



Pleasure Vessels - UK Regulations

Notice to all builders, owners, operators and skippers of pleasure vessels

This Note replaces MGN 489 (M).

Summary

This guidance note provides an overview of the Merchant Shipping legislation that applies to pleasure vessels, including rules relating to certification and manning requirements. The regulations apply to UK pleasure vessels wherever they may be and to non-UK pleasure vessels in UK waters. Additionally there is some best practice guidance provided.

This guidance note also sets out General Exemptions that provide alternative standards for the carriage of life-saving appliances and fire fighting equipment.

1. Introduction

- 1.1 Pleasure vessels are vessels used for sport or recreational purposes and do not operate for financial gain. A more extensive legal definition is provided by the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) 1998 (SI 1998/2771), as amended. This definition is reproduced below:

"pleasure vessel" means-

(a) any vessel which at the time it is being used is:

(i)

(aa) in the case of a vessel wholly owned by an individual or individuals, used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or

(bb) in the case of a vessel owned by a body corporate, used only for sport or pleasure and on which the persons on board are employees or officers of the body corporate, or their immediate family or friends; and

(ii) on a voyage or excursion which is one for which the owner does not receive money for or in connection with operating the vessel or carrying any person, other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion; or

(b) any vessel wholly owned by or on behalf of a members' club formed for the purpose of sport or pleasure which, at the time it is being used, is used only for the sport or



pleasure of members of that club or their immediate family, and for the use of which any charges levied are paid into club funds and applied for the general use of the club; and

(c) in the case of any vessel referred to in paragraphs (a) or (b) above no other payments are made by or on behalf of users of the vessel, other than by the owner.

In this definition "immediate family" means-

in relation to an individual, the spouse or civil partner of the individual, and a relative of the individual or the individual's spouse or civil partner; and "relative" means brother, sister, ancestor or lineal descendant;

- 1.2 This note provides advice and some detail on the legislation that applies to pleasure vessels. More specific information can be obtained by consulting the relevant legislation and guidance, available on the MCA website www.dft.gov.uk/mca or by contacting the MCA.
- 1.3 If more than 12 passengers¹ are carried, irrespective of whether payment is made, the vessel is a "passenger ship" under UK Merchant Shipping regulations and needs to be appropriately surveyed and certificated. If more than 12 passengers are intended to be carried, the MCA must be contacted through the nearest MCA Marine Office². The local MCA Marine Office will provide guidance on the procedures and standards to be followed for a pleasure vessel intending to carry more than 12 passengers.
- 1.4 It is strongly recommended that these best practice guidelines are followed at all times, in addition to complying with the regulations this Note provides information on:
- **Get Trained** – It is sensible to undertake some form of training; if you do get trained you will be far less likely to be involved in a maritime incident. If you get into difficulty you will also know how to get the right help quickly, reducing the impact of your problem;
 - **Check the weather and tides** – Always check the weather and tidal conditions before you set out so that you can prepare accordingly. At sea changes in tidal streams could make conditions worse, particularly if the wind and tide are against each other. Tidal heights may hide underwater hazards;
 - **Wear a lifejacket** – a lifejacket that is properly serviced and maintained will significantly increase your survival chances if you fall overboard. It should be fitted with a light, whistle and spray hood and if possible crotch straps to stop the lifejacket riding up over your head;
 - **Avoid alcohol** – If you have been drinking alcohol, your judgement will be impaired and you will be more likely to make mistakes, which at sea could be life threatening;
 - **Keep in touch** – Tell someone responsible ashore where you are going and what time you expect to return so they are able to let the Coastguard know if you are missing; and

¹ A passenger is any person carried in a ship, except; a person employed or engaged in any capacity onboard the vessel and on the business of the vessel; a person on board the vessel either in pursuance of the obligation laid upon the master to carry shipwrecked, distressed or other persons, or by reason of any circumstance that neither the master nor the owner could have prevented or forestalled; and a child of under one year of age

² A list of the contact details for the MCA's Marine Offices can be found at: <http://www.dft.gov.uk/mca/mcga07-home/aboutus/contact07/marineoffices.htm>



- **Wear the kill cord** – if your boat is fitted with a kill cord, please ensure the driver wears it. If the driver ends up falling overboard, it may help save their life and the lives of others who may also be in the water.

2 Definitions

- 2.1 Unless stated otherwise the following definitions shall apply throughout this guidance note.

"length" is as defined in the Merchant Shipping (Tonnage) Regulations 1997 (SI 1997/1510), which is:

the greater distance of the following distances –

(a) the distance between the fore side of the stem and the axis of the rudder stock; or

(b) 96 per cent of the distance between the fore side of the stem and the aft side of the stern;

the points and measurements being taken respectively at and along a waterline at 85 per cent of the least moulded depth of the ship. In the case of a ship having a rake of keel the waterline shall be parallel to the designed waterline;

"GT" means gross tonnage and a reference to gross tonnage -

(a) in relation to a ship having alternative gross tonnages under paragraph 13 of Schedule 5 of the Merchant Shipping (Tonnage) Regulations 1982 (SI 1982/841) permitted to be used pursuant to regulation 12(1) of the Merchant Shipping (Tonnage) Regulations 1997 (SI 1997/1510) is a reference to the larger of these tonnages; and

(b) in relation to a ship having its tonnage determined both under Part II and regulation 12(2) of those 1997 Regulations is a reference to its gross tonnage as determined under regulation 12(2).

3. Safety of Navigation for Pleasure Vessels

- 3.1 In section 3 of this note:

"length" in relation to a registered ship³ means length defined in section 2.1 above and in relation to an unregistered ship means the length from the fore part of the stem to the aft side of the head of the stern post or, if no stern post is fitted to take the rudder, to the fore side of the rudder stock at the point where the rudder passes out of the hull;

- 3.2 On 1 July 2002, The Merchant Shipping (Safety of Navigation) Regulations 2002 (SI 2002/1473) came into force, which directly affect pleasure vessel users. These Regulations implement Chapter V (on Safety of Navigation) of the International Convention for the Safety of Life at Sea, 1974, otherwise known as SOLAS Chapter V. Most of the SOLAS Convention applies to large commercial ships, but parts of Chapter V apply to small, privately owned pleasure craft. Further information on SOLAS Chapter V can be found at <https://mcanet.mcga.gov.uk/public/c4/solasv/index.html>. This provides information on the rules for the safety of navigation that apply to pleasure vessels of differing sizes.

³ A registered ship means a ship registered on the register of British ships maintained for the United Kingdom under section 8 of the Merchant Shipping Act 1995.



3.3 The following requirements apply to all vessels, irrespective of size. If you are involved in a boating accident and it is subsequently shown that you have not applied the basic principles outlined in this document, you may be breaking the law and could ultimately face prosecution.

3.3.1 Voyage Planning

3.3.1.1 SOLAS Regulation V/34 ('Safe Navigation and avoidance of dangerous situations') concerns prior-planning for your boating trip, more commonly known as voyage or passage planning. Voyage planning is basically common sense. As a pleasure vessel user, you should particularly take into account the following points when planning a boating trip:

- **Weather:** before you go boating, check the weather forecast and get regular updates if you are planning to be out for any length of time.
- **Tides:** check the tidal predictions for your trip and ensure that they fit with what you are planning to do.
- **Limitations of the vessel:** consider whether your vessel is up to the proposed trip and that you have sufficient safety equipment and stores with you.
- **Crew:** take into account the experience and physical ability of your crew. Crews suffering from cold, tiredness and seasickness won't be able to do their job properly and could result in an overburdened skipper.
- **Navigational dangers:** make sure you are familiar with any navigational dangers you may encounter during your boating trip. This generally means checking an up-to-date chart and a current pilot book or almanac.
- **Contingency plan:** always have a contingency plan in case something goes wrong. Before you go, consider places where you can take refuge should conditions deteriorate or if you suffer an incident or injury. Bear in mind that your GPS set is vulnerable and could fail at the most inconvenient time. This might be due to problems with electrical systems, jamming or interference with the signals or meteorological activity. It is sensible and good practice to make sure you are not over-reliant on your GPS set and that you have sufficient skills and information (charts, almanac and pilot book) to navigate yourself to safety without it should it fail.
- **Information ashore:** make sure that someone ashore knows your plans and knows what to do should they become concerned for your wellbeing. The MCA recommends joining the Coastguard Voluntary Safety Identification Scheme (commonly known as CG66) which is free and easy to join. The scheme aims to help the Coastguard to help you quickly should you get into trouble while boating. It could save your life. Join CG66 online at www.dft.gov.uk/mca/mcga07-home/emergencyresponse/mcga-searchandrescue/cg66.htm .

3.3.2 Radar Reflectors

3.3.2.1 Many large ships rely on radar for navigation and for spotting other vessels in their vicinity. So, whatever size your boat is, it is important to make sure that you can be seen by radar. SOLAS Regulation V/19 requires all small craft (less than 150GT) to fit a radar reflector or other means, to enable detection by ships navigating by radar at both 9 and 3 GHz 'if practicable'. This means if it is possible to use a radar reflector on



your boat then you should use one. You should fit the largest radar reflector in terms of Radar Cross Section (RCS) that you can. Whatever length your boat is, the radar reflector should be fitted according to the manufacturer's instructions, and as high as possible to maximise its effectiveness.

3.3.3 Life-saving Signals

3.3.3.1 SOLAS Regulation V/29 requires you to have access to an illustrated table of the recognised life-saving signals, so that you can communicate with the search and rescue services, or other vessels, if you get into trouble. You can get a free copy of this table in a leaflet produced by the MCA, available at www.dft.gov.uk/mca, or you can find it in various nautical publications. It is also available in Annex 2 of this document. If your vessel is not suitable for carrying a copy of the table on board (because it is small or very exposed), make sure you have studied the table before you go boating.

3.3.4 Assistance to Other Craft

3.3.4.1 SOLAS Regulations V/31, V/32 and V/33 require you:

to let the Coastguard and any other vessels in the vicinity know if you encounter anything that could cause a serious hazard to navigation, if it has not already been reported. You can do this by calling the Coastguard on VHF, if you have a radio onboard, or by telephoning them at the earliest opportunity. The Coastguard will then warn other vessels in the area; and

to respond to any distress signal that you see or hear and help anyone or any vessel in distress as best you can.

3.3.5 Misuse of Distress Signals

3.3.5.1 SOLAS Regulation V/35 prohibits misuse of any distress signals. These are critical to safety at sea and by misusing them you could put your or someone else's life at risk.

4. The International Regulations for Preventing Collisions at Sea (COLREGS)

4.1 With respect to navigation and collision avoidance, any person in charge of any vessel that proceeds to sea, irrespective of size, is required to comply with the Merchant Shipping (Distress Signals & Prevention of Collisions) Regulations 1996 (SI 1996/75). These UK regulations implement the International Regulations for the Prevention of Collisions at Sea and it is of paramount importance that all persons in charge of vessels at sea comply with them. They are contained within the merchant shipping regulations which also set out the penalties for non-compliance. A breach of the regulations could result in a substantial fine or custodial sentence. Copies of the requirements can also be obtained from yacht chandlers or found in various other publications such as nautical almanacs.

4.2 The Regulations apply to all vessels upon the high seas and in all waters navigable by seagoing vessels and require that all vessels that proceed to sea are correctly provided with, and exhibit, navigation lights, shapes and sound signalling devices consistent with the vessels' length, type and circumstances. Navigation lights are required if the vessel is likely to operate at night or in poor visibility by day.



- 4.3 While special rules may be made by an appropriate authority for roadsteads, harbours, rivers, lakes or inland waterways connected with the high seas and navigable by seagoing vessels, such special rules shall conform as closely as possible to the COLREGS.
- 4.4 The COLREGS consist of the following sections:
- Part A – General
 - Part B – Steering and Sailing Rules
 - Part C – Lights and Shapes
 - Part D – Sound and Light Signals
 - Part E – Exemptions
 - Annex I – Positioning and technical details of lights and shapes
 - Annex II – Additional signals for fishing vessels fishing in close proximity
 - Annex III – Technical details of sound signal appliances
 - Annex IV – Distress signals
- 4.5 Owners should ensure that the lights they provide on their vessels are of approved types, and that they are displayed in their correct position(s) on the vessel as required by Annex I of the COLREGS.
- 4.6 The COLREGS are reproduced in MSN 1781 available at www.dft.gov.uk/mca .

5. Manning

- 5.1 The Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Regulations 1997 (SI 1997/1320) do not apply to those onboard a pleasure vessel which is less than 80GT or under 24 metres in length.
- 5.2 Pleasure vessels of 24 metres in length or over and 80GT or over, but less than 3000GT are exempt from the Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Regulations 1997 (SI 1997/1320) provided they have persons onboard complying with the manning requirements set out in Merchant Shipping Notice (MSN) 1802 and Marine Guidance Note (MGN) 156 for deck and engineering requirements respectively.
- 5.3 Vessels over 3000GT must be manned in accordance with the Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Regulations 1997 (SI 1997/1320).
- 5.4 Crew Agreements, Health and Safety at Work and First Aid Kit Requirements**
- 5.4.1 Anybody operating a pleasure vessel of any size with five or more paid crew and which undertakes non-coastal voyages⁴ will require a crew agreement and crew list. Further information is provided in MGN 149. MGN 111 provides information on the requirement to maintain an up-to-date list of crew at an address in the UK. Once the Maritime Labour Convention, 2006 (MLC) comes into force in the UK, it will be permissible for crew members to have an individual Seafarer Employment Agreement in accordance with UK requirements, as an alternative to a crew agreement.

⁴ Regulation 4(1) of the Merchant Shipping (Crew Agreements, Lists of Crew and Discharge of Seamen) Regulations 1991 provides that the requirement to have a crew agreement shall not apply to pleasure yachts engaged on coastal voyages or engaged on any other voyage provided that not more than 4 members of the crew receive wages for their employment. In this context “Coastal” means a voyage between places in the British Islands (including the Republic of Ireland) or from and returning to such a place during which, in either case, no call is made at any place outside of those islands.



- 5.4.2 Where paid crew are employed or engaged on a UK-flagged vessel, occupational health and safety regulations apply, principally the Merchant Shipping and Fishing Vessels (Health and Safety at Work) Regulations 1997 (SI 1997/2962). MGN 20 gives information and advice.
- 5.4.3 Other health and safety related legislation that applies to those employed on UK pleasure vessels includes that covering:
- .1 Control of noise at work (SI 2007/3075);
 - .2 Control of vibration at work (SI 2007/3077);
 - .3 Provision and use of work equipment (SI 2006/2183);
 - .4 Lifting operations and lifting equipment (SI 2006/2184);
 - .5 Working at height (SI 2010/332);
 - .6 Manual handling (SI 1998/2857);
 - .7 Personal protective equipment (SI 1999/2205);
 - .8 Working with carcinogens and mutagens (SI 2007/3100);
 - .9 Working with biological agents (SI 2010/323);
 - .10 Working with chemical agents (SI 2010/332);
 - .11 Working with artificial optical radiation (SI 2010/2987);
 - .12 Working with asbestos (SI 2010/2984);
 - .13 The employment of young persons (SI 1998/2411); and
 - .14 Safety signs SI 2001/3444).
- 5.4.4 For those on such vessels the requirements of the Merchant Shipping and Fishing Vessels (Medical Stores) Regulations 1995 (SI 1995/1802) also apply with detailed requirements set out in Merchant Shipping Notice 1768 (M+F).
- 5.4.5 Please visit the MCA's website regularly at <http://www.dft.gov.uk/mca/mlc.htm> for further information about when the MLC will come into force and more guidance on SEAs.

6. Safety equipment for pleasure vessels

6.1 In section 6 of this note:

"length" in relation to a registered ship⁵ means length defined in section 2.1 above and in relation to an unregistered ship means the length from the fore part of the stem to the aft side of the head of the stern post or, if no stern post is fitted to take the rudder, to the fore side of the rudder stock at the point where the rudder passes out of the hull;

6.2 Pleasure vessels less than 13.7 metres in length are not covered by any statutory requirements for the carriage of life-saving appliances or fire-fighting equipment, other than health and safety duties where people are employed onboard (see Section 5.4).

6.3 Life-saving appliances on vessels that proceed to sea⁶ must be fitted with retro-reflective material.

⁵ A registered ship means a ship registered on the register of British ships maintained for the United Kingdom under section 8 of the Merchant Shipping Act 1995.

⁶ "to sea" means beyond categorised waters, as defined in MSN 1837.



6.4 Life-Saving and Fire-fighting Appliances for pleasure vessels of 13.7 metres in length and over.

6.4.1 Under the Merchant Shipping (Life-Saving Appliances for ships other than ships of Classes III to VI (A)) Regulations 1999 (SI 1999/2721), as amended, the Merchant Shipping (Fire Protection: Small Ships) Regulations 1998 (SI 1998/1011), as amended, and Merchant Shipping (Fire Protection: Large Ships) Regulations 1998 (1998/1012), as amended, pleasure vessels of 13.7 metres in length and over are classified as Class XII vessels.

6.4.2 Equivalent standards of safety have been agreed, following the identification of practical problems associated with complying with the merchant shipping Regulations for life-saving appliances and fire protection (detailed in 6.4.1) and the possible conflict in also having to comply with the Recreational Craft Directive (RCD), with which some vessels being placed on the market for the first time in Europe have to comply. These equivalent standards also take account of equipment which is readily available and commonly used by the private boat owner. Unlike the merchant shipping Regulations, the agreed equivalent standards require boats to carry maritime radio and this means of summoning help is reflected in the scale of equipment required, which varies according to the distance from the coast that the vessel will be operating.

6.4.3 The MCA has issued general exemptions, to Class XII vessels from the Merchant Shipping (Fire Protection: Small Craft) Regulations 1998 (SI 1998/1011) and the Merchant Shipping (Life-Saving Appliances For Ships Other Than Ships Of Classes III To VI(A)) Regulations 1999 (SI 1999/2721), provided that they comply with the agreed equivalent standards.

6.4.4 This gives owners a choice:

1. (a) For pleasure vessels under 500GT, comply with the requirements of Merchant Shipping (Life-Saving Appliances For Ships Other Than Ships Of Classes III to VI(A)) Regulations 1999 (SI 1999/2721). In this case, all life-saving equipment onboard must be in accordance MSN 1676 (M) – “The Merchant Shipping (Life-Saving Appliances for Ships Other than Ships of Classes III to VI(A)) Regulations 1999. The Merchant Shipping (Life-Saving Appliances for Passenger Ships of Classes III to VI(A)) Regulations 1999”, and MSN 1677 (M) – “The Merchant Shipping (Life Saving Appliances for Ships other than Ships of Classes III to VI(A)) Regulations 1999”; or

(b) Comply with the General Exemption issued in respect of these Regulations, on 17th May 2013, along with the equipment standards contained in the associated schedule. The General Exemption and its schedule are attached to the end of this note in Annex 1.

2. (a) For pleasure vessels under 500GT, comply with Merchant Shipping (Fire Protection: Small Craft) Regulations 1998 (SI 1998/1011). In this case all fire fighting equipment must be in accordance with MSN 1665 (M), amended by MSN 1733 – “The Merchant Shipping (Fire Protection) Regulations 1998: Fire fighting equipment”; or

(b) Comply with the General Exemption issued in respect of these Regulations, on 17th May 2013, along with the equipment standards contained in the associated schedule. The General Exemption and its schedule are attached to the end of this note in Annex 1.



- 6.4.5 The lifejackets required on Class XII vessels must be either ISO 12042-2 and ISO 12042-3 standard (or equivalent including European standards BS EN 399 or BS EN 396 respectively, which the ISO standards replace), CEN 150 standard, or DOT (UK) , SOLAS or MED approved and must not depend solely on oral inflation for their buoyancy.

7. Pollution Prevention

- 7.1 The International Maritime Organization's (IMO) International Convention for the Prevention of Pollution from Ships 1973, as modified by the Protocol of 1978 relating thereto (MARPOL 73/78) covers the control of several types of ship-generated pollution. The Convention's various Annexes are transposed in UK legislation. Generally all pollution prevention legislation applies to all vessels, including pleasure vessels of all sizes, and includes controls on the discharge of waste into the sea⁷ from ships. However certain requirements only apply to vessels of certain sizes or certified to carry a certain number of people. The best practice advice to follow is to return all waste generated on board to shore waste reception facilities.

7.2 Sewage

- 7.2.1 The Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008 (SI 2008/3257), sets out provisions for the control of ship generated sewage and garbage.
- 7.2.2 In relation to the control of sewage these requirements apply to a ship of 400GT or above engaged in international voyages or a ship certified to carry more than 15 persons and engaged in international voyages. Such vessels must be surveyed and issued with an International Sewage Pollution Prevention Certificate.
- 7.2.3 Although no specific provisions are made in the regulations for vessels less than 400GT, pleasure vessels should consider the impact when discharging sewage from a sea toilet or holding tank into the sea. Best practice advice is to return all waste generated on board to shore waste reception facilities but this is not always possible or practical. Holding tanks if fitted should be used and should only be emptied at pump out stations or when more than 3 miles offshore in the open sea where waste will be quickly diluted and dispersed by wave action and currents. On vessels without a holding tank avoid the use of toilets in poor tidal flushing areas such as estuaries, inland waterways, inlets and crowded anchorages by using marina/shore facilities whenever possible.
- 7.2.4 There are many other countries where the direct overboard discharge of sewage is prohibited by administrations/authorities. The provision of "holding tanks" of sufficient capacity to store waste for discharge to shore facilities may be needed for a vessel to comply with legislation in these countries.
- 7.2.5 There are two standard pump out connections, ISO 8099 which is a one and a half inch pipe thread (in accordance with ISO 228-1) and MARPOL which is a 16mm thick flange having four 18mm diameter holes on a 170mm pitch circle diameter. ISO 8099 is the most common standard.
- 7.2.6 If sewage holding tanks are fitted they should be constructed with a sloping bottom arranged such that the outlet is at the lowest point. Ventilation arrangements should be routed well clear of accommodation and sleeping quarters. Outlets from ventilation

⁷ "Sea" in this context includes any 'arms of the sea'. In the UK this includes waters categorised as category C and D waters in MSN 1837.



should not be near ventilation or machinery inlets and should not pose a danger to other vessels alongside. Tanks should be manufactured from material not susceptible to corrosion in anaerobic decomposition conditions.

7.3 Garbage

7.3.1 In section 7.3 of this note:

“length overall” means the extreme length of the hull of the ship measured between the foremost part of the bow and the aftmost part of the stern.

7.3.2 Regulations 26 to 28 and 30 of the Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008 (SI 2008/3257) apply to pleasure vessels.

7.3.3 Regulations 26 to 28 prohibit the disposal of any plastics into the sea. The disposal of garbage other than plastics is prohibited except where it is made as far from the nearest land as is practicable, and (a) in the case of dunnage, lining and packing materials which will float, not less than 25 miles from the nearest land; or (b) in the case of food wastes and all other garbage including paper products, rags, glass, metal, bottles, crockery and similar refuse, not less than 12 miles or, if such wastes and other garbage have been ground or comminuted to the required standard, not less than 3 miles from the nearest land.

7.3.4 The disposal of any garbage other than food wastes is prohibited where a Special Area has been designated and regulation 30 prohibits vessels from entering the Antarctic area unless they can retain all garbage on board and have made arrangements to discharge their garbage after the vessel has left the Antarctic special area.

7.3.5 Every ship over 12 metres in length overall must display placards which notify the crew and passengers of the disposal requirements set out in regulations 26 to 28 and regulation 30 of the Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008 (SI 2008/3257). Sample placards are provided in Annex 4.

7.3.6 Every ship of 400GT and above or certified to carry 15 or more persons must carry a Garbage Record Book onboard.

7.3.7 Every ship of 400GT and above or certified to carry 15 or more persons must carry a Garbage Management Plan onboard.

7.4 Oil

7.4.1 The Merchant Shipping (Prevention of Oil Pollution) Regulations 1996 (SI 1996/2154) in general require that oil should be retained onboard for disposal to shore reception facilities. Ships shall not discharge oil or oily mixture into the sea unless they are proceeding on a voyage; the oil is discharged through oil discharge monitoring equipment (an approved oily water separator and discharge alarm, and in addition within a special area, an automatic stopping device), and the oil content of the effluent discharged over board does not exceed 15ppm. Overboard discharge of oil in the Antarctic special area is prohibited.



- 7.4.2 The regulations relevant to Pleasure Vessels do not apply to any discharge into the sea of oil or oily mixture necessary for the purpose of securing the safety of a ship or saving life at sea.
- 7.4.3 Means to prevent pollution by oil should be acceptable to administrations/authorities in the area in which a vessel operates.
- 7.4.4 Merchant Shipping Notice No. 1197 provides information on additional recording and documentation that may be required. Vessels of 400GT and **over** should be issued with certification. If the vessel is trading internationally then it must be issued with a International Oil Pollution Prevention Certificate. If the vessel is trading domestically in the UK, then it must be issued with a United Kingdom Oil Pollution Prevention Certificate.
- 7.4.5 For vessels **of 400GT and over**, further guidance can be obtained from “MARPOL 73/78 – Annex 1, Guidelines for Systems for Handling Oily Wastes in Machinery Spaces of Ships”. The guidelines apply to ships of which the keels were laid on or after 1 January 1992.
- 7.4.6 Vessels of 400GT and over should have the initial survey for an International Oil Pollution Prevention Certificate carried out by the MCA, with subsequent surveys conducted by a UK recognised Classification Society (see footnote 9).**
- 7.4.7 Vessels of 1000GT and above must be issued with a Certificate of Insurance or other financial security in respect of civil liability for bunker oil pollution damage.

7.5 Use of Antifouling Paints

- 7.5.1 The Merchant Shipping (Anti-Fouling Systems) Regulations 2009 (SI 2009/2796), provides the legal framework required in the UK for the offences and penalties in relation to EC Regulation EC 782/2003 on the prohibition of organotin compounds on ships. The UK Regulations also implement the IMO’s International Convention on the Control of Harmful Anti-Fouling Systems on Ships.
- 7.5.2 Under EC Regulation 782/2003 it became compulsory for all ships in the European Economic Area (EEA) not to apply or re-apply organotin compounds which act as biocides in anti-fouling systems from the 1st July 2003. The UK Regulations, which apply enforcement provisions, came into force on 1 December 2009.
- 7.5.3 The Regulations apply to all ships including pleasure vessels. If the vessel is 24 metres or over in length, a Declaration of Anti-fouling Systems, and appropriate documentation (e.g. a paint receipt or contractor’s invoice), or appropriate endorsement is required. This is also required if the vessel is not anti-fouled to confirm that is the case. Vessels of 400GT and above require an Anti-Fouling Systems Certificate.

7.6 Emissions

- 7.6.1 Those vessels which are “recreational craft”⁸ under the Recreational Craft Directive (EC Directive 94/25/EC, as amended) and placed on the market within the European Economic Area shall comply with the emissions standards in that Directive and may be

⁸ In this case, “recreational craft” means any boat of any type intended for sports and leisure purposes of hull length from 2.5 metres to 24 metres measured according to the harmonised standard (see EN ISO 8666:2002), fitted with a marine diesel engine of over 130 kW.



used for recreational craft, whether used commercially or not. Further guidance on emissions from pleasure vessels can be found in MSN 1819, Schedule 2. Other craft with engines with a power output of greater than 130kW, installed on a vessel constructed after 1st January 2000 should be issued with an Engine International Air Pollution Prevention (EIAPP) Certificate and a Technical File.

7.6.2 All vessels of 400GT and over must be issued with an International or UK Air Pollution Prevention Certificate.

7.6.3 The Energy Efficiency Design Index and Ship Energy Efficiency Management Plans requirements applies to vessels of 400GT and over on international voyages. Further guidance is provided in MGN 462 – Pollution – Energy Efficiency Design Index.

8. Certification

8.1 It is not compulsory for a UK National who keeps their boat in the UK to register a pleasure vessel, but registration is strongly recommended if you wish to take your boat outside of UK territorial waters. If a UK pleasure vessel of less than 24 metres length is registered it must be issued with an MCA Certificate of Registry for either Part 1 or Part III (Small Ship Register).

8.2 UK pleasure vessels of 400 GT or over are required to be surveyed by one of the UK's Recognised Organisations (Classification Societies)⁹, with the exception of initial survey for IOPP Certification (see 7.4.6).

8.3 A UK pleasure vessel of 24 metres length or over and must be certified with the following certificates by MCA:

- A Declaration of Anti-fouling Systems

If 24 metres length or over and registered:

- a Certificate of Registry
- a Certificate of Measurement
- an International Tonnage Certificate

If over 400 GT:

- an International or UK Oil Pollution Prevention Certificate
- an International or UK Air Pollution Prevention Certificate
- if engaged on international voyages, an International Sewage Pollution Prevention Certificate
- an International Anti-fouling Certificate (instead of the Declaration for over 24 metre vessels)
- a Garbage Record Book.

⁹ The UK's recognised Classification Societies are:

American Bureau of Shipping (ABS)
Bureau Veritas (BV)
Det Norske Veritas (DNV)
Germanischer Lloyd (GL)
Lloyd's Register (LR)
Nippon Kaiji Kyokai (Class NK)
Registro Italiano Navale (RINA)



- a Garbage Management Plan.

If over 1000GT

- A Certificate of Insurance or other financial security in respect of civil liability for bunker oil pollution damage.

9. Unsafe use of the vessel

- 9.1 Section 58 of the Merchant Shipping Act 1995 deals with conduct endangering ships, structures or individuals and Section 100 of the same Act deals with an owner's unsafe operation of a ship. This and other legislation may also apply to the vessel, its owner and master, particularly when it is not being used safely.

10. Civil liabilities when alongside

- 10.1 Generally, merchant shipping safety legislation does not apply to a vessel alongside; it starts to apply once the vessel leaves the berth. However, health and safety regulations continue to apply on vessels where crew are employed, and there are civil liabilities that may apply, and any use alongside may be subject to agreement with the local authority.

11. Vessel Traffic Monitoring Directive

- 11.1 Under EC Directive 2002/59, as amended, the operators of all recreational craft of 45 metres in length and over engaged on a voyage which is bound for a port in a EU member State have a duty to report prior to arrival in that port.

12. UK pleasure vessels operating outside the UK

- 12.1 Owners and skippers of UK pleasure vessels operating in states other than the UK should familiarise themselves with, and comply with, the local regulations that apply to such vessels in that state's waters.
- 12.2 Pleasure vessels not engaged in trade are not subject to inspection under the Paris Memorandum of Understanding on port State control which applies in the European Union, but may be subject to inspection under the domestic laws of the member State.

13. Foreign pleasure vessels operating in the UK

- 13.1 Foreign pleasure vessels operating from UK ports in UK waters will be given no more favourable treatment than UK pleasure vessels. Foreign pleasure vessels may be subject to inspection by the MCA under UK legislation.



More Information

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Vessel Standards Branch
Maritime and Coastguard Agency
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Tel : +44 (0) 23 8032 9139
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General Inquiries: infoline@mcga.gov.uk

MCA Website Address: www.dft.gov.uk/mca

File Ref: MS 93/12/12

Published: June 2013
Please note that all addresses and
telephone numbers are correct at time of publishing



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Safer Lives, Safer Ships, Cleaner Seas



ANNEX 1

In May 2002, the MCA had reason to prosecute the owner of a privately owned motor cruiser for not keeping a proper look out and for having inadequate, time expired and insufficient life-saving equipment onboard his vessel.

Following this conviction, the British Marine Federation (BMF) approached the MCA about the practical problems associated with complying with the merchant shipping Regulations for life-saving appliances and fire protection. The possible conflict in also having to comply with the Recreational Craft Directive (RCD), with which vessels being placed on the market for the first time in Europe have to comply, was also raised.

BMF, MCA and the Royal Yachting Association (RYA) met and agreed equivalent standards of safety which avoid possible conflict with the RCD and take account of equipment which is readily available and commonly used by the private boat owner. Unlike the merchant shipping Regulations, the agreed equivalent standards require boats to carry VHF radio and this means of summoning help is reflected in the scale of equipment required, which varies according to the distance from the coast that the vessel will be operating.

The MCA has issued general exemptions, to Class XII vessels from the Merchant Shipping (Fire Protection: Small Craft) Regulations 1998 (SI 1998/1011) and the Merchant Shipping (Life-Saving Appliances For Ships Other Than Ships Of Classes III To VI(A)) Regulations 1999 (SI 1999/2721), provided that they comply with the agreed equivalent standards. This gives owners a choice of direct compliance with the existing merchant shipping Regulations or the equivalent standards.





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MS 93/12/12

GENERAL EXEMPTION in relation to LSA on Class XII vessels

The Secretary of State, in exercise of the powers conferred by Regulation 85(3) of the Merchant Shipping (Life-Saving Appliances For Ships Other Than Ships Of Classes III to VI(A)) Regulations 1999 (SI 1999/2721) hereby exempts any vessel of Class XII under 500 gross tons, as defined in these regulations, from the requirements of Regulations 21, 48, 69, 71, 72, 78 and 84 as they apply to vessels of Class XII, subject to the condition that the vessel complies with the requirements of the Schedule to this Exemption.

This Exemption cancels the General Exemption issued under SI 1999/2721 on 17th May 2013, published in Annex 1 of Marine Guidance Note 489 (M).

Unless cancelled, this Exemption shall expire on 16th May 2018.

Dated this Day/Month/Year

Philip Naylor
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SCHEDULE (5 pages)

Life-saving Appliances

Interpretation –

The interpretation of terms used in this exemption shall be the same as in SI 1998/2721. Commonly used interpretations are:

"length" in relation to a registered ship means registered length, and in relation to an unregistered ship means the length from the fore part of the stem to the aft side of the head of the stern post or, if no stern post is fitted to take the rudder, to the fore side of the rudder stock at the point where the rudder passes out of the hull;

"mile" means a nautical mile of 1,852 metres.

"registered length" should be taken to mean the "length" as defined in the Merchant Shipping (Tonnage) Regulations 1997, (SI 1997/1510) which is defined as:

the greater distance of the following distances -

(a) the distance between the fore side of the stem and the axis of the rudder stock; or

(b) 96 per cent of the distance between the fore side of the stem and the aft side of the stern;

the points and measurements being taken respectively at and along a waterline at 85 per cent of the least moulded depth of the ship. In the case of a ship having a rake of keel the waterline shall be parallel to the designed waterline;

"safe haven" means a harbour or shelter of any kind which affords entry, subject to prudence in the weather conditions prevailing, and protection from the force of the weather.

- (1) Every such ship of 13.7 metres in length or over but less than 24 metres in length which operates solely on UK category A and B waters (defined in Merchant Shipping Notice 1837) shall carry:
- (a) two lifebuoys, one of which shall be fitted a buoyant line of at least 18 metres in length and the other with a self-igniting light. Where light-weight lifebuoys (e.g. horseshoe type) are used, they shall be fitted with a drogue to prevent the lifebuoy being blown across the surface of the water;
 - (b) a lifejacket suitable for a person weighing 32 kilogrammes or more for each such person on board. In category A waters lifejackets may not be required, subject to a risk assessment demonstrating that it is safe to not carry them;
 - (c) a lifejacket suitable for a person weighing less than 32 kilogrammes for each such person on board. In category A waters lifejackets may not be required, subject to a risk assessment demonstrating that it is safe to not carry them;
 - (d) each lifejacket required to be carried by subparagraphs (b) and (c) shall be fitted with a lifejacket light complying with an appropriate MCA recognised standard;
 - (e) instructions and information on the life-saving appliances provided in the vessel and their maintenance; and
 - (f) a maritime radio capable of transmitting and receiving, or other suitable means of communication, such as a mobile phone or personal locator beacon, appropriate to the area of operation, that may be used in an emergency.



- (2) Every ship of 13.7 metres in length or over but less than 24 metres in length and which only proceeds on voyages in the course of which it is **in waters other than UK category A or B waters (defined in Merchant Shipping Notice 1837) and less than 3 miles from the coast**, shall carry:
- (a) two lifebuoys, one of which shall be fitted a buoyant line of at least 18 metres in length and the other with a self-igniting light. Where light-weight lifebuoys (e.g. horseshoe type) are used, they shall be fitted with a drogue to prevent the lifebuoy being blown across the surface of the sea;
 - (b) a lifejacket suitable for a person weighing 32 kilogrammes or more for each such person on board;
 - (c) a lifejacket suitable for a person weighing less than 32 kilogrammes for each such person on board;
 - (d) each lifejacket required to be carried by subparagraphs (b) and (c) shall be fitted with a lifejacket light complying with an appropriate MCA recognised standard;
 - (e) 4 red hand flares, 2 orange smoke flares;
 - (f) instructions and information on the life-saving appliances provided in the vessel and their maintenance;
 - (g) a copy of the Life Saving Signals for use by Ships, Aircraft or Persons in Distress when communicating with Rescue Units such as "Life-Saving Signals and Rescue Methods, SOLAS No. 1" or "Life-Saving Signals and Rescue Methods, SOLAS No. 2"; and
 - (h) a maritime radio capable of transmitting and receiving, appropriate to the area of operation.
- (3) Every ship of 13.7 metres in length or over but less than 24 metres in length and engaged on a voyage to sea in the course of which it is more than 3 miles but **20 miles or less** from the coast, shall carry:
- (a) one or more inflatable liferafts with a total capacity to accommodate at least the total number of persons on board; the liferaft(s) provided should be equipped to a level equivalent to that of a "SOLAS B PACK" (this may, where necessary, include a "grab bag" to supplement the equipment integral to the liferaft) and the liferaft should be one of the following:
 - i) constructed to SOLAS standard, Wheelmarked or DfT approved; or
 - ii) built to the ISO 9650-2:2005 – Small Craft Liferafts Part 2 Type 2 provided the vessel is not operating in waters colder than 0° Centigrade; or
 - iii) built to the International Sailing Federation (ISAF), Offshore Special Regulations (OSR) Appendix A Part 2 requirements; or
 - iv) built to the International Sailing Federation (ISAF), Offshore Special Regulations (OSR) Appendix A Part 1 requirements and manufactured prior to 1st July 2003, until replacement is due or the end date of this exemption whichever date occurs first; or
 - v) built to the ISO 9650-1:2005 – Small Craft Inflatable Liferafts Part 1 Type 1 Group B standard provided the vessel is not operating in waters colder than 0° Centigrade and the liferaft (s) are fitted with a boarding ramp; or
 - vi) built to the ISO 9650-1:2005 – Small Craft Inflatable Liferafts Part 1 Type 1 Group A standard provided the liferaft (s) are fitted with a boarding ramp; or
 - vii) alternatively, an equivalent capacity CE marked Category C rigid or inflated inflatable dinghy ready for immediate use;
 - (b) two lifebuoys, one of which shall be fitted a buoyant line of at least 18 metres in length and the other with a self-igniting light. Where light-weight lifebuoys (e.g. horseshoe type) are used, they shall be fitted with a drogue to prevent the lifebuoy being blown across the surface of the sea;
 - (c) a lifejacket suitable for a person weighing 32 kilogrammes or more for each such person on board;



- (d) a lifejacket suitable for a person weighing less than 32 kilogrammes for each such person on board;
 - (e) each lifejacket required to be carried by subparagraphs (c) and (d) shall be fitted with a lifejacket light complying with an appropriate MCA recognised standard;
 - (f) 4 red parachute, 4 red hand and 2 orange smoke flares
 - (g) instructions and information on the life-saving appliances provided in the vessel and their maintenance;
 - (h) a copy of the Life Saving Signals for use by Ships, Aircraft or Persons in Distress when communicating with Rescue Units such as "Life-Saving Signals and Rescue Methods, SOLAS No. 1" or "Life-Saving Signals and Rescue Methods, SOLAS No. 2"; and
 - (i) a maritime radio capable of transmitting and receiving, appropriate to the area of operation.
- (4) Every ship of 13.7 metres in length or over but less than 24 metres in length and engaged on a voyage to sea in the course of which it is more than 20 miles but **150 miles or less** from the coast, shall carry:
- (a) one or more inflatable liferafts with a total capacity to accommodate at least the total number of persons on board; the liferaft(s) provided should be equipped to a level equivalent to that of a "SOLAS B PACK" (this may, where necessary, include a "grab bag" to supplement the equipment integral to the liferaft) and the liferaft should be one of the following:
 - i) constructed to SOLAS standard, Wheelmarked or DfT approved; or
 - ii) built to the International Sailing Federation (ISAF), Offshore Special Regulations (OSR) Appendix A Part 2 requirements; or
 - iii) built to the International Sailing Federation (ISAF), Offshore Special Regulations (OSR) Appendix A Part 1 requirements and manufactured prior to 1st July 2003, until replacement is due or the end date of this exemption whichever date occurs first; or
 - iii) built to the ISO 9650-1:2005 – Small Craft Inflatable Liferafts Part 1 Type 1 Group B standard provided the vessel is not operating in waters colder than 0° Centigrade and the liferaft (s) are fitted with a boarding ramp; or
 - iv) built to the ISO 9650-1:2005 – Small Craft Inflatable Liferafts Part 1 Type 1 Group A standard provided the liferaft (s) are fitted with a boarding ramp;
 - (b) two lifebuoys, one of which shall be fitted a buoyant line of at least 18 metres in length and the other with a self-igniting light. Where light-weight lifebuoys (e.g. horseshoe type) are used, they shall be fitted with a drogue to prevent the lifebuoy being blown across the surface of the sea;
 - (c) a lifejacket suitable for a person weighing 32 kilogrammes or more for each such person on board;
 - (d) a lifejacket suitable for a person weighing less than 32 kilogrammes for each such person on board;
 - (e) each lifejacket required to be carried by subparagraphs (c) and (d) shall be fitted with a lifejacket light complying with an appropriate MCA recognised standard;
 - (f) 4 red parachute, 4 red hand and 2 orange smoke flares;
 - (g) instructions and information on the life-saving appliances provided in the vessel and their maintenance;
 - (h) a copy of the Life Saving Signals for use by Ships, Aircraft or Persons in Distress when communicating with Rescue Units such as "Life-Saving Signals and Rescue Methods, SOLAS No. 1" or "Life-Saving Signals and Rescue Methods, SOLAS No. 2"; and
 - (i) a maritime radio capable of transmitting and receiving, appropriate to the area of operation.



- (5) Every ship of 13.7 metres in length or over but less than 24 metres in length and engaged on a voyage to sea in the course of which it is more than 150 miles from the coast shall carry:
- (a) one or more inflatable liferafts with a total capacity to accommodate at least the total number of persons on board; the liferaft(s) provided should be equipped to a level equivalent to that of a "SOLAS A PACK" (this may, where necessary, include a "grab bag" to supplement the equipment integral to the liferaft) and the liferaft should be one of the following:
 - i) constructed to SOLAS standard, Wheelmarked or DfT approved; or
 - ii) built to the ISO 9650-1:2005 – Small Craft Inflatable Liferafts Part 1 Type 1 Group B standard provided the vessel is not operating in waters colder than 0° Centigrade and the liferaft (s) are fitted with a boarding ramp; or
 - iii) built to the ISO 9650-1:2005 – Small Craft Inflatable Liferafts Part 1 Type 1 Group A standard provided the liferaft (s) are fitted with a boarding ramp;
 - (b) two lifebuoys, one of which shall be fitted a buoyant line of at least 18 metres in length and the other with a self-igniting light. Where light-weight lifebuoys (e.g. horseshoe type) are used, they shall be fitted with a drogue to prevent the lifebuoy being blown across the surface of the sea;
 - (c) a throw line or rescue sling
 - (d) a lifejacket suitable for a person weighing 32 kilogrammes or more for each such person on board;
 - (e) a lifejacket suitable for a person weighing less than 32 kilogrammes for each such person on board;
 - (f) each lifejacket required to be carried by subparagraphs (d) and (e) shall be fitted with a lifejacket light complying with an appropriate MCA recognised standard;
 - (g) 4 red parachute, 4 red hand and 2 orange smoke flares;
 - (h) instructions and information on the life-saving appliances provided in the vessel and their maintenance;
 - (i) a copy of the Life Saving Signals for use by Ships, Aircraft or Persons in Distress when communicating with Rescue Units such as "Life-Saving Signals and Rescue Methods, SOLAS No. 1" or "Life-Saving Signals and Rescue Methods, SOLAS No. 2"; and
 - (j) a maritime radio capable of transmitting and receiving, appropriate to the area of operation.
- (6) **Every ship of 24 metres in length and over** engaged on a voyage to sea in the course of which it is more than 150 miles from the coast, **subject to paragraph (7)**, shall carry:
- (a) one or more inflatable liferafts with a total capacity to accommodate at least the total number of persons on board. The liferaft(s) provided should be constructed to SOLAS standard, Wheelmarked or DfT approved, except that the liferaft(s) should be equipped with "SOLAS A -PACK";
 - (b) four lifebuoys, two of which shall be fitted with buoyant lifelines and two with self-igniting lights and self-activating smoke signals;
 - (c) a lifejacket suitable for a person weighing 32 kilogrammes or more for each such person on board;
 - (d) a lifejacket suitable for a person weighing less than 32 kilogrammes for each such person on board;
 - (e) each lifejacket required to be carried by subparagraphs (c) and (d) shall be fitted with a lifejacket light complying with an appropriate MCA recognised standard;
 - (f) 4 red parachute, 4 red hand, and 2 orange smoke flares;
 - (g) a line-throwing appliance;
 - (h) a training or instruction manual containing instructions and information on the life-saving appliances provided in the vessel and their maintenance;
 - (i) a copy of the table "Life-Saving Signals and Rescue Methods, SOLAS No. 1" or "Life-Saving Signals and Rescue Methods, SOLAS No. 2"; and



- (j) a maritime radio capable of transmitting and receiving, appropriate to the area of operation.
- (7) Every ship of 24 metres in length or over and under 500GT shall carry additional liferaft(s) to ensure that in the event of any one raft being lost or rendered unserviceable, there is sufficient capacity remaining for all on board, except where the ship does not operate more than 60 miles from a safe haven and operates in Beaufort wind force 4 or less then only one liferaft with sufficient capacity for all persons onboard is acceptable. Every such ship operating within category C or D waters (defined in Merchant Shipping Notice 1837) need only carry one liferaft, and such ships operating in Category A or B waters need not carry a liferaft.
- (8) (a) Every ship of 25.9 metres in length or over shall carry a rescue boat or inflatable boat. A lifeboat may also be accepted as a rescue boat; provided that it also complies with the requirements for a rescue boat. The lifeboat, rescue boat or inflatable boat shall be served by a launching appliance.
- (b) Where a ship described in 8(a) is under 500GT and is restricted to no more than 60 miles from a safe haven and operates in Beaufort wind force 4 or less then provided the vessel has sufficient manoeuvrability in a seaway to enable persons to be retrieved from the water, a rescue boat is not required to be carried. For assessing this the ability to recover persons it is not considered acceptable to retrieve persons over the stern of the vessel or adjacent to the propeller(s). The recovery location should be visible from the conning position at all times during the recovery, although this may be achieved by the use of remote controls where necessary. The vessel should be provided with suitable equipment and/or arrangements to enable the person(s) to be recovered without further persons entering the water.
- (9) (a) On ships of Class XII of 13.7 metres in length or over but less than 24 metres in length, a ladder (which may be temporarily attached) shall be provided to afford access from the side deck to the waterline. Such ladder(s) may be replaced by approved devices to afford access to survival craft when waterborne.
- (b) On ships of Class XII of 24 metres in length or over, an embarkation ladder shall be provided at each embarkation station extending, in a single length, from the deck to the waterline in the lightest seagoing condition under unfavourable conditions of trim of up to 10 degrees and with the ship listed not less than 20 degrees either way and where such distance exceeds 1 metre. Such ladder(s) may be temporarily attached.
- (10) Every liferaft shall be carried either:
- (a) in approved FRP containers stowed on the weather deck or in an open space and fitted with float free arrangements so that the liferafts float free and inflate automatically; or
- (b) for ship of 13.7 metres in length or over but less than 24 metres in length, in FRP containers or in a valise stowed in a readily accessible and dedicated weathertight locker opening directly to the weather deck.
- (11) Lifejackets shall be stowed in positions readily accessible from the helm and deck.
- (12) In ships of Class XII, every inflatable liferaft, compressed gas inflatable lifejacket and hydrostatic release unit shall be serviced by the manufacturer's approved agent, at the manufacturers recommended intervals, however, where liferaft(s) are stored in valises these should be serviced at least annually.

END





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MS 93/12/12



Maritime &
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Agency

GENERAL EXEMPTION

in relation to Fire Protection on Class XII vessels

The Secretary of State, in exercise of the powers conferred by Regulation 47 of the Merchant Shipping (Fire Protection: Small Ships) Regulations 1988 (SI 1998/1011) hereby exempts any vessel under 500 GT of Class XII, as defined in these regulations, from the requirements of Regulations 23, 35 & 36, as they apply to vessels of Class XII, subject to the condition that the vessel complies with the requirements of the Schedule to this Exemption.

Unless cancelled, this Exemption shall expire on 16th May 2018.

Dated this 17th May 2013

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Maritime and Coastguard Agency



SCHEDULE (3 pages)

Fire Protection

Interpretation -

"length" in relation to a registered ship means registered length, and in relation to an unregistered ship means the length from the fore part of the stem to the aft side of the head of the stern post or, if no stern post is fitted to take the rudder, to the fore side of the rudder stock at the point where the rudder passes out of the hull;

"registered length" should be taken to mean the "length" as defined in the Merchant Shipping (Tonnage) Regulations 1997, (SI1997/1510) which is defined as:

the greater distance of the following distances -

(a) the distance between the fore side of the stem and the axis of the rudder stock; or

(b) 96 per cent of the distance between the fore side of the stem and the aft side of the stern;

the points and measurements being taken respectively at and along a waterline at 85 per cent of the least moulded depth of the ship. In the case of a ship having a rake of keel the waterline shall be parallel to the designed waterline;

(1) Every ship of 13.7 metres in length or over, but less than 24 metres in length, shall be provided with:-

(a) Not less than four multi-purpose fire extinguishers to a recognised standard, each with a minimum fire rating of 13A/113B, or a combination of smaller extinguishers giving the equivalent fire rating; or

(i) Not less than two multipurpose fire extinguishers as described in (1) above, and

(ii) A fire pump capable of delivering one jet of water with a minimum throw of 6 metres with a 6mm nozzle to any part of the ship. The fire pump, which need not be a dedicated fire pump, shall have one fire hose of adequate length with a 6mm nozzle and a suitable spray nozzle, and shall be either:-

a. a hand powered fire pump, fixed or portable, outside any engine space with one sea and hose connections; or

b. a power driven fire pump outside any engine space, fixed or portable, with sea and hose connections; or

c. a hand powered portable fire pump with a throw over sea suction and hose connection.



- (b) Not less than two buckets with lanyards. Buckets may be of metal, plastic or canvas and should be suitable for fighting fires.
 - (c) One fire blanket in a galley or cooking area, where a fire risk is identified.
- (2) Every ship of 24 metres in length or over but under 500GT shall be provided with:
- (a) (i) one hand fire pump (outside engine space) or one power driven fire pump (outside engine space)*, with sea and hose connections, capable of delivering one jet of water to any part of the ship through hose and nozzle, and one fire hose of adequate length with a 10mm nozzle and a suitable spray nozzle; or
 - (ii) not less than two multi-purpose fire extinguishers to a recognised standard, each with minimum fire rating of 13A/113B, or smaller extinguishers giving the equivalent fire rating, in addition to that required in (b) below.
 - (b) Not less than two multi-purpose fire extinguishers with a minimum fire rating of 13A/113B.
 - (c) At least two fire buckets with lanyards. Buckets may be of metal, plastic or canvas and should be suitable for fighting fires.
 - (d) One fire blanket in a galley or cooking area, where a fire risk is identified.
 - (e) (i) Fire extinguishing, suitable for the capacity of the engine space, should be provided for vessels fitted with inboard engines. A person shall not be expected to enter the machinery space in order to extinguish a fire. If it is not possible to extinguish fires in the machinery space safely from outside the space by discharging portable extinguishers into the space, a fixed fire-fighting system shall be fitted.
 - (ii) The means of compliance with (i) may consist of a portable extinguisher suitably sized for the space being protected and arranged to discharge into that space, an additional extinguisher, or one of the multi-purpose fire extinguishers required in (a)(ii) and (b) can also be the extinguisher required for discharge into the engine space, providing it is a suitable type (B), and suitably sized and stowed in a location appropriate to its dual use.
 - (iii) When a fixed fire extinguishing system, which is not a portable extinguisher described in (ii) above, is installed in a machinery space, it should be an MCA, or equivalent, approved type appropriate to the space to be protected, and be installed and maintained in accordance with the manufacturer's requirements.
 - (iv) The requirements for fixed fire extinguishing installations are provided in the Merchant Shipping (Fire Protection – Small Ships) Regulations 1998 (SI 1998 No. 1011), as amended, and in MSN 1666 (M) – “The Merchant Shipping (Fire Protection) Regulations 1998: Fixed fire detection alarm and extinguishing systems”.
 - (v) Fixed installations in machinery spaces covered by the references are;
 - .1 medium expansion foam;
 - .2 high expansion foam;
 - .3 carbon dioxide;
 - .4 pressure water spraying;
 - .5 vaporising fluids (hydrofluorocarbons - HFCs); and
 - .6 aerosols (solid pyrotechnic type).



- (3) A ship on voyages solely on category A or B waters (as listed in MSN 1827) will be considered to comply with the minimum fire fighting equipment requirements if it is issued with a valid Boat Safety Scheme Certificate.

Note:

Multi-purpose fire extinguishers shall have a capability to deal with both Category A fires involving solid materials, and Category B fires, involving liquids or liquefiable solids. Portable fire extinguishers provided in compliance with these Regulations shall be of approved types and /or technically equivalent to BS EN3.

END



ANNEX 2



LIFE SAVING SIGNALS

The signals illustrated in this leaflet are those to be used by any ship or person in distress when communicating with search and rescue units. They have been agreed internationally for this purpose and it is important that you are familiar with them to ensure they are correctly used in distress situations.

The International Convention for the Safety of Life at Sea (SOLAS) in Regulation 29 of Chapter V requires you to have access to this table. You are advised to keep a copy on board, or if this is not practicable, at least to study the table before you go boating.

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LIFE SAVING SIGNALS

For use by Ships, Aircraft or Persons in Distress when communicating with Rescue Units



ston 4233

LIFE SAVING SIGNALS

To be used by Ships, Aircraft or Persons in Distress, when communicating with life-saving stations, maritime rescue units and aircraft engaged in search and rescue operations.



Search and Rescue Unit Replies

You have been seen, assistance will be given as soon as possible.



Orange smoke flare.



Three white star signals or three light and sound rockets fired at approximately 1 minute intervals.

Shore to Ship Signals

Safe to land here.



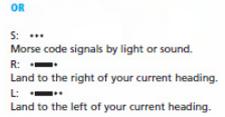
Vertical waving of both arms, white flag, light or flare.



Morse code signal by light or sound. Landing here is dangerous. Additional signals mean safer landing in direction indicated.



Horizontal waving of white flag, light or flare. Putting one flag, light or flare on ground and moving off with a second indicates direction of safer landing.



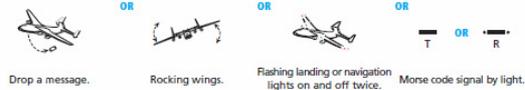
Surface to Air Signals

Message	ICAO/IMO Visual Signals
Require assistance	V
Require medical assistance	X
No or negative	N
Yes or affirmative	Y
Proceeding in this direction	↑

Note: Use International Code of Signal by means of lights or flags or by laying out the symbol on the deck or ground with items which have a high contrast to the background.

Air to Surface Replies

Message Understood.



Message Not Understood - Repeat.

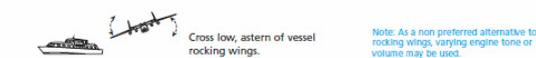


Air to Surface Direction Signals

Sequence of 3 manoeuvres meaning proceed to this direction.



Your assistance is no longer required.

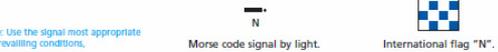


Surface to Air Replies

Message Understood - I will comply.



I am unable to comply.



ANNEX 3

List of telephone numbers for disposal of Time Expired Pyrotechnics

From 1st April 2010 if you want to hand over time expired pyrotechnics, such as distress flares, to HM Coastguard for safe disposal you must contact your nearest centre to make an appointment.

Please be ready to give details of the type, quantity, age and condition of your time expired pyrotechnics when you call.

Following changes to the legislation covering the transportation and storage of explosives, the locations listed below can accept time expired pyrotechnics. We only accept pyrotechnics from recreational water users.

Please also note that it is illegal to put time expired pyrotechnics in the general rubbish or to fire them, unless there is an emergency.

Contact details may be found at: <http://www.dft.gov.uk/mca/mcga07-home/emergencyresponse/mcga-searchandrescue.htm> under "what to do with out of date or damaged flares".



ANNEX 4 - Garbage placards

This annex contains sample placards to be displayed on board a ship over 12 metres in length overall to notify the crew and passengers of the disposal requirements set out in regulations 26 to 28 and regulation 30 of the Merchant Shipping (Prevention of Pollution by Sewage and Garbage from Ships) Regulations 2008 (SI 2008/3257), and in the International Convention for the Prevention of Pollution from Ships, 1973 (MARPOL), Annex V.

Pleasure vessels operating around the UK coast may use Garbage Placard 1, below, until the UK regulations are amended to reflect the amendments to MARPOL Annex V.

GARBAGE PLACARD 1



Owners of pleasure vessels operating in countries other than the UK are strongly recommended to display Garbage Placards 2 and 3 which reflect the international requirements from 1st January 2013.



GARBAGE PLACARD 2 – sample placard targeting crew and shipboard operations

**Discharge of all garbage into the sea is prohibited
except provided otherwise**

The MARPOL Convention and domestic law prohibit the discharge of most garbage from ships. Only the following garbage types are allowed to be discharged and under the specified conditions.

Outside Special Areas designated under MARPOL Annex V:

- Comminuted or ground food wastes (capable of passing through a screen with openings no greater than 25 mm) may be discharged not less than 3 nm from the nearest land.
- Other food wastes may be discharged not less than 12 nm from the nearest land.
- Cargo residues classified as not harmful to the marine environment may be discharged not less than 12 nm from the nearest land.
- Cleaning agents or additives in cargo hold, deck and external surfaces washing water may be discharged only if they are not harmful to the marine environment.
- With the exception of discharging cleaning agents in washing water, the ship must be *en route* and as far as practicable from the nearest land.

Inside Special Areas designated under MARPOL Annex V:

- More stringent discharge requirements apply for the discharges of food wastes and cargo residues; AND
- Consult Annex V and the shipboard garbage management plan for details.

For all areas of the sea, ships carrying specialized cargoes such as live animals or solid bulk cargoes should consult Annex V and the associated Guidelines for the implementation of Annex V.

**Discharge of any type of garbage must be entered in
the Garbage Record Book**

Violation of these requirements may result in penalties

GARBAGE PLACARD 3 – sample placard targeting passengers

**Discharge of all garbage into the sea is prohibited
except provided otherwise**

The MARPOL Convention and domestic law generally prohibit the discharge of most forms of garbage from ships into the sea.

Violation of these requirements may result in penalties

**All garbage is to be retained on board and placed
in the bins provided**

