

GUIDANCE NOTE 01/2019 (Rev 1.0)

RED ENSIGN GROUP (REG) YACHT CODE

PART A – LARGE YACHT CODE (up to 12 passengers)

RETROSPECTIVE REQUIREMENTS FROM 1st January 2019

**To: OWNERS, MANAGERS AND MASTERS OF ALL CAYMAN ISLANDS YACHTS
COMPLIANT WITH THE LARGE COMMERCIAL YACHT CODES (LY1 to LY3, now
REG Code Part A)**

1. BACKGROUND

- 1.1 The REG Yacht Codes are subject to periodic review to ensure they are aligned with new IMO Conventions, or amendments of the same, as well as modern technology and design.
- 1.2 Following consultation with industry, the latest revision of the Large Yacht Code was released in November 2017 and came into force on 1st January 2019.
- 1.3 Several requirements will be retrospectively applied to existing yachts at the first annual survey after 1st January 2019; some were already required under LY3 whilst others are new.
- 1.4 The purpose of this guidance note is to remind industry of the Large Yacht Code requirements which will be applied retrospectively and to contact Cayman Registry's technical team (technical@cishipping.com) if any issues with meeting the deadline are foreseen, or if further clarification is required.
- 1.5 A copy of the new REG Yacht Code can be downloaded from the REG website (<https://www.redensigngroup.org/publications/>)

2. RETROSPECTIVE REQUIREMENTS FOR EXISTING YACHTS

- 2.1 As per REG Code Part A Chapter 1.6 (2) the following standards are to be met by the first annual survey after 1st January 2019:
- a) Section 13.5 Lifejackets
 - b) Section 13.14 Recovery of persons from the water
 - c) Section 13.16 Emergency training & drills
 - d) Section 14A.2(4)(i) Materials
 - e) Section 14A.9 Emergency training & drills
 - f) Section 14B.25 Emergency training & drills
 - g) Section 15A.7(4) CO2 fire extinguishing systems
 - h) Section 15A.8 Firefighter's communications
 - i) Section 16.8 Availability of radio equipment
 - j) Section 18.3 Vessels of 300GT and over have LRIT fitted
 - k) Section 18.4 Vessels of 150GT and over have BNWAS fitted
 - l) Section 19.1 Nautical publication
 - m) Section 19.7 Portable atmosphere testing instruments
 - n) Chapter 22 Protection of personnel
 - o) Chapter 23A Vessels under 500GT, Safety Management
 - p) Chapter 24 Manning, certification and hours of work
 - q) Chapter 26 Operational readiness, maintenance and inspections
 - r) Chapter 27 Medical care and carriage of medical stores
 - s) Chapter 29 List of certificates to be issued
 - t) Chapter 30 Survey, certification and accident investigation
 - u) Chapter 31 International Code for the Security of Ships and of Port Facilities
 - v) Existing sailing yachts may take advantage of the definition of a 'Short Range Yacht' in this version of the Code

- 2.2. A summary of all the requirements is provided in [Annex A](#)

Annex A – REG Yacht Code Part A (Large Yacht Code) – Summary of retrospective requirements

| Part A Ref. | Requirement to be applied retroactively | Application | Substantive Change to LY3 | Comment | Implications or action required |
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| 13.5 | <u>Lifejackets</u> Provision to include: - Large Persons (140kg, chest girth 1,750mm) Children and infants Inflatable jackets for rescue boat crew | All | No | As per SOLAS | Verify compliance Provision to be noted on Life Saving Appliances Plan and Form Y (Record of Safety Equipment) |
| 13.14 | <u>Recovery of persons from water</u> Plans and procedures to be provided | All | Yes (and extends the SOLAS requirement to vessels <500GT) | <i>All ships shall have ship-specific plans and procedures for recovery of persons from the water, considering the guidelines of IMO MSC.1/Circ.1447</i> | Verify compliance The SMS or mini-SMS may require amendment |
| 13.16 And 14 A.9 And 14.B.25 | <u>Emergency training & drills</u> Passenger safety briefings, crew drills, safety training manuals, aids and plans | All | No | Consolidation of latest SOLAS requirements on passenger briefings, emergency drills, training and instructions. Fire Control Plans should be permanently stowed in a prominent marked external weathertight enclosure. | Verify compliance The SMS or mini-SMS may require amendment. Records/logs to be maintained |
| 14.A.2 (4)(i) | <u>Materials</u> Flame retardancy treatment for non-IMO FTP (or equivalent) compliant fabrics | <500GT | No | Formally recognises the validity of flame retardancy treatment managed in accordance with MCA MGN 453 | The mini-SMS may require amendment. Records/logs to be maintained |
| 15.A.7 (A) | <u>CO2 fire systems</u> Controls to comply with the IMO Fire Safety Systems Code Ch5.2.2.2 | All Yachts | Extends the SOLAS requirement to vessels <500GT | As per FSS Code Ch5.2.2.2 .1 two separate controls shall be provided for releasing carbon dioxide into a protected space and to ensure the activation of the alarm. One control shall be used for opening the valve of the piping which conveys the gas into the protected space and a second control shall be used to discharge the gas from its storage | The controls may require modification; subject to Class/Flag approval |

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| | | | | <p>containers. Positive means shall be provided so they can only be operated in that order; and</p> <p>.2 the two controls shall be located inside a release box clearly identified for the particular space. If the box containing the controls is to be locked, a key to the box shall be in a break-glass-type enclosure conspicuously located adjacent to the box.</p> | |
| 15.A.8 | <p><u>Firefighter's Comms.</u> Fire-fighter's radios to be explosion-proof or Intrinsically safe</p> | All yachts | <p>Yes (and extends the SOLAS requirement to vessels <500GT)</p> | <p>VHF's to be, as a minimum, 'certified safe-type' equipment, and maintained as such. When used in a potentially explosive atmosphere, the radio should have a power output of 1(one) watt or less.</p> <p>Equipment to be certified in accordance with relevant standards for equipment and protective systems intended for use in potentially explosive atmospheres, for example: -</p> <ul style="list-style-type: none"> - Directive 94/9/EC (ATEX) - with approved rating such as II2G Ex ib IIA T3 - IEC 60079-0 2009 - Electrical apparatus for explosive gas atmospheres - Classification of areas - IEC 60092-502 1999 - Electrical installations in ships - Tankers – Special features - Or other relevant IEC standards | <p>The equipment should be confirmed as provided on the Form Y (Record of Safety Equipment)</p> <p>May be waived for vessels <500GT if it can be demonstrated that there is no risk of a potentially explosive atmosphere</p> |
| 16.8 | <p><u>Radio Equip. Availability</u> Back up arrangements for radio installation</p> | ≥300GT | <p>Extends the LY3 requirement to LY1 and LY2 vessels</p> | <p>In Sea Areas other than A4, the availability of the radio installation shall be ensured by at least one of the following means: -</p> <ul style="list-style-type: none"> - Duplication of equipment; | <p>The Safety Radio Certificate's Form R should indicate provision of the method(s) of duplication</p> |

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| | | | | <ul style="list-style-type: none"> - Shore based maintenance contract; - At sea maintenance capability. <p>CISR policy it to require two means for Sea Area A4.</p> <p><i>It is under review whether two means should be provided for new yachts operating in Sea Area A3 to fully align with SOLAS CHIV</i></p> | |
| 18.3 | <u>Long Range Identification and Tracking (LRIT) System</u> | ≥300GT | No | As per SOLAS | The equipment should be confirmed as provided on the Safety Equipment Certificate and Form Y (Record of Safety Equipment) |
| 18.4 | <u>Bridge Navigational Watch Alarm System (BNWAS)</u> | ≥150GT | No | As per SOLAS | The equipment should be confirmed as provided on the Safety Equipment Certificate and Form Y (Record of Safety Equipment) |
| 19.1 | <u>Nautical Publications</u> ECDIS requirements (if fitted) | All yachts | No | Different requirements for yachts ≥3000GT and for yachts <3000GT | The equipment should be confirmed as provided on the Safety Equipment Certificate and Form Y (Record of Safety Equipment) |
| 19.7 | <u>Portable atmosphere testing instruments</u> | All Yachts | Yes (and extends the SOLAS requirement to vessels <500GT) | Where enclosed spaces are accessible to the crew, a portable atmosphere testing instrument is to be provided | The SMS/mini-SMS may require amendment |
| Ch. 22 | <u>Protection of Personnel</u> Man-riding cranes | All yachts | Yes | Man-riding cranes to be certified for man-riding use and subject to in-service testing. Common Annex O refers | Non-compliant appliances to be marked as 'Not suitable for man-riding' |
| Ch. 22 | <u>Protection of Personnel</u> Over-side working systems (i.e. rail and trolley, anchor points) | All yachts | Yes | Over-side working systems to be certified for man-riding use and subject to in-service testing. Common Annex B refers. | Prior to the completion of the required load testing the track is not to be used unless the crew member has a fall arrester attached by a secondary line secured to a strong point suitably tested to take the full load for fall |

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| | | | | | arrest or around an item of yacht structure substantial enough to withstand the drop loads; alternative interim proposals will be considered on a 'case-by-case' basis |
| Ch. 23A | <u>Safety Management</u> | <500GT | No | Emergency Towing Procedures now referenced | Review compliance |
| Ch. 24 | <u>Manning, certification and hours of work</u> | All yachts | No | Improved guidance | To note |
| Ch. 26 | <u>Operational readiness, maintenance and inspections</u> Life Saving Appliance (LSA) and Fire Fighting Equipment (FFE) | All yachts | No | Consolidation of latest SOLAS requirements on operational readiness, maintenance and inspections of LSA and FFE | Review planned maintenance system |
| Ch. 27 | Medical care and carriage of medical stores | All yachts | No | Improved guidance | To note |
| Ch. 29 | List of certificates to be issued | All yachts | No | Improved guidance | To note |
| Ch. 30 | Survey, certification & accident reporting | All yachts | No | Improved guidance | To note |
| Ch. 31 | Int. Code for the Security of Ships and of Port Facilities (ISPS) | ≥500GT | No | No change | None |