any commercially operate motor or sailing yacht of 8 m length and over.
- 1.2 A yacht commercially operated carrying over 12 passengers onboard will be considered a Passenger Vessel a per SOLAS Definition and this Code will not be applicable accordingly.
- 1.3 The Republic of Palau is a signatory to the major international maritime Conventions, and, as vessels engaged in trade, commercial yachts are thus subject to the tonnage thresholds identified in SOLAS, Load Line, MARPOL and STCW Convention requirements.
- 1.4 This Code applies to mono hull and multihull yachts.
- 1.5 The Code is effective as of July 12th 2019.

1.6 It is the responsibility of the owner or managing company or agent to ensure that the yacht registered with Palau Flag is properly maintained, surveyed and inspected in accordance with this Code.

1.7 The Code has been adapted from prominent existing commercial yacht codes with the express intention of setting minimum safety, security and pollution prevention standards that are consistent and appropriate to the size of the yacht and identify with the specific needs of yachts in commercial use.

2. OPERATIONAL LIMITATIONS

2.1 For the suitability of the intended use and degree of compliance with the Code, a yacht has three operation categories

- Coastal: within 60 miles of nearest land;
- Restricted: Up to 150 miles of nearest land;
- Unrestricted.

3. EQUIVALENT STANDARDS, EXEMPTIONS, AND EXISTING YACHTS

3.1 The Administration may consider a specific alternative equivalent standard to any standard required by the Code, provided that the proposed standard, code of practice, specification or technical description provides, in use, equivalent levels of safety, suitability, and fitness for purpose.

3.2 Equivalent proposals are to be submitted to the Technical Department of the Palau Flag Administration for approval.

3.3 Exemptions are to be applied directly to the Technical Department of the Palau Flag for approval and authorization.

3.4 Exemptions are to be granted within the compliance limitations to which the International Conventions and the Safety Code and while maintaining the safety of the crew, the environment, and the vessel.

3.5 Exemptions granted by the Administration will remain valid if the conditions or justification for which was given remain complied with.

4. EXISTING YACHTS

4.1 In the case of an existing yacht which does not comply fully with the Code safety standards but for which the Code standards are reasonable and practicable, the Administration may give consideration to a proposal from the owner(s) or managing agent(s) to phase in requirements within an agreed time frame.

4.2 The Administration will provide special consideration for existing yacht when the Code Safety Standard is not met for a particular feature if it can be demonstrated that its compliance is neither reasonable nor practicable and the overall safety of the vessel is not compromised.

5. INTERPRETATION AND APPEAL PROCESS

5.1 Where a question of interpretation of any part of this Code arises, which cannot be resolved between a Recognized Organization and the owner(s)/managing agent(s), a decision on interpretation may be obtained by written by the Administration.

6. REVIEW AND REVISION OF THE CODE

6.1 The requirements of the Code will be reviewed and revised when necessary by the office of Palau Ship Registry Administrator and all interested parties will be advised of any changes or updated made to the Code. Questions, comments, and observations should be addressed to the Technical Department of the Palau International Ship Registry in writing and/ or through a Recognized Organization, unless, questions, comments or observation are done by the office of another Flag Administration.

7. TONNAGE

7.1 Tonnage measurement for vessels over 24m and should be presented to the Administration within 30 days of Registration.

7.2 Compliance with the International Convention on Tonnage Measurement of Ships, 1969, is required for yachts 24 meters in load line length or more. A Recognized Organization should perform the Tonnage measurement and Certification.

7.3 Tonnage Measurement should be re-ascertain if any alteration is made in the form or capacity of the yacht. The Administration should be informed within 30 days after completion of the alteration with the complete submission of the details of such alteration.

7.4 For vessels less than 24m shall have their tonnage measured through the simplified method of measurement. The Simplified Tonnage Measurement should be provided to the Administration within 30 days from the registration. Such measurement can be performed by the Administration if requested.

8. STRUCTURAL STRENGTH

8.1 A yacht may be constructed of wood, glass reinforced plastic (GRP), aluminum alloy, steel or combination of such materials. Any other material may be proposed for review and approval of the Palau Flag Administration.

8.2 The hull of a new or existing yacht less than 24m is acceptable if:

8.2.1 It is certified by a Classification society presenting a Class Certificate.

8.2.2 If it built in accordance with the hull certification standards for small yacht craft, set by a Classification Society approved by the Administration;

8.3 For Existing yachts of more 24m and over but less than 500 GT, if the yachts is not build in compliance to a Recognized Organization shall be required to have their structural

drawings and specifications reviewed by a Recognized Organization duly approved by the Palau Flag Administration in order to ascertain their structural strength and integrity.

8.4 All yachts of 500 GT or more shall be classed and maintain valid Classification Certificate by an approved Recognized Organization.

9. DECKS

9.1 WEATHER DECK

9.1.2 All yacht shall have a watertight deck extending for the whole length. The deck shall be of adequate strength to withstand the environment conditions likely to be encountered

9.2 BULKHEADS

9.2.1 Yachts of less than 24m should preferably be fitted with a Collision Bulkhead, for yachts of 24m or more shall be fitted with a Collision Bulkhead in accordance with the requirements of a Recognized Organization.

9.3 WATERTIGHT BULKHEADS

9.3.1 The strength of the watertight bulkhead and their penetrations and the watertight integrity of the division should be adequate for the intended purpose and to the satisfaction of the Recognized Organization or the Administration;

9.3.2 Any watertight and/ or fire rated bulkhead penetration shall be Type Approved or Certified.

9.3.3 Generally, openings in required watertight bulkheads should comply with the standards required for passenger vessels as defined in SOLAS. Alternative or equivalent arrangements may be considered by the Administration on a case by case basis.

9.3.4 Approved hinged doors may be provided for infrequently used openings in watertight compartments, where a crew member will be in immediate attendance when the door is open at sea. Audible and visual alarms should be provided in the wheelhouse signaling when the doors are opened.

9.3.5 Watertight doors should normally be closed, with the exception of sliding watertight doors providing the normal access to frequently used living and working spaces. Additionally, when access is unlikely to be used for lengthy periods, the door should also be closed. All watertight doors should be operationally tested every time before the yacht sails and at least once a week.

9.3.6 Procedures for the operation of watertight doors should be posted in suitable locations.

9.3.7 For vessels of 24m or more any hull opening below the freeboard deck shall comply with SOLAS Reg II-1/15-1, as amended and are to have provisions for manual or secondary means of closing.

9.4 WATERTIGHT INTEGRITY

9.4.1 Yachts of 24m (Load Line length) or more with keel laid after July 21st 1968 and yachts of 150 GT or more with keel laid before July 21st 1968 shall comply with the International Load Line Convention. For vessels trading until 60 nm. will be considered on a case by case basis

9.5 FREEBOARD DECK / SUPERSTRUCTURE HEIGHT

9.5.1 For yachts up to 75m in length the standard superstructure heights shall be taken as 1.8 m. For yachts over 125 m in length the standard superstructure height shall be taken as 2.3m. Intermediate sizes shall be calculated by interpolation.

9.6 HATCHWAYS, SKYLIGHTS AND HATCHES

- 9.6.1 Any hatches which are allowed to be kept open at sea shall, not exceed an area of 1m² at the top of the coaming, shall be located as close as possible to the cent reline and be fitted with a coaming of at least 300 mm above the weather deck.
- 9.6.2 A hatchway with a hinged cover which is located at position 1 of the yacht shall have the hinges fitted on the forward end, any deviations to these arrangements shall be approved by the Administration in a case by case basis.
- 9.6.3 Hatches that are designated for escape purposes shall be equipped with covers which can be opened from both sides and fitted with permanent handles. Removable type handles may be accepted subject that the handles are stowed in a well marked an accessible location close to the hatch itself. The escape hatch shall be readily identified and a notice to this effect to be posted.
- 9.6.4 For yachts of less than 24 m the following applies:
- 9.6.4.1 A hatchway which gives access to spaces below the weatherdeck shall be of adequate construction and watertightness.
- 9.6.4.2 The cover of a hinged/sliding hatchway shall be permanently secured and provided with a locking device to enable positive securing in the closed position.
- 9.6.5 For yacht of 24m or more the following applies:
- 9.6.5.1 A hatchway which gives access to spaces below deck and which cannot be closed watertight shall be enclosed within the superstructure or weathertight deck house in accordance with the International Load Line Convention.

- 9.6.5.2 All exposed hatchways which give access from position 1 and position 2 shall be weathertight. Weathertight hatch covers shall be permanently attached to the yacht and provide with adequate arrangements for securing the hatch in the closed position.

9.7 RECESS

- 9.7.1 For motor yachts, a recess in the weather deck should be of watertight construction and have means of drainage capable of efficient operation when the yacht is heeled to 10 degrees.
- 9.7.2 For sailing yachts, the recess should be watertight construction and have means of drainage capable of efficient operation when the yacht is heeled to 30 degrees.
- 9.7.3 Alternative arrangements for drainage of a recess in the weather deck may be accepted provided that it can demonstrate that, with the yacht upright and at its deepest draught, the recess drains from a swamped condition within three minutes.
- 9.7.4 Locker connecting the recess with the interior of the hull shall be fitted with weathertight covers. It should also be permanently attached to the yacht's structure and fitted with efficient locking devices to secure the cover(s) in the close position.
- 9.7.5 Any recess in the weather deck should be of weathertight construction and should be self-draining under all normal conditions of heel and trim of the vessel. A swimming pool or spa bath, open to the elements, should be treated as a recess.
- 9.7.6 The means of drainage provided should be capable of efficient operation when the vessel is heeled to an angle of 10 degrees in the case of a motor vessel, and 30 degrees in the case of a sailing vessel. The drainage arrangements should have the capability of draining the recess (when fully charged with water) within 3 minutes when the vessel is upright and at the load line draught. Means should be provided to prevent the backflow of sea water into the recess.
- 9.7.7 When it is not practical to provide drainage which meets the requirements of above, alternative safety measures may be proposed for approval by the Administration. Where the above requirements for quick drainage cannot be met, the effect on intact and damage stability should be considered taking into account the mass of water and its free surface effect.

9.8 DOORWAYS

- 9.8.1 Doorways located above the weather deck that gives access to spaces below should be provided with a weathertight door and should be located as close as practicable to the centerline of the yacht. Such door shall always open

outwards and shall have an efficient mean to secure it in the closed position, operable from both sides.

9.8.2 For yachts of 24m or more in length doorways shall have sill heights as follows:

9.8.2.1 Doors located $\frac{1}{4}$ forward length and used at sea: 600mm for unrestricted service and 300 mm for vessels trading restricted service.

9.8.2.2 Forward facing doors located aft of $\frac{1}{4}$ forward length: 300 mm for unrestricted service and 150 mm for vessels trading restricted service.

9.8.2.3 All doors, other than the above and doors on the 1st deck above weather deck: 150 mm for unrestricted service and 75mm for restricted service.

9.8.3 For vessels of less than 24m in length, all access doors leading directly from an open deck to the engine room shall be located aft of the $\frac{1}{4}$ length from forward, and shall be fitted with a sill of at least 450mm in height above the weatherdeck.

9.8.4 For vessels of 24m in length or more, all access doors leading directly from an open deck to the engine room shall be located aft of the $\frac{1}{4}$ length from forward, with sills as follows:

9.8.4.1 600mm at Position 1 and 380 mm at Position 2 for unrestricted navigation service.

9.8.4.2 450 mm at Position 1 and 200 mm at Position 2 for restricted navigation service.

9.9 COMPANIONWAYS

9.9.1 A companion hatch opening from the cockpit or recess which gives access to spaces below the weather deck should be fitted with a coaming, the top of which is at least 300mm above the sole of the cockpit or recess and the maximum breadth of the opening of a companion hatch should not exceed one (1) meter.

9.10 SKYLIGHTS

9.10.1 Skylights shall be of an appropriate weathertight construction and shall be located on the center line or as near to the center line as possible.

9.10.2 Skylights that are designated as escape routes shall be openable from both sides and have permanently fixed handles on both sides. The escape hatch shall be readily identified and a notice to this effect to be posted.

9.10.3 A portable cover for each weatherdeck glass skylight shall be provided on board. The cover has to be able to be properly secured in case of damage to the glass panel.

- 9.10.4 For yachts of less than 24m in length the skylights shall be of Type approved.
- 9.10.5 For yachts of 24m or more skylights shall be constructed in accordance with Recognized Organization rules.

9.11 PORTLIGHTS

- 9.11.1 No portlights shall be fitted in way of the machinery spaces
- 9.11.2 No portlights shall exceed 250 mm in diameter. Larger openings shall be considered as windows.
- 9.11.3 Blanks shall be provided for 50% of the portlights fitted below weatherdeck and which are not equipped with deadlights.
- 9.11.4 For vessels less than 24m:
 - 9.11.4.1 Portlight fitted below the weather deck shall be of appropriate strength and suitable for its intended use.
 - 9.11.4.2 Be of non-opening type or non-readily openable type with equivalent strength of the hull.
 - 9.11.4.3 Be of Type Approved or Certified.
 - 9.11.4.4 The lower edge of the portlights shall be at least 500mm or 2.5% of the breadth of the yacht (whichever is the greatest) above the deep-water line.
- 9.11.5 For vessels of 24m or more:
 - 9.11.5.1 Shall be of non-opening or of a non-readily openable type. Non-readily openable type shall be fitted with status indicator/ alarm on the bridge.
 - 9.11.5.2 Portlights fitted below the weather deck shall be fitted with deadlights. Deadlights may be omitted after review from the Administration.
 - 9.11.5.3 Portlights fitted in the forward quarter length of the yacht should not exceed 250mm glass diameter and shall all be fitted with deadlights.
 - 9.11.5.4 The lower edge of the portlights shall be at least 500mm or 2.5% of the breadth of the yacht (whichever is greater) above the deep-water line.

9.12 WINDOWS

- 9.12.1 When a window is fitted in the main hull below the weather deck, it should provide watertight integrity and be of strength compatible with size for the intended area of operation of the yacht.
- 9.12.2 Portable blanks should be provided at the rate of 50% of each size of the window, which can be efficiently secured in place in the event of breakage of a window.
- 9.12.3 The lower edge of the windows shall be at least 500 mm or 2.5% of the breadth of the yacht (whichever is the greater) above the deep water line.
- 9.12.4 No windows shall be fitted in the forward quarter length of the yacht.

9.13 VENTILATORS AND EXHAUST

- 9.13.1 A ventilator should be of efficient construction and be provided with a permanently attached means of weathertight closure.
- 9.13.2 A ventilator should be kept as far inboard as practicable, and the height above the deck of the ventilator opening should be sufficient to prevent the ready admission of water when the yacht is heeled, this should be specially considered for ventilators that must be kept open for the supply of air to machinery or the discharge of noxious or flammable gases.
- 9.13.3 An engine exhaust outlet that penetrates the hull below the weather deck should be provided with means to prevent back flooding into the hull through the exhaust system. The means may be provided by system design or arrangement, built-in valve or portable fitting that can be applied readily in an emergency.
- 9.13.4 On yachts of 24m in length or more the minimum coaming height above the weather deck shall be:
 - 9.13.4.1 900 mm for unrestricted navigation yachts and 450 mm for restricted navigation yachts.
 - 9.13.4.2 760 mm for unrestricted navigation yachts and 350 mm for restricted navigation yachts.
- 9.13.5 Exhaust pipes passing through the accommodation shall be avoided at all costs but when no alternatives are available than the exhaust pipe within the accommodation must pass through a gas tight trunk fitted with a Carbon Monoxide Detector.

9.14 AIR VENTS

- 9.14.1 When located on the weather deck, an air pipe should be kept as far inboard as possible and have a height above deck sufficient to prevent inadvertent flooding when the yacht is heeled.
- 9.14.2 For yachts of 24m in length or more air vents leading into tanks shall have minimum coaming heights as follows:
 - 9.14.2.1 At weather deck 760 mm for unrestricted navigation yacht and 380 for restricted navigation yacht.
 - 9.14.2.2 At all other locations other than the above 450 mm for unrestricted navigation yacht and 220 mm for restricted navigation yacht.
 - 9.14.2.3 Air vents leading to fuel tanks shall be fitted with spark arrestors and be at a height of not less than 760 mm above the top of the filler pipes.
- 9.14.3 An air pipe of greater than 10mm inside diameter, serving a fuel or other tank, should be provided with a permanently attached means of weathertight closure.

9.15 SEA INLET AND DISCHARGE

- 9.15.1 An opening below the weather deck should be provided with an efficient means of closure.
- 9.15.2 A valve or similar fitting attached to the side of the yacht below the water line within the engine room or any other high fire risk area shall be of steel, bronze, brass or other approved metal. In general, the sealing of the valve shall be metal to metal.
- 9.15.3 No plastic valves are allowed to be fitted on the hull below the weatherdeck
- 9.15.4 When an opening is for the purpose of an inlet or discharge below the waterline, it should be fitted with a seacock, valve or other effective means of closure that is readily accessible in an emergency.

9.16 WATER FREEING ARRANGEMENTS

- 9.16.1 The standards for water freeing arrangements should comply with ILLC as far as it is reasonable and practicable to do so.
- 9.16.2 In the case of non-return flaps being fitted in way of the freeing ports these shall be kept free to move at all times.
- 9.16.3 Permanent doors in bulwarks may be accepted as freeing ports, however, for such doors to be designated as freeing ports they shall be provided with

adequate securing devices to keep them in open position and temporary removable rails be installed in the opening.

9.16.4 For yachts of less than 24m in length the area of freeing ports should 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 and the area of freeing ports should be at least 10% of that part of the bulwark area that extends 1/3 of the yacht's load line length amidships. A freeing port should be located in the lower third of the bulwark height, as close to the deck as practicable.

9.17 BULWARKS AND GUARD RAILS

9.17.1 Bulwarks and guard rails shall have a minimum height of 1000mm.

9.17.2 Toe rails or foot stops having a minimum height of 25mm for yachts of less than 24m and a minimum height of 40mm for yachts of 24 m in length or more shall be installed in areas fitted with guard rails. Intermediate guard lines are to be installed at a height not exceeding 300 mm from the top of the toe rails. Stainless steel guard rails/lines shall have a minimum diameter of 5 mm. Alternative, chaff resistant, guard line materials having an equivalent strength as a 5 mm stainless steel guard line may be considered by the Administration. The horizontal spacing between stanchions and/or guard line supports must not exceed 2.2m.

10. MACHINERY SPACES

10.1 MACHINERY SPACES

10.1.1 Bilge, fire and fuel lines shall preferably be metallic, however, non-metallic piping meeting the requirements of the IMO Fire Test Procedure Code may be considered.

10.1.2 Every yacht is to be fitted with a diesel-powered inboard engine of an adequate power to safely navigate the yacht.

10.1.3 The machinery installation shall be adequately designed and outfitted for the intended use.

10.1.4 The machinery, fuel tank (s) and associated piping system and fittings should be of a design and construction adequate for the service for which they are intended and should be so installed and protected as to reduce to a minimum danger to persons during normal movement about the yacht, due regard being paid to moving parts, hot surfaces and other hazards.

10.1.5 An engine should be provided with mechanical or hand starting or electrical starting with independent batteries. When the sole means of starting is by battery, the battery should be duplicated and connected to the starter motor via a "change over switch" so that either battery can be used for starting the engine.

10.1.6 For Yachts over 500 GT

10.1.6.1 For existing and new yachts, the machinery, and its installation shall meet the requirements of one of the Recognized Organizations approved by the Administration and the standards of SOLAS Regulations II-1/Part C. Additional requirements for periodically unattended machinery spaces are to comply with SOLAS Regulation II- 1/part E.

10.2 ENGINE STARTING AND STEERING GEAR

10.2.1 Means shall be provided to ensure that the machinery can be brought into operation from a dead yacht condition without external aid. Engines may be started manually, mechanically or by batteries.

10.2.2 When the sole means of starting is by battery, the battery shall be in duplicate and connected to the starter motor via a changeover switch so that either battery or set of batteries can be used for starting either engine. Charging facilities for the batteries shall be available on board.

10.2.3 All yachts shall be equipped with a Type Approved main and emergency steering gear systems.

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

10.2.5 For vessels less than 24m

10.2.5.1 The control position is to be located so that the person at the steering position will have a clear view for the safe navigation of the yacht.

10.3 BILGE SYSTEMS

10.3.1 The bilge lines shall be equipped with strum boxes.

10.3.2 A high bilge level alarm shall be fitted for each compartment. The alarm shall be able to provide an audible alarm at the control position and in the crew quarters and should be addressable.

10.3.3 For vessels less than 24m in length:

10.3.3.1 Yacht shall be fitted with a bilge pumping system of sufficient capacity which consist at least of a primary mechanical or electric bilge and a secondary manual bilge pump.

10.3.3.2 The Administration may accept the installation of automatic or manual bilge pumps for each compartment together with a hand pump, capable of taking suction from all compartments and which is located in the cockpit.

10.3.4 For vessels of 24m in length or more:

10.3.4.1 The two bilge pumps shall be located in two different compartments. Both pumps must be able to take suction from all of the compartments and the bilge pump switch shall be operable from the main steering position.

11. ELECTRICAL ARRANGEMENTS

11.1 ELECTRICAL INSTALLATION

11.1.1 Electrical arrangements should be such as to minimize the risk of fire and electric shock, particular attention to be provided to the provisions of overload and short circuit protection of all circuits, except engine starting circuits supplied from batteries. All yachts equipped with electric generator must be provided with a annual Megger test by a certified electrician with limit of 1 MΩ at least.

11.1.2 When general lighting within a yacht is provided by a centralized electrical system, an alternative source of lighting should be provided, sufficient to enable persons to make their way to the open deck and to permit work on essential machinery.

11.1.3 Electrical devices working in potentially hazardous areas, into which petroleum vapor or other hydrocarbon gas may leak, should be of a type certified safe for the electrical hazard.

11.1.4 Electrical services essential for the safety of the vessel and her personnel on board are to be confirmed to be operational in various emergency situations.

11.1.5 An emergency source of lighting should be provided which should be independent of the general lighting system. This source should be sufficient for up to 3 hour's duration and should include navigation light supplies. The lighting is to provide sufficient lighting for personnel to escape from the accommodation or working spaces to their muster station and launch and board survival craft. Additionally, this light, supplemented by torches, should be sufficient to permit emergency repairs to machinery, etc.

11.2 BATTERIES

11.2.1 Batteries of a type suitable for marine use and not liable to leakage should be used. Areas in which batteries are stowed should be provided with adequate ventilation.

11.3 CABLES

11.3.1 All wiring shall be carried out using appropriate certified flame-retardant marine cables. For vessels of less than 24m in length equivalent arrangements may be accepted by Administration.

11.3.2 Cables and wiring serving essential or emergency power, lighting, internal communications or signals shall be routed clear of galleys, laundries, machinery spaces of Category A and any other high fire risk areas. Watertight bulkhead penetrations shall be type approved or Certified.

11.4 SWITCHBOARDS

11.4.1 Water, oil and fuel pipes shall be installed away from main switchboards so that any leakage from any pipe will not spray on the main switchboard.

12. STEERING GEAR

12.1 A yacht should be provided with efficient means of steering. The control position needs to be located where a clear view for the safe navigation is possible.

12.2 When a steering gear is fitted with remote control, arrangements should be made for emergency steering in the event of failure of the control.

12.3 The steering gear and its installation should, in general, meet the requirements of the Recognized Organization.

12.4 For vessels over 500 GT, existing and new yachts, the steering gear and its installation shall meet the standards of SOLAS Chapter II-1/Part C Machinery installations, so far as it is reasonable and practicable to do so.

13. STABILITY

13.1 INTACT STABILITY

a. For yachts of over 15 m in length, carrying more than 15 people on board and trading over 100 miles from the shore should be provided with stability information which is approved by a Recognized Organization or the Administration.

b. For yachts of 15 m or less in length and carrying up to 11 persons on board and operating within 60 miles from the shore are subject to a simplified assessment of stability and is not required to be approved by or on behalf of the Administration.

c. Yacht of multihull types or unusual form should be specially considered by the Recognized Organization or the Administration.

- d. Stability information will not be required in booklet form. The owner or managing agent should, however, present documentary evidence to show that the required range of stability for the intended area of operation.
- e. A full stability analysis may be required by the Administration or the Recognized Organization for a sailing yacht that has been modified from the original design.

13.2 DAMAGE STABILITY

- a. It should be noted that compliance with damage stability criteria is not required for vessels in full compliance with the ILLC conditions of assignment.
- b. The watertight bulkheads of the vessels should be so arranged that minor hull damages that result in the free flooding of any compartment will cause the vessel to float at a waterline which, at any point, is not less than 75mm below the weather deck, freeboard deck, or bulkhead deck if not concurrent.
- c. Minor damage should be assumed to occur anywhere in the length of the yacht, but not on a watertight bulkhead (transverse or longitudinal).
- d. A yacht of 85 meters and above is subject to damage stability as per SOLAS.
- e. For yacht where the damage stability has not been assessed, the following note should be added to the approved stability booklet: "This vessel has not been assessed for damage stability, and therefore might not remain afloat in the event of damage or flooding."

13.3 STABILITY DOCUMENTATION FOR YACHT OVER 200 GT

- a. A yacht should be provided with a stability information booklet for the Master that is approved by the Recognized Organization or by the Administration.
- b. A yacht with previously approved stability information, which undergoes a major refit or alterations, should be subjected to a complete reassessment of stability and provided with newly approved stability information. A major refit or major alteration is one which results in either a change in the lightship weight of 2% and above and/or the longitudinal center of gravity of 1% and above (measured from the aft perpendicular) and/or the calculated vertical center of gravity rises by 0.25% and above (measured from the keel).
- c. Sailing yachts should have a copy of the "Curves of Maximum Steady Heel Angle to Prevent Down flooding in Squalls" placed in a suitable position for the ready reference of the crew. This should be a direct copy taken from that contained in the approved stability booklet.
- d. The standard conditions of loading to be examined shall include the following:

- i. Yacht in the fully loaded departure condition (to the Load Line marks) with full stores, fuel, and potable freshwater and with the full number of crew and other persons with their luggage.
- ii. Yacht in the fully loaded arrival condition with the full number of crew and other persons and their luggage, but with only 10 percent stores and fuel remaining.
- iii. The overall sail area and spar weights and dimension should be as documented in the vessel's stability information booklet. Any rigging modifications that increase the overall sail area, or the weight/dimensions of the rig aloft, must be accompanied by an approved updating of the stability information booklet.

14. FREEBOARD

- a. Motor yachts should have a freeboard mark placed on each side of the yacht at the position of the longitudinal center of flotation.
- b. Motor yachts should be assigned a freeboard that corresponds to the draught of the yacht when fully loaded with fuel, stores and the total number of passengers and crew to be carried plus 25 mm. If the motor yacht cannot meet the required the Administration should be notified for its review/approval.
- c. The freeboard marking should be permanent and painted black on a light background or in white or yellow on a dark background. It should be approximately 300mm in length and 25mm in depth.
- d. A yacht should not be operated in any condition that will result in its freeboard marks being submerged when it is at rest and upright in calm water.

14.1 FOR YACHTS OVER 24 M and operating above 60 N.M.

- a. The freeboard for the yacht and its marking should be approved by the Recognized Organization for the assignment of freeboard and issue of the International Load Line Certificate (1966).
- b. Yachts should comply with the ILLC for the assignment of freeboard mark which corresponds to the deepest loading condition included in the stability information booklet for the yacht.
- c. The Recognized Organization should provide the owner(s) or managing agent(s) of the yacht with a copy of the particulars of the freeboard assigned and a copy of the record of particulars relating to the conditions of assignment.

15. LIFE-SAVING APPLIANCES

a. Life-saving appliances should be provided in accordance with the requirements appropriate to the type of yacht and area of operation as provided in the table below:

Area of Operation and size of vessel	Up to 60 nm Less than 500 GT	Up to 150 nm Less than 500 GT	Unrestricted Less than 500 GT	Vessels over 500 GT
Life Rafts	YES (100%)	YES (100%)	YES (100%)	YES (100%)
Life Buoys	< 15 persons = 2; ≥ 15 persons = 4	< 15 persons = 2; ≥ 15 persons = 4	< 15 persons = 2; ≥ 15 persons = 4	8
Life Buoys Lights and Smoke	2	2	2	2
Buoyant Line	1 or 2	1 or 2	1 or 2	2
Lifejacket	YES (110%)	YES (110%)	YES (110%)	YES (110%)
Man overboard Recovery System	YES	NO	NO	NO
Set of line throwing appliances	1	1	1	1
Parachute Flares	4	6	12	12
Red Hand Flares	2	6	6	8
Smoke Signals	2 buoyant or hand held	2 buoyant or hand held	2 buoyant or hand held	2 buoyant or hand held
Thermal Protective Aids (TPA)	YES (100%)	YES (100%)	YES (100%)	YES (100%)
Two-way Radiotelephone sets	2	2	2	3
Portable VHF	1	1	1	1
406 MHz EPIRB	None	1	1	1
SART	None	1	1	2
Area of Operation (nautical miles)	Up to 60 nm Less than 500 GT	Up to 150 nm Less than 500 GT	Unrestricted Less than 500 GT	Yachts over 500 GT
General Alarm ≥15 persons	None	Yes	Yes	Yes
Life-Saving Signals Table	Yes	Yes	Yes	Yes
Training Manual	Yes	Yes	Yes	Yes
Instructions for Onboard Maintenance	None	Yes	Yes	Yes

- b. Unless expressly provided otherwise, all life-saving appliances should comply with SOLAS Chapter III and the LSA Code.
- c. When personal safety equipment is provided for use in water sports activities, arrangements for its stowage should ensure that it will not be used mistakenly as lifesaving equipment in an emergency situation.
- d. Falls for launching devices are to comply with IMO Lifesaving Appliances Code. When falls are of stainless steel, they should be renewed at intervals not exceeding the service life recommended by the manufacturer, or where no service life is stated be treated as galvanized steel falls. Alternative materials for falls can be presented to the Administration for approval.
- e. Motor Yachts trading over 60 nm from the shore or more and/or internationally should be provided with life rafts of such number and capacity that, in the event of any one (1) life raft being lost or rendered unserviceable, there is sufficient capacity remaining for all on board.
- f. Life rafts on board motor yachts trading over 60 nm from the shore or more should be of approved type equipped with "SOLS A PACK" and contained in GRP containers. The life rafts should be stowed on the weather deck or accommodated in such a way that can float free and inflate automatically.
- g. Life rafts on board motor yachts trading within 60 nm from the shore or less should be provided as to accommodate at least the total number of persons on board and should be of approved type and equipped with "SOLAS B PACK."
- h. Life rafts provided on multihull sailing yachts should be located so that they are accessible when the yacht is either upright or after capsizing.
- i. Every inflatable or rigid inflatable rescue boat, inflatable boat, inflatable liferaft, gas inflatable lifejackets and hydrostatic release unit should be serviced, at intervals not exceeding 12 months, at an approved service station, except for hydrostatic release units, approved for a service life of 2 years which should be replaced at the end of the 2 years of service.
- j. Lifesaving equipment should be maintenance in accordance with the onboard maintenance guide
- k. Dan-buoy is only required to be provided on a sailing yacht.
- l. All life-saving equipment carried should be fitted with retro-reflective material.
- m. Lifejacket provided on board motor yachts should comply with US Coast Guard, British Standard 3595 or equivalent CEN standards and be fitted with a whistle, light and retro-reflective tape.

- n. If the Lifejackets are inflatable an additional 10% or 2, whichever is greater, should be provided and a sufficient number of lifejackets should be provided for children carried on board the yacht.
- o. Orally inflated lifejackets should be pressure tested annually and, as far as is reasonable and practicable, visually examined weekly by the owner or managing agent to determine whether they are safe to use.
- p. On vessels having a projection on its sides, special provisions are to be made to ensure that such projection does not interfere with the safe evacuation of the vessel or damage the lifesaving equipment.
- q. All yachts of 500 GT and over should be provided with a rescue boat meeting SOLAS requirements, except for the color where white will also be acceptable.
- r. The launching appliances should comply and be approved in accordance with the IMO Lifesaving Appliance Code except that when a power operated crane is fitted, it should be capable of operating either by hand or by an emergency source of power in the event of a main power failure. The routing of the emergency source of power should be considered in respect of damaged waterlines and fire.

16. FIRE SAFETY

16.1 FIRE CONTROL PLAN

- 16.1.1 Yachts of 24m in length or more and over 60 nm shall have an approved Fire Control Plan which may be approved by the Recognized Organization. The Fire Control Plan shall indicate and describe the fire protection, detection and extinction arrangements onboard the yacht.
- 16.1.2 For vessels more than 24m in length and less 60 nm it is recommended to have a verified Fire Control Plan from the Administration of Palau
- 16.1.3 The fire control plan shall be kept up to-date, printed in an adequate size and stored in prominently marked weather tight enclosure readily accessible in case of emergency.

16.2 MEANS OF ESCAPE

- 16.2.1 Each accommodation space, which is either used for sleeping/rest or is affected by a fire risk situation, should be provided with two (2) means of escape. Only in an exception case should one (1) mean of escape be accepted. Such a case would be when the single escape is to open air or when the provision of a second means of escape would be detrimental to the overall safety of the yacht.
- 16.2.2 Escape routes from the accommodation spaces shall not pass through any high risk area such as the machinery space, galley and storage areas. Stairs directly situated along escape routes shall be insulated to a minimum of B-15 from underneath.

- 16.2.3 Single escape routes from spaces other than accommodation and machinery spaces may be accepted as long as these are not passing through high risk spaces.
- 16.2.4 All escapes openings onboard should not be less than 400mm x 400mm unless a smaller size has been accepted by the Administration. Lifts are not be considered as a means of escape.
- 16.2.5 All accommodation spaces shall have two distinct and easily openable and accessible means of escape. The escape routes, including any concealed routes shall be clearly indicated and marked by means of adequately sized and visible signage.
- 16.2.6 Multihull yachts shall have additional means of escape through each hull in case of capsized.

16.3 OPENINGS LEADING TO MACHINERY SPACES

- 16.3.1 No portlights or windows shall be fitted on the boundary of the machinery spaces. Notwithstanding the fitting of an observation port having a maximum diameter of 150mm may be allowed in internal doors leading to the engine room. Such an observation port is to be of the non-opening type having a steel frame and be supplied with a permanently attached cover with closing devices. The glass material is to be fire rated and toughened.

16.4 PIPE SYSTEMS

- 16.4.1 Pipes carrying oil or combustible liquids shall be of a Type Approved, resistant to fire and suitable for their intended use, preferably be metallic, however, non-metallic piping meeting the requirements of the IMO (FTP) Fire Test Procedures Code may be considered for use.

16.5 USE OF LPG OR EQUIVALENT ON YACHTS

- 16.5.1 Any LPG installation shall be approved by a Recognized Organization.
- 16.5.2 Gas cylinders, regulators and safety devices shall be stowed in a dedicated locker on an open deck. The gas locker should not have any electrical fittings.
- 16.5.3 Gas piping shall be metallic with only the shortest possible length of gas non-metallic hoses being used for the connection with the gas lines and appliances. All non-metallic hoses shall be Type Approved or Certified.

16.6 FIRE PREVENTION

- 16.6.1 No fuel or flammable liquid having a flash point below 60°C may be stored in the machinery spaces. Petrol and other highly flammable liquids, excluding diesel and heavy fuel oils, shall be kept to a strict minimum.

- 16.6.2 Containers used for the carriage of flammable liquids shall be constructed to a recognized standard. Each container shall be clearly marked.
- 16.6.3 Locations of dedicated lockers on deck used for storage of hand-held flammable liquid containers, must be clearly marked indicating that the locker contains flammable material and no-smoking signs shall be posted.
- 16.6.4 Storage locations as mentioned in 16.6.3 shall be located away from any high risk area, have intrinsically safe electrical fittings in or around them at a height of 450mm or higher from the deck, have means of ventilation at the top and bottom and ventilators shall be fitted with spark arrestors; have self-draining holes leading to overboard, have means to secure the fuel containers and have No-smoking signs affixed.
- 16.6.5 Storage rooms used for the storage of highly flammable products shall be provided with totally independent ventilation systems.
- 16.6.6 Storage rooms with a floor not exceeding 4m² housing fuel filled lamps, paraffin, paint cans and other flammable materials shall have suitable ventilation features. It should have no connection with any accommodation space is not permitted.
- 16.6.7 No fuel, lube oils or any other flammable materials may be carried in the forecabin space or the forepeak or chain lockers.
- 16.6.8 The fuel pipes from all tanks shall be fitted with remotely operated closing valves. Such valves should be provided with mechanical means of closure.
- 16.6.9 Means should be provided for the fuel transfer pumps to be stopped from outside the machinery spaces.

16.7 VENTILATION FOR VESSELS 24M IN LENGTH OR MORE

- 16.7.1 Ventilation fans for machinery spaces and galleys shall be capable of being stopped from outside these spaces. The remote controls of these ventilations fans shall be from an area which would be easily accessible in case of a fire and shall be clearly marked.
- 16.7.2 Galley exhaust ducts must have means of access in order for them to be periodically cleaned from the accumulation of oily residues. Ventilation ducts from machinery spaces, galleys and any other high risk areas are generally not to pass through accommodation areas.
- 16.7.3 Laundry rooms ventilations ducts must have means of access in order for them to be periodically cleaned from the accumulation of textile fibers. Laundry rooms shall be fitted with smoke detectors located above the dryers.

- 16.7.4 Yacht trading in unrestricted navigation shall have their enclosed air spaces situated behind false ceilings, wall paneling or linings, divided by close-fitting draughts stops spaced not more than 14m apart.
- 16.7.5 Paint, varnishes and other finishing materials used on exposed internal surfaces shall be such that they do not constitute an unnecessary fire hazard and there shall be no possibility of them producing excessive quantities of smoke or toxic gases.
- 16.7.6 Fabrics shall satisfy the Flammability Cigarette and Butane tests. On existing yachts this requirement may be delayed until the materials are due for renewal subject that the fabrics are treated or are of the non-readily ignitable type.
- 16.7.7 Galleys door are to remain normally closed and if necessary be fitted with a spring-loaded closing mechanism or fitted with a magnetic switch that closes the galley door(s) once the fire alarm is activated.
- 16.7.8 All boundaries of Sauna and Steam Rooms must be insulated to at least B-15 and protected by a fire detection and alarm system. The boundaries adjacent to the sauna oven and the steam generator must be insulated to A-0 or equivalent. Wooden linings on ceiling and bulkhead are allowed. The ceiling above the sauna oven shall be lined with a non-combustible plate with an air gap of at least 30mm while the distance from the hot surfaces to combustible materials shall be at least 500mm. The sauna door shall always open outwards by pushing.

16.8 FIXED FIRE DETECTION AND ALARM SYSTEMS

- 16.8.1 All yachts where the total installed power (propulsion and electrical generation) is greater than 750Kw, are required to be fitted with a Type Approved or Certified fire/smoke detection and alarm system in their machinery spaces. In case of multi-hull vessels the total engine power in each hull is to be considered.
- 16.8.2 The main alarm panel is to be fully addressable and be located at the main steering position. Where the main alarm panel is not audible from the crew quarters a repeater alarm panel shall be installed. If the fire alarm system is not fully addressable than the panel shall at least be divided into clearly labelled separate sections and no section must be cover more than deck and contain more than 20 detectors.
- 16.8.3 For unrestricted navigational yachts of over 500 GT an approved fixed fire detection and fire alarm system complying with SOLAS Chapter II-2/ Part A / Fire Safety System Code Chapter IX is to be installed.
- 16.8.4 For yachts of 24m in length or 500 GT or more fixed smoke detectors shall be fitted in: machinery spaces, accommodation spaces, service spaces including

galleys and technical electrical spaces, control stations and inside main electrical switchboards and below deck heads being fitted with combustible false ceilings for early detection of electrical fires initiating in these spaces.

16.8.5 For yachts trading unrestricted area of navigation and all yachts 500 GT or more shall also be fitted with a fire detection and alarm system covering all stairways, corridors, cabins and escape routes. There should be Type Approved or Certified manually operated call points complying with the Fire Safety Code in the accommodation spaces, service spaces and control stations. The number of detectors in each loop shall not exceed eight detectors and should be powered by a central panel, which shall have an audible and visual alarm for every detection loop.

16.8.6 For yachts of 500 GT or more, detectors shall be adequately located depending on the yacht's layout and the manufacturer's instructions. Positions near beams and ventilation ducts or other positions where patterns of air flow could adversely affect performance and positions where impact or physical damaged is likely, shall be avoided.

16.8.7 Table below provides minimum spaces for detector for vessels over 500 GT. Different spacing to that specified in the above table may be accepted only if the test data and certification so warrants.

Type of Detector	Max. floor area per detector	Max. distance apart between centers	Max. distance away from bulkheads
Heat	37m ²	9m	4.5m
Smoke	74 m ²	11m	5.5m

16.8.8 For yachts of 24m in length or more than 500 GT an automatic sprinkler system in accordance with the requirements of the IMO Fire Safety System Code, as amended shall be fitted on all yachts which do not comply with the restricted use of combustible materials.

16.8.9 It is recommended for all yachts trading unrestricted or more than 500 GT to install an automatic fixed fire suppression system.

16.9 FIRE FIGHTING EQUIPMENT

16.9.1 Below table list the fire fighting appliances as required for the size and length of the yachts.

FIRE APPLIANCES REQUIREMENTS

Yacht < 24 m	Yacht ≥ 24m & less than 500 GT
One hand operated or powered fire pump located outside the engine spaces, having a sea suction and at least one hose connection capable of delivering a jet of water to any part of the yacht	One powered fire pump. This can be engine driven or independently powered and be capable of delivering a jet of water to any part of the yacht.
At least one fire hydrant is to be installed	At least two fire hydrants shall be installed
One fire hose of adequate length with 10mm nozzle and suitable spray nozzle	A minimum of three fire hoses of adequate length with a 10mm diameter jet and spray nozzles shall be installed.
A Type Approved automatic or manual fixed fire extinguishing system is to be fitted in the engine spaces.	A Type Approved automatic or manual fixed fire extinguishing system is to be fitted in the engine spaces.
At least 5 portable fire extinguishers, Type Approved to be available on board	A minimum of portable fire extinguishers shall be available on board as follows: <ul style="list-style-type: none"> - Minimum of 4 in Accommodation - 1 portable CO2 and 1 portable fire extinguisher in Bridge - 2 portable fire extinguishers for engine room.
2 fire buckets with lanyards	2 fire buckets with lanyards
1 Fire Blanket in galley or cooking area	1 Fire Blanket in galley or cooking area
	1 fireman's outfit including a type approved and certified BA including a spare charge.
	1 EEBD Set
	1 Emergency Fire Pump which may be portable and be located outside the engine spaces.

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

- 16.9.3 Fire mains shall be dedicated solely for the intended purpose and shall be preferably metallic and the size is to be designed to suit the size of the fire pumps.
- 16.9.4 Fire hydrants shall be located in easily accessible locations and be fitted with valves and couplings to allow the quick attachment of the fire hoses.
- 16.9.5 Fire hoses shall have jet/spray nozzles.
- 16.9.6 Both main and emergency fire pumps shall be connected to the same fire main, unless the emergency fire pump is a portable fire pump.
- 16.9.7 CO2 systems shall comply with SOLAS Chapter II-2, Regulation 5, Paragraphs 1 and 2.
- 16.9.8 Maintenance and servicing of the fire system shall be done regularly by an certified service supplier and as per manufacturer's recommendations. A log of all maintenance and certificates is to be maintained on board.

16.10 STRUCTURAL FIRE PROTECTION

- 16.10.1 Yachts are to be subdivided by structural and fire-rated boundaries. Doors, windows and penetrations situated in classified boundaries shall be Type Approved or Certified and have the same fire rating as the boundaries itself.
- 16.10.2 The insulation and fire resistance is to be such that the temperature of the structural core does not rise above that at which the structure would start to lose its structural strength during the period of time of the rating of the insulation.
- 16.10.3 Aluminum alloy structures situated in fire rated areas are required to be insulated in such a manner that the temperature at the structural core does not rise more than 200 °C above the ambient temperature at any time during the applicable fire exposure.
- 16.10.4 Thermal insulation of boundaries shall take in consideration the fire risk to the particular space and adjacent areas.
- 16.10.5 For structures in contact with sea water, the required insulation shall extend at least 300 mm below the lightest waterline.
- 16.10.6 Insulation need only be applied on the side exposed to the greatest fire risk. If a bulkhead is exposed to fire risk from both sides then the bulkhead is to be protected from both sides. Any doors fitted in the insulated bulkhead shall have the same rating as the insulated bulkhead itself. Such doors, or other openings shall be fitted with a notice and spring loaded devices to normally keep them in the closed position and they have to be openable from both sides.

16.10.7 For steel yachts less than 24m having a steel boundary for the machinery spaces do not require additional fire protection and/or insulation. However surfaces on the opposite side of the machinery space shall be coated with finishes and/or materials having a low flame spread characteristics.

16.10.8 Composite, aluminum and wooden yacht of less than 24m in length are required to have their machinery spaces boundaries insulated to a minimum B-15.

16.10.9 Fire class divisions of bulkheads separating adjacent spaces for vessels of 500 GT or more should be:

STRUCTURAL FIRE PROTECTION YACHT ABOVE 500 GT

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Control Stations (1)	B-15* A-0	B-15* A-0	A30 ^y	A-0	B-15 ^s A-15	A-30 ^y A-60	B-15 ^s A-0	A-30 ^y	U§
Corridors (2)	-	C**	B-0	A-0 B-0	B-0	A-30 ^y A-60	B-15 ^s A-0	A-0	U§
Accommodation Spaces (3)	-	-	C**	A-0 B-0	B-0	A-30 ^y A-60	B-15 ^s A-0	A-0	U§
Stairways and lifts (4)	-	-	-	A-0 B-0	A-0 B-0	A-30 ^y A-60	B-15 ^s A-0	A-0	U§
Service spaces (low risk) (5)	-	-	-	-	C**	A-30 ^y A-60	B-15 ^s A-0	A-0	U§
Category "A" Machinery Spaces (6)	-	-	-	-	-	U§	B-15 ^s A-0	A-30 ^y A-60	U§
Other Machinery Spaces (7)	-	-	-	-	-	-	B-15 ^s A-0	A-0	U§
Service Space (high fire risk) (8)	-	-	-	-	-	-	-	A-0	U§
Open decks (9)	-	-	-	-	-	-	-	-	-

* Or class F division provided exposed surfaces have low flame spread characteristics for Coastal Yachts but A-0 for unrestricted yachts

^y For Yachts up to 50m in length and Restricted navigation of any size.

^s For yachts of composite construction

[§] Steel or an equivalent material that does not require to be "A" Class rated and B-15 Class division in case of composite construction yachts.

** A-0 if boundary forms part of a "main vertical zone"

16.10.10 FIRE CLASS DIVISIONS OF DECK SEPARATING ADJACENT SPACES

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Control Stations (1)	A-0	A-0	A-0	A-0	A-0	A-60	A-0	A-0	U§
Corridors (2)	A-0	U§	U§	A-0	U§	A-60	A-0	A-0	U§
Accommodation Spaces (3)	A-60	A-0	U§	A-0	U§	A-60	A-0	A-0	U§
Stairways and lifts (4)	A-0	A-0	A-0	U§	A-0	A-60	A-0	A-0	U§
Service spaces (low risk) 5	A-15	A-0	A-0	A-0	U§	A-60	A-0	A-0	U§
Category "A" Machinery Spaces (6)	A-60	A-60	A-60	A-60	A-60	U§	A-60	A-60	U§
Other Machinery Spaces (7)	A-15	A-0	A-0	A-0	A-0	A-0	U§	A-0	U§
Service Space (high fire risk) (8)	A-60	A-0	A-0	A-0	A-0	A-60	A-0	A-0	U§
Open decks (9)	U§	-							

U§ Steel or an equivalent material that does not require to be "A" Class rated and B-15 Class division in case of composite construction yachts.

17. ANCHORS AND CABLES

17.1 For yachts over 24 m in length, the size and strength of the chain cable and the anchors should be determined in accordance with the Recognized Organizations Rules and Regulations or the provisions of high-holding powers anchors may be considered.

17.2 All yachts should have at least two (2) anchors, and at least one anchor is always to be rigged and ready for use .

17.3 Electrically operated anchors winches/windlasses shall be supplied by an emergency source of power or be able to be manually operated.

17.4 ANCHORS AND CABLES GUIDE FOR MOTOR YACHT OF LESS THAN 24 M IN LENGTH

$(L_{oa} + L_{wl}) / 2$	Anchor Mass	Anchor cable / Chain Diameter
-------------------------	-------------	-------------------------------

(meters)	Main (kg)	Kedge (kg)	Main		Kedge	
			Chain (mm)	Cable (mm)	Chain (mm)	Cable (mm)
10	12	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

18. PROTECTION / SAFETY OF PERSONNEL

- a. Gangways, passarelles, accommodation ladders etc
 - i. Gangwayss, passarelles and accommodation ladders shall be clearly marked with the number of person and total weight that can be safely carried
- b. Sea and Harbor Pilots
 - i. Should it be necessary for a yacht to take a pilot on board then safe boarding arrangements shall be provided.
- c. Personal Clothing
 - i. Each person on board shall have the necessary protective clothing required to undertake his necessary duties onboard, including non skid deck shoes and safety working outfits.

- ii. Each crew member shall be given suitable protective clothing and equipment for protection against the effects of corrosive chemicals that may be used for maintenance on board including special gloves, goggles and eyewash.
- d. Noise
 - i. Noise levels should be kept to the minimum following the MLC 2006.
 - ii. Where the noise levels normally exceeds 85dB(A), wearing ear protectors is mandatory.
- e. The perimeter of an exposed deck should be fitted with bulwarks, guard rails or guard wires of sufficient strength and height for the safety of persons on deck.
- f. To protect persons from falling overboard, and 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 should be provided, and the bulwark top or top course should not be less than 1000mm above the deck. Intermediate courses should be evenly spaced.
- g. Yachts should have yacht's training manual which should include details of established safe working practices specific to the yacht, guidance on training for members of the crew, personal clothing and protection from injury, health and safety awareness, and prevention of pollution.
- h. The training manual should contain instructions and information on the life-saving appliances provided in the yacht and on the best methods of survival in easily understood terms and illustrations where appropriate. Depending on the life-saving appliances provided, the following should be explained:
 - Donning of lifejackets, immersion suits, and thermal protective aids
 - Mustering at assigned stations;
 - Boarding, launching and clearing survival craft, rescue boats, fast rescue boats, free-fall boats and inflated boats;
 - Illumination in launching areas;
 - Location and use of pyrotechnics;
 - Use of all survival equipment;
 - Use of all detention equipment;
 - Use of radio life-saving appliances
 - Use of anchors;
 - Use of engine and accessories;
 - Recovery of survival craft, rescue boats, fast rescue boats, free-fall boats and inflated boats including stowage and securing, where applicable;
 - Best use of the survival craft facilities in order to survive;

- Methods of retrieval, including the use of helicopter rescue gear, breeches-buoy and shore life-saving apparatus and yacht's line-throwing apparatus;
 - Instructions for emergency repair of the life-saving appliances;
 - Means of rescue arrangements;
 - Marine evacuation systems.
- i. The skipper should routinely drill the crew who will be sailing on the voyage regarding the following:
- Location of life rafts and the method of launching;
 - Procedures for the recovery of a person from the sea;
 - First Aid;
 - Procedures and operation of radios carried on board;
 - Location of navigation and other light switches;
 - Location and use of firefighting equipment on various types of fires;
 - Method of starting, stopping and controlling the main engine and;
 - The method of navigating to a suitable port of refuge.
- j. Before commencing of any voyage the skipper should ensure that all persons on board are briefed on the stowage and use of personal safety equipment such as lifejackets, thermal protective aids, and life buoys, and the procedures to be followed in cases of emergency,
- k. Instructions should be provided describing the maintenance procedures for all safety and firefighting appliances including
- Checklist for use when carrying out required inspections;
 - Maintenance and repair instructions;
 - Schedule of periodic maintenance;
 - Diagram of lubrication points with the recommended lubricants;
 - List of replacement parts;
 - List of sources of spare parts; and
 - A record of inspection and maintenance.

19. SAFETY OF NAVIGATION

- 19.1 Every yacht shall carry on board adequate and updated Nautical Charts for the intended voyages. Yachts fitted with an approved Electronic chart Display and Information System (ECDIS) are accepted as meeting the chart carriage requirement.
- 19.2 Paper nautical charts shall be up-to-date to enable the yacht to safely reach a port.
- 19.3 GT AND TRADING AREA

Item	Yacht less than 24m	Yacht ≥24 & < 500 GT	Yachts ≥500 GT
Sailing Directions	YES	YES	YES
List of lights	YES	YES	YES
Notices to Mariners	YES	YES	YES
Pilot Books	YES	YES	YES
Tide Tables	YES	YES	YES
Radio Aids to Navigation	YES	YES	YES
IAMSAR Manual Vol. III	NO	YES	YES
Port Information Guide	YES	YES	YES

- 19.4 All yacht should be fitted with an efficient magnetic compass and valid deviation card which should be updated annually.
- 19.5 All yachts of 150 GT or more shall have a spare magnetic compass.
- 19.6 For yachts of less than 24m in length Satellite Compasses are accepted as an alternative on Coastal Navigation area.
- 19.7 All yachts should be fitted with an Echo sounding device which should be easily visible from the navigation position.
- 19.8 All yachts shall be equipped with a 9-GHz radar which should be easily visible from the navigation position.
- 19.9 All yachts shall be equipped with a receiver for a Global Navigation Satellite System (GPS) or other means in order to be able to establish and automatically update the yacht's position.
- 19.10 All yachts have a speed and distance measuring device unless this is measured via GPS unit.
- 19.11 All yachts should be equipped with an Engine Revolution Counter in the navigation position.
- 19.12 All yachts shall be equipped with a Search Light of adequate size and intensity intended for search and rescue operations at night.

- 19.13 All yachts shall be provided with an efficient daylight signaling lamp. On yachts of less than 150 GT, an efficient waterproof electric torch suitable for Morse Signaling is acceptable.
- 19.14 Yachts of 24m in length and over 500 GT should be equipped with a Rudder Angle Indicator.
- 19.15 Yacht of 300 GT or more shall be fitted with an approved Automatic Identification System (AIS).
- 19.16 Yachts of 300 GT or more shall be fitted with a LRIT (Long-range identification and Tracking system)
- 19.17 Yachts of 500 GT or more are to be equipped with a Gyro Compass.
- 19.18 All yachts shall be provided with barometer to measure the weather.

20 NAVIGATION LIGHTS, SHAPES AND SOUND SIGNALS

- 20.1 A yacht should comply with the requirements of the COLREG as amended and as applicable.
- 20.2 Type Approved or certified navigation lights shall be provided with main and emergency power supply. If navigation lights are not fitted with duplicated bulbs, spare bulbs shall be carried onboard and, in case of bulb failure, shall be easily replaced in a short period of time.
- 20.3 Yachts of 24m in length or more are required to have "Navigational Lights Plan" approved by a Recognized Organization or an appointed Surveyor.
- 20.4 Commercial yachts shall be fitted with a Bridge Navigational Watch Alarm System (BNWAS) in accordance with SOLAS Chapter V taking into consideration the yacht's gross tonnage and year of built.

21 RADIO EQUIPMENT

- 21.1 All yachts regardless of size should comply with the requirements of this chapter.
- 21.2 The radio station should be so located to ensure the greatest possible degree of safety and operational availability and be clearly marked with the call sign, the yacht station identity and any other codes applicable to the use of the radio station installation.
- 21.3 There should be available at all times, while the yacht is at sea, a supply of electrical energy sufficient to operate the radio installations and to charge any batteries used as part of a reserve source or sources of energy for the radio installations.

- 21.4 A reserve source of energy, independent of the propelling power of the yacht and its electrical system, should be provided for the purpose of conducting distress and safety radio communications for a minimum of one hour in the event of failure of the yacht's main and if provided, emergency sources of electrical power.
- 21.5 For yachts over 300 GT the radio installations, including those used in life-saving appliances which are carried in compliance with any regulation should be subject to an Initial Survey before going into service, annual survey, and renewal survey as mandated in SOLAS.
- 21.6 Exemption certificates to the Radio Installation are to be avoided. When an exemption is needed, proper procedures for the application of exemption should be followed, but approval by the Administration will not be guaranteed.
- 21.7 A yacht should carry equipment for transmitting and receiving on the VHF Maritime Mobile band and for receiving regular shipping weather forecast for the area of operation
- 21.8 When the electrical supply to radio equipment is from a battery, charging facilities, or a duplicate battery of capacity sufficient for the voyage intended, should be provided. Battery electrical supply to radio equipment should be arranged such that radio communication should not be interrupted.
- 21.9 Yachts trading over 60 nautical miles from the nearest land or within areas where there is a low density of shipping and radio communication centers should be provided with a radio installation capable of transmitting and receiving messages to and from a radio communication center on the land.
- 21.10 An INMARSAT ship earth station or an MF/HF radiotelephone with DSC may be fitted for operations over 60 miles from a safe haven. For yachts below 300 GT, a fixed and registered satellite telephone may be substituted for an INMARSAT-C.
- 21.11 If the yacht is sailing in an area where an international NAVTEX service is not provided, then the NAVTEX receiver should be substituted by an INMARSAT enhanced group calling system.

RADIO EQUIPMENT / SEAS AREAS

Radio Equipment	Sea Area A1	Sea Area A1 + A2	Sea Area A1 + A2 + A3	Sea Area A1 + A2 + A3 + A4
VHF Radiotelephone with Digital Selective Calling (DSC) and receiver	1	1	2	2
MF/HF Radiotelephone with Digital Selective Calling (DSC)	NO	1	1	1
SART (Search and Rescue Transponder)	YES	1	1	
EPIRB	YES	NO	1	1
NAVTEX2 receiver	NO	NO	1	1
INMARSAT	NO	1	1	1

22 MARINE POLLUTION PREVENTION

22.1 Oil Pollution Prevention – MARPOL Annex I

22.1.1 All yachts shall be provided with tanks of adequate capacity for retention of all oil residues. These must be retained onboard until disposal to appropriate shore facilities is possible. Discharging oily bilge water overboard is prohibited.

22.1.2 Yachts that are fitted with oil filtering equipment, shall ensure 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.

22.1.3 All Yachts of 400 GT or more should be surveyed and certified in line with MARPOL Annex I.

22.2 Prevention of Pollution by Sewage – MARPOL Annex IV

22.2.1 All Yachts of 400 GT or more and carrying 15 persons on board are required to be surveyed and certified in line with MARPOL Annex IV.

22.3 Prevention of Pollution by Garbage – MARPOL Annex V

22.3.1 All Yachts of 400 GT or more and carrying 15 persons on board are required to be provided with a Garbage Management Plan and a Garbage Record Book as specified in MARPOL Annex V.

22.4 Prevention of Air Pollution and Energy Efficiency – MARPOL Annex VI

22.4.1 Yachts of 400 GT are required to be surveyed and certified in line with MARPOL Annex VI.

22.4.2 An International Energy Efficiency Certificate (IEEC) is to be issued as per Annex VI at the first intermediate or renewal survey, on or after the January 1st 2013.

22.5 Anti-fouling Systems

22.5.1 The use of organotin compounds which act as biocides in anti-fouling system is prohibited. Yachts of 400 GT or more shall be surveyed and certified in accordance with the requirements of Annex I of EC Regulation 782/2003 as amended and all yachts of 24m or more in length but less than 400 GT shall be issued with an AFS-Declaration as per Annex III of EC Regulation 782/2003 as amended.

22.6 Manuals

22.7 Yachts of 400 GT or more should have the following on board:

- SOPEP – Shipboard Oil Pollution Emergency Plan
- SEEMP – Ship Energy Efficiency Management Plan
- Garbage Management Plan

23 ACCOMMODATIONS

23.1 There should be sufficient handholds and grab-rails within the accommodation to allow safe movement around the accommodation when the yacht is in a seaway.

23.2 Effective means of ventilation should be provided to enclosed spaces that may be entered by persons on board.

23.3 Mechanical ventilation should be provided to accommodation spaces which are situated completely below the level of the weather deck on yachts intended to make international voyages or operate in tropical waters.

23.4 An electric lighting system should be installed which is capable of supplying adequate light to all enclosed accommodation and working spaces.

- 23.5 An adequate supply of fresh drinking water should be provided and piped to convenient positions throughout the accommodation spaces.
- 23.6 Generally, accommodation standards for the crew should be at least equivalent to the standards set by the International Labor Organization conventions for crew accommodations in merchant ships. For yachts less than 500 GT, particularly sailing yachts, the standards should be applied as far as practicable. Any deviation from the accommodation standards above cited should be submitted to the Administration for approval.
- 23.7 An electric lighting system should be installed which is capable of supplying adequate light to all enclosed accommodation and working spaces.

24 MEDICAL STORES

- 24.1 A yacht should carry medical stores appropriate to the area of operation.
- 24.2 A yacht trading in within 60 nm of the shore should have First Aid Kit containing the following:

FIRST AID KIT

- 4 x triangular bandages with sides of about 90cm and a base of about 127 cm
- 6 x standard dressings no 8 or 13 BPC
- 2 x standard dressings no 9 or 14 BPC
- 2 x extra-large sterile unmediated dressings 28cm x 17.7 cm
- 6 medium size safety pins, rustles
- 20 assorted adhesive dressing strips medicated BPC
- 2 sterile pads with attachments
- 2 x packages each containing 15g sterile cotton wool
- 5 pairs of large, disposable Polythene gloves
- 50 high strength aspirin or equivalent (500 mg)
- 50 tables for seasickness remedy (hyoscine hydro bromide 0.3 mg)
- 20 adhesives skin closures, individually sealed sterile, in a container
- 1 Epilation with oblique ends forceps
- 1 Scissors about 18 cm, one (1) blade sharp pointed and the other round-ended
- 1 Thermometer
- First Aid Manual

- 24.3 A yacht trading within 150 nm from the shore should double the quantities described in section 24.2 above.
- 24.4 A yacht trading internationally should have a Medical Store as described in Annex I of this Regulation.

ANNEX I

MEDICAL STORES

Yachts carrying more than 15 persons and International Trading should carry medical stores, or the equivalent, as follows: Product	Quantity
Aspirin 325 mg Tablets-	100
Alcohol 70% Rubbing Isopropyl-16 oz	1
Aluminum Acetic Acid 2% Otic Solution (Domeboro) 60 ml units	2
Alumina and Magnesia Tablets (Maalox)-	200
Calamine Lotion-4 oz	1
Hibiclens Solution (Chlorhexidine Gluconate)-16 oz	1
Charcoal, Activated Powder-227g	1
Chloroquine 250 mg Tablets-	100
Chlorpromazine 25 mg Tablets (Thorazine)-Each	20
Clove Oil-1 oz	1
Meclizine 25 mg Tablets (Antivert)	100
Dimercaprol 100 mg/ml Injection-2 ml units	1
Epinephrine 1 mg/ml Injection-1 ml units	10
Triple Antibiotic Ophth Solution-10 ml units	1
Triple Antibiotic Ophth Ointment (Neosporin)-3.5 gm	1
Eye Wash Sterile-4 oz	1
Nitro-Quick 0.4 mg Sublingual Tablets-	25
Hydrocortisone 1% Ointment-1 oz	2
Ichthammol 10% Ointment-1 oz	1
Insect Repellent Pump-2 oz	2
Iodine Tincture 2% Mild-1 oz	2
Milk Of Magnesia-12 oz	2
Triple Antibiotic Ointment (Neosporin)-1 oz	5
Electrolyte Tablets-100 tablets per	1
Acetaminophen 500 mg Tablets (Tylenol)-	100
Petrolatum Ointment-1 oz	4
Proguanil 100 mg (Pauludrine)-	100
Thermotabs (Enteric Coated Salt Tablets)	1000
Baby Powder J & J (Talc)-4 oz	3
Antibiotic Otic Solution (Generic Cortisporin)-10 ml units	1
Zinc Oxide Ointment-1 oz	3
Eye Cup Glass-Each	1
Funnel Stainless Steel-6 oz	1
Cylinder Glass Double Scale-50 ml	1
Cylinder Glass Double Scale-500 ml	1
Stokes Litter Basket-Each	1
Resuscitator Bag Adult Disp. W/Mask & Tubing-Each	1

Sphygmomanometer Aneroid #115-Each	1
Splint Inflatable Kit-4 per kit	1
Finger Splint Padded Assorted Sizes-3-Each	2
Stethoscope Black-22"	1
International Medical Guide For Ships-Each	1
Medical First Aid/Dangerous Goods-Each	1
International Health Regulations-Each	1
Airway Kit Nasopharyngeal -5 Sizes w/Case	1
Forceps Dressing Bayonet-Shaped 7"-Each	1
Forceps Splinter-3-1/2"	1
Forceps Tissue 1x2 teeth-4-1/2"	1
Scissors Bandage-7-1/2"	1
Scissors Operating Straight Sharp/Sharp-5-1/2"	1
Tape Micropore Paper 2" x 10 yd -Each	1
Tape Micropore Paper 1" x 10 yd -Each	1
Cotton Tipped Applicators 6"-100 per box	1
Elastic Bandage 3" x 4.5 yd -Each	6
Elastic Bandage 2" x 4.5 yd -Each	6
Elastic Bandage Cotton 2"-Each	12
Flexilite Conforming Gauze Bandage 2"x4-1/2'-Each	100
Flexilite Conforming Gauze Bandage 6"x4-1/2'-Each	10
Flexilite Conforming Gauze Bandage 4"x4-1/2'-Each	30
Gauze Telfa "Ouchless" Adhesive Pads 3"x4" Sterile-100 per	10
Band Aid Adhesive Surgical Dressing 8"x6"-Each	5
Triangular Bandage-Each	1
Surgitube #2 7/8" x 5 yd -Each	2
Bandage Spray-3 oz	1
Vaseline Dressing 3"x18"-Each	1
Vaseline Dressing 3"x9"-Each	2
Vaseline Dressing 6" x 36"-Each	1
Bandage Compress 4" (1 Per Box)-Each	5
Bandage Compress 2" (4 Per Box)-Each	2
Bandage Compress 3" (2 Per Box)-Each	5
Medical Report For Seafarers-Each	50
Cotton Rolled Sterile-2 oz	1
Cotton Rolled Sterile-1/2 oz	5
Cotton Rolled Sterile-4 oz	5
Finger Cots Assorted Sizes Sm., Med., & Large-12	1
Penlight Heavy Duty W/batteries-Each	1
Surgitube #1 5/8" x 5 yd - Each	1
Medicine Cups Plastic 1 oz-100	1
Surgipad Combine Dressing 8"x10" Sterile-Each	3
Eye Pad Large Sterile-12 per	1
Gauze Pads Non-Adherent 3"x4" Sterile	20
Safety Pins Assorted Sizes-50 per	1
Brush (Surgeons Scrub)-Each	1
Condoms Lubricated-Each	30
Sheet waterproof 36x72"-Each	1
Butterfly Closure Medium-100-Each	1

Syringe & Needle 3 cc 21g x 1-1/2"-Each	10
Syringe & Needle 5 cc 21g x 1-1/2"-Each	10
Syringe & Needle 3 cc 25g x 5/8"-Each	10
Kleenex-250 sheets per box	1
Thermometer Dual Scale Oral-Each	2
Tourniquet Grafkette Adult Size-Each	1
Tongue Depressors Wood 6" Senior-Each	20
"Sharps" Disposal Box-Each	1

ANNEX II

FORMAT OF REPORT OF GENERAL INSPECTION FOR COMMERCIAL
YACHT

COMMERCIAL YACHT REPORT OF GENERAL
INSPECTION

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ANNEX III

CERTIFICATION

ISSUING AUTHORITY

Cert. No.

DOCUMENT OF COMPLIANCE FOR COMMERCIAL YACHT OF LESS THAN 24 M

Issued in accordance with
The Palau International Ship Registry Commercial Yacht Safety Code
under the authority of the Government of REPUBLIC OF PALAU

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

THIS IS TO CERTIFY

- that the yacht has been surveyed in accordance with the Palau International Ship Registry Commercial Yacht Safety Code
- that the yacht has been found to be in compliance with the requirements of the Palau International Ship Registry Commercial Yacht Safety Code for the construction, machinery, equipment, and inspection of Commercial Yachts;
- that the total number of persons for which life-saving appliances are provided, is: _____
- That the following operational limitations apply:

This certificate will remain in force, until the _____ day of _____ 20____
subject to the yacht, its machinery and equipment being efficiently maintained, and surveyed in compliance with the Palau International Ship Registry Commercial Yacht Safety Code.

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

Issued at _____ on the _____ day of _____

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

*For the
ISSUING AUTHORITY*

Note: Intermediate survey should be carried out within the second and third year from the date on which the hull was surveyed. Endorsement is on the second page of this Document of Compliance

Intermediate Survey

Place _____

Date _____

Surveyor Name _____

Surveyor Signature _____

Official Stamp

ISSUING AUTHORITY

Cert. No.

**DOCUMENT OF COMPLIANCE FOR
COMMERCIAL YACHT OF MORE THAN 24 M
BUT LESS THAN 500 GT**

Issued in accordance with
The Palau International Ship Registry Commercial Yacht Safety Code
under the authority of the Government of REPUBLIC OF PALAU

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

THIS IS TO CERTIFY

- that the yacht has been surveyed in accordance with the Palau International Ship Registry Commercial Yacht Safety Code
- that the yacht has been found to be in compliance with the requirements of the Palau International Ship Registry Commercial Yacht Safety Code for the construction, machinery, equipment, and inspection of Commercial Yachts, of more than 24m but less than 500 GT, in commercial use, and not carrying cargo or more than 12 passengers;
- that the total number of persons for which life-saving appliances are provided, is: _____
- that the total number of passengers is _____
- that the following operational limitations apply _____

This certificate will remain in force, until the _____ **day of** _____ **20**
subject to the yacht, its machinery and equipment being efficiently maintained, and surveyed in compliance with the Palau International Ship Registry Commercial Yacht Safety Code

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

*For the
ISSUING AUTHORITY*

Note: Annual survey should be carried out within a three month period either side of the anniversary of the date on which the hull was surveyed. Annual endorsements are in the second page of this Document of Compliance.

Intermediate Survey

Place _____

Date _____

Surveyor Name _____

Surveyor Signature _____

Official Stamp

ISSUING AUTHORITY

Cert. No.

**DOCUMENT OF COMPLIANCE FOR
COMMERCIAL YACHT OF MORE THAN 500 GT**

Issued in accordance with
The Palau International Ship Registry Commercial Yacht Safety Code
under the authority of the Government of REPUBLIC OF PALAU

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

THIS IS TO CERTIFY

- that the yacht has been surveyed in accordance with the Palau International Ship Registry Commercial Yacht Safety Code
- that the yacht has been found to be in compliance with the requirements of the Palau International Ship Registry Commercial Yacht Safety Code for the construction, machinery, equipment, and inspection of Commercial Yachts, of more than 500 GT, in commercial use, and not carrying cargo or more than 12 passengers;
- the yacht should provide certification of compliance with the International Regulations as applicable to the vessel for her size and tonnage.
- that the total number of persons for which life-saving appliances are provided, is: _____
- that the total number of passengers is _____
- that the following operational limitations apply _____

This certificate will remain in force, until the _____ **day of** _____ **20**
subject to the yacht, its machinery and equipment being efficiently maintained, and surveyed in compliance with the Palau International Ship Registry Commercial Yacht Safety Code

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

*For the
ISSUING AUTHORITY*

Note: Annual survey should be carried out within a three month period either side of the anniversary of the date on which the hull was surveyed. Annual endorsements are in the second page of this Document of Compliance.

Annual Survey

Place _____

Official Stamp

Date _____

Surveyor Name _____

Surveyor Signature _____

Annual / Intermediate Survey

Place _____

Official Stamp

Date _____

Surveyor Name _____

Surveyor Signature _____

Annual / Intermediate Survey

Place _____

Official Stamp

Date _____

Surveyor Name _____

Surveyor Signature _____

Annual Survey

Place _____

Official Stamp

Date _____

Surveyor Name _____

Surveyor Signature _____

For Commercial Yachts of more than 500 GT the below table list the applicable certificates that should be issued by the Recognized Organization

Certification	Subject and Convention	Limits	Detail & Remarks
International Certificate of Tonnage	ITC'69	≥ 24 meters	-
International Load Line Certificate	Load Line ILLC'66	≥ 24 meters	Intact Stability and Subdivision Standard ¹
International Safety Construction Certificate	Construction SOLAS 74	≥ 500 GT	Construction
	Fire Protection SOLAS 74	≥ 500 GT	Structural Fire Protection & Means of Escape ¹
International Safety Equipment Certificate	Fire Appliances SOLAS 74	≥ 500 GT	Fire Appliances
	Life-saving Appliances SOLAS 74	≥ 500 GT	Life-saving Appliances
	Navigation Equipment	≥ 500 GT	Navigation lights, sounds, signals, etc
International Safety Radio Certificate	Radio SOLAS 74	≥ 300 GT	
International Safe Manning Certificate	Manning STCW / SOLAS	≥ 500 GT	
International Oil Pollution Prevention Certificate	Pollution MARPOL	≥ 400 GT	Pollution prevention equipment
International Air Pollution Prevention Certificate	Pollution MARPOL	≥ 400 GT	
International Sewage Pollution Prevention Certificate	Sewage Pollution MARPOL	≥ 15 persons	
International Energy Efficiency Certificate	MARPOL	≥ 400 GT	
Certificate of Class		≥ 500 GT	
Statement of Compliance with AFS	AFS Convention	≥ 400 GT	
Maritime Labor Convention Certificate	MLC	≥ 100 GT	
International Safety Management Certificate	International Safety Management Code	≥ 500 GT	-
International Ship Security Certificate	International Ship and Port Facility Security Code	≥ 500 GT	-

¹ Using Equivalent Standards of the Code the Administration retains the right to survey and issue certificates to all of the above items.

ANNEX IV

25 MANNING

- 1.1 The aim of this section of the Code is to determine the minimum safe manning requirements and the minimum level of crew certification on board a commercial yacht.
- 1.2 During lay-up status or during wintering periods the number of crew may be reduced, therefore an adequate and enough crew who can deal with emergencies, shall always be onboard; this crew shall comply with the manning level as required by the local port authorities.
- 1.3 Yachts $\geq 24\text{m}$ in length shall carry onboard a Minimum Safe Manning Certificate issued by this Administration. The Administration may issue a Minimum Safe Manning Certificate for yachts $< 24\text{m}$ in length, following receipt and review of an application by the owner or the Master of the ship.
- 1.4 It is the owner's or the master's responsibility to ensure that a yacht is safely manned and the crew properly trained and certified. Therefore, they must submit an application including their proposed manning and copies of the required crew certification.
- 1.5 When determining the minimum safe manning onboard, the following factors are taken into consideration:
 - 1.5.1 Length overall & gross tonnage of the ship;
 - 1.5.2 Main propulsion machinery power installed on board;
 - 1.5.3 Length and nature of voyages with passengers on board;
 - 1.5.4 Frequency of port calls;
 - 1.5.5 Areas of operation including the environmental conditions and time of year;
 - 1.5.6 Size, age, type of yacht, equipment, automation and layout;
 - 1.5.7 Type of the ship's construction and type of equipment onboard;
 - 1.5.8 STCW requirements;
 - 1.5.9 MLC requirements;
 - 1.5.10 Crew members' fitness for duty provisions;
 - 1.5.11 Yacht's operational requirements and the minimum number of crew required to maintain a safe operational level, to handle emergency situations, to muster and disembark the passengers;
- 1.6 For voyages of 150 miles or more or trading internationally the Yacht Master shall hold at least a Certificate of Competency as Master (Yacht) – unlimited as required by the PISR Marine Notice 210, as amended or the equivalent RYA/Ocean. There should also be a second person on board holding a Certificate of Competency as Yacht Mate (Yacht) – 200 GT plus.
- 1.7 On board every commercial pleasure yacht at least one person shall hold a Radio Operator Certificate suitable for the radio equipment on board and taking into consideration the trading area.

- 1.8 The Master and additional crew on board shall present a Medical Fitness Certificate issued by PISR approved medical practitioner.
- 1.9 Crew onboard commercial yachts to which this Code applies shall hold an approved Basic Training Course Certificate.
- 1.10 Masters and officers must hold a Certificate of Proficiency in:
- 1.10.1 Advance Firefighting;
 - 1.10.2 Medical First Aid;
 - 1.10.3 Proficiency in Survival Craft and Rescue Boat other than Fast Rescue Boat; and
 - 1.10.4 Ship Security Officer training

Manning Scale for Commercial Yacht < 24 m in length overall

Miles from Harbor	Personnel	Motor Yacht	Sailing Yacht
< 150 miles	Master ^{1 2}	1 (STCW, Reg. II/3) ³	1 (STCW, Reg. II/3)
	Deck Rating	1 (STCW, Reg. II/4 & VI/1)	2 (STCW, Reg. II/4)
Unlimited	Master	1 (STCW, Reg. II/3)	1 (STCW, Reg. II/3)
	Mate	1 (STCW, Reg. II/3)	1 (STCW, Reg. II/4)
	Deck Rating	1 (STCW, Reg. II/4 & VI/1)	2 (STCW, Reg. II/4)

¹ Or equivalent Yacht Master Certificate

² There must be a second person onboard, dully qualified and deemed to be in charge in case of need.

³ One of the crew members must have completed a "Marine Propulsion for the Deck Officer" course

Manning Scale for Commercial Yacht ≥ 24 m in length overall

Miles from Harbor	Personnel	Motor Yacht ≥ 24m & < 350 GT	Motor Yacht ≥ 24m & ≥ 350 GT and < 500 GT ⁴
< 150 miles	Master	1 (STCW, Reg. II/3) ⁵	1 (STCW, Reg. II/2) ⁶
	Deck Rating	-	1 (STCW, Reg. II/1)
	OICNW	-	-
	Deck Rating	1 (STCW, Reg. II/4 & VI/1)	2 (STCW, Reg. II/4)
Unlimited	Master	1 (STCW, Reg. II/3)	1 (STCW, Reg. II/2)
	Mate	-	1 (STCW, Reg. II/2)
	OICNW	1 (STCW, Reg. II/3)	-
	Deck Rating	1 (STCW, Reg. II/4 & VI/1)	2 (STCW, Reg. II/4)

⁴ For Commercial Pleasure Yacht more than 500 GT, MN 184 "Minimum Safe Manning Requirements (SMC)", as amended shall apply.

⁵ Or equivalent Yacht Master Certificate

⁶ Or equivalent Yacht Master Certificate

ENGINE DEPARTMENT:

Miles from harbour	Personnel	<750 KW	750 – <3000 KW	≥ 3000 KW
<150 miles	Chief Engineer	1(STCW, Reg.III/3)	1(STCW, Reg.III/3)	1(STCW, Reg.III/2)
	OICEW	-	-	1 (STCW, Reg.III/1)
	Engine Rating	-	1(STCW, Reg. III/4 & VI/1)	2 (STCW, Reg. III/4)
Unlimited	Chief Engineer	1(STCW, Reg.III/3)	1(STCW, Reg.III/2)	1(STCW, Reg.III/2)
	Second Engineer	-	1(STCW, Reg.III/2)	1(STCW, Reg.III/2)
	OICEW	1(STCW, Reg.III/3)	-	1(STCW, Reg.III/1)
	Engine Rating	1(STCW, Reg. III/4 & VI/1)	2(STCW, Reg. III/4 & VI/1)	2(STCW, Reg. III/4)