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INTERNATIONAL CONVENTION FOR THE SAFETY OF LIFE AT SEA, 1974

INTERNATIONAL CONVENTION ON LOAD LINES, 1966

Equivalent arrangements – Large Commercial Yacht Code (LY3)

Communication by the Government of the United Kingdom

The Secretary-General of the International Maritime Organization has the honour to transmit herewith a communication by the Government of the United Kingdom concerning equivalent arrangements accepted in accordance with the above Conventions for yachts of 24 metres and over in load line length in commercial use for sport or pleasure which do not carry cargo and do not carry more than 12 passengers. The equivalent arrangements are specified in the Large Commercial yacht Code (LY3) which can be found at http://www.dft.gov.uk/mca/mcga07-home/shipsandcargoes/ensign/dops_-_east_ensign_ly3.htm

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



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067/094/0109**

23 September 2013

Dear *Secretary General*

Equivalent arrangements accepted under the International Convention on Load Line, 1966; The International Convention on the Safety of Life at Sea, 1974, as amended and The International Convention Standards of Training, Certification and Watchkeeping Seafarers', 1978 including Protocols and Codes thereto

I have the honour to inform you that the Government of the United Kingdom has agreed in accordance with Article 8 of the International Convention on Load Lines, 1966, regulation 1/5 of the International Convention of the safety of Life at Sea and Article 9 of the International Convention on Standards of Training Certification and Watchkeeping for Seafarers 1978 as amended to an equivalent arrangements for yachts which are 24 metres and over in load line length, are in commercial use for sport or pleasure and which do not carry cargo and do not carry more than 12 passengers or if built before 21 July 1968, 150 gross tons and over according to the tonnage measurement regulations applying at that date.

Please be advised that acceptance of these equivalent arrangements is extended to the United Kingdom Overseas Territories of Bermuda, British Virgin Islands, Cayman Islands, Gibraltar, Anguilla, Falklands Islands, Montserrat St Helena, and the Turks and Caicos Islands and the United Kingdom Crown Dependencies of Guernsey, Isle of Man, and Jersey.

I am pleased to attach for your information the Large Commercial Yacht Code (LY3) which specifies the equivalent arrangements for the above referenced vessels in order to demonstrate compliance with applicable regulations of the International Convention on Load Line, 1966; The International Convention on the Safety of Life at Sea, 1974, as amended and The International Convention Standards of Training,



HM Coastguard



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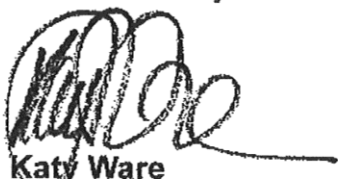
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Certification and Watchkeeping Seafarers', 1978. The LY3 can also be found at the following link:

http://www.dft.gov.uk/mca/mcga07-home/shipsandcargoes/ensign/dops_-_east_ensign_ly3.htm

Yours sincerely



Katy Ware

Permanent Representative of the United Kingdom
to the International Maritime Organization
