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Circular letter No.2937  
13 January 2009

To: All IMO Members  
Contracting Governments to the International Convention on Load Lines, 1966  
Contracting Governments to the International Convention for the Safety of Life  
at Sea, 1974  
Parties to the International Convention on Standards of Training, Certification and  
Watchkeeping for Seafarers, 1978

Subject: **Equivalent arrangements accepted under the 1966 LL Convention, 1974 SOLAS  
Convention and 1978 STCW Convention**

#### **Statement by the Government of the United Kingdom**

The Secretary-General has the honour to transmit herewith the text of a statement by the Government of the United Kingdom regarding amended equivalent arrangements accepted under article 8 of the 1966 LL Convention, regulation I/5 of the 1974 SOLAS Convention and article IX of the 1978 STCW Convention.

The Secretary-General would be grateful if steps could be taken to bring this information to the attention of the appropriate authorities.



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For attention of the Secretary General

6<sup>th</sup> January 2009

Dear Sir,

**Equivalent Arrangement under the Load Lines Convention 1966, SOLAS Convention 1974, and STCW Convention 1978.**

On behalf of the Government of the United Kingdom of Great Britain and Northern Ireland, I have the honour to notify you of an amendment to the equivalence arrangements under the Load Lines Convention 1966, SOLAS Convention 1974, and STCW Convention 1978 notified in my letter dated 2<sup>nd</sup> October 2008 and circulated by the IMO as Circular Letter 2910.

Details of the equivalent arrangements, which are now further extended to include the United Kingdom Crown Dependencies, are attached for circulation to contracting Governments of the conventions.

My apologies for the earlier omission.

Yours faithfully

Kevin Hunter  
UK Alternate Permanent Representative to the IMO



An executive agency of the  
Department for  
**Transport**

**Statement by the Government of the United Kingdom of Great Britain and  
Northern Ireland**

**EQUIVALENTS**

1. The United Kingdom, United Kingdom Crown Dependencies and the United Kingdom Overseas Territories to which the Protocol of 1988 relating to the International Convention on Load Lines 1966; the International Convention on the Safety of Life at Sea 1974; and the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended; have been extended, being concerned as to the standards of safety applied to certain yachts and sail training vessels, feel compelled to make special provisions of these Conventions for the international certification of pleasure yachts, which are engaged in trade, carrying up to 12 passengers; and sail training vessels, carrying less than 50 trainees; being vessels of 24 metres length and over, but of under 3000 gross tonnage.
2. Such equivalent provisions are recognised in Article 8 of the Protocol of 1988 relating to the International Convention on Load Lines 1966; in Regulation I/5 of the International Convention for the Safety of Life at Sea 1974; and in Article IX of the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers 1978, as amended.

**BACKGROUND**

3. It has long been recognized that the requirements of the Load Line Convention 1966, the SOLAS Convention 1974 and the STCW Convention 1978 pose impractical implications to pleasure yachts engaged in trade and sail training vessels. Based upon this, the United Kingdom has published as Merchant Shipping Notice MSN 1792(M) "The Large Commercial Yacht Code" (known as LY2). This revises the text of the "Code of Practice for the Safety of Large Commercial Sailing and Motor Vessels", published in 1997, and notified to the International Maritime Organization under Circular Letter 1996.
4. Also, details of officer certification requirements are published by the United Kingdom in Merchant Shipping Notice MSN 1802(M) "Certificates of Competency: Yacht Deck Officers Training and Certification Guidance", and Marine Guidance Note MGN 156(M) "Certificates of competency or Marine Engine Operator Licences for service as an Engineer Officer on commercially and privately operated yachts and sail training vessels".

**NOTIFICATION**

5. The Government of The United Kingdom, United Kingdom Crown Dependencies and the United Kingdom Overseas Territories to which the Protocol of 1988 relating to the International Convention on Load Lines 1966, the International Convention on Safety of Life at Sea 1974 and the International Convention on Standards of Training, Certification and

Watchkeeping 1978 have been extended, are of the view that the application of the Large Yacht Code (LY2), MSN 1802(M) and MGN 156 (M) are an equivalent arrangement under the "equivalence" provisions of these Conventions for the international certification of pleasure yachts, which are engaged in trade, carrying up to 12 passengers; and of sail training vessels, carrying up to 50 trainees; being vessels of 24 metres length and over, but of under 3000 gross tonnage.

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