



Pleasure Vessels – Guidance and Applicable UK Regulations

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

This Note replaces MGN 489 (M), as amended.

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 relevant regulations cited in this note apply to UK pleasure vessels wherever they may be and for some of the regulations 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 Firefighting Equipment.

1. Introduction

- 1.1 Pleasure vessels are vessels used for sport or recreational purposes for the pleasure of the owner, their family or friends. A more extensive legal definition is provided by the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 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 <https://www.gov.uk/government/organisations/maritime-and-coastguard-agency> or by contacting your local MCA Marine Office (See footnote 2).
- 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 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:
- **Get Trained** – It is sensible to undertake some form of training suitable to the intended voyage(s) of your vessel; 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 also hide underwater hazards;
 - **Wear a Lifejacket** – A lifejacket that is properly serviced and maintained in accordance with the manufacturers recommendations will significantly increase your survival chances if you fall overboard. It should be fitted with a light, whistle, crotch straps to stop the lifejacket riding up over your head and if possible spray hood;
 - **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

¹ A passenger is any person on-board other than;

The master and the members of the crew or other persons employed or engaged in any capacity on-board a ship on the business of that ship; and a child under one year of age.

² A list of the contact details for the MCA's Marine Offices can be found at:

<https://www.gov.uk/government/organisations/maritime-and-coastguard-agency/about/access-and-opening>



threatening. Think of operating a vessel in the same way as you would think about driving a car – where the perils of drink driving are well understood;

- **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
- **Wear the Kill Cord** – if your boat is fitted with a kill cord, ensure the driver wears it at all times. If the driver falls 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 Equipment 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 Pleasure vessels less than 13.7 metres in length are not covered by any statutory requirements for the carriage of Firefighting Equipment or Life-Saving Appliances, however, the owner has a duty of care under health and safety legislation where people

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.



are employed on-board (see Section 6.4). Owners and skippers should refer to the RYA and British Marine for guidance of any safety equipment for their vessels.



3.3 Fire-Fighting Equipment for Pleasure Vessels of 13.7 Meters in Length and Over.

- 3.3.1 Under 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.
- 3.3.2 Equivalent standards of safety have been agreed, following the identification of practical problems associated with complying with the Merchant Shipping Regulations for fire protection (detailed in 3.3.1) and the possible conflict in also having to comply with the Recreational Craft Directive (RCD), with which some vessels⁴ being placed on the EU market for the first time have to comply. These equivalent standards also take account of equipment which is readily available and commonly used by the private boat owner.
- 3.3.3 The MCA has issued general exemptions, to Class XII vessels from the Merchant Shipping (Fire Protection: Small Craft) Regulations 1998 (SI 1998/1011) provided that they comply with the agreed equivalent standards.
- 3.3.4 This gives owners of Class XII vessels under 500GT a choice:
- (a) Comply with Merchant Shipping (Fire Protection: Small Craft) Regulations 1998 (SI 1998/1011). In this case all firefighting equipment must be in accordance with MSN 1665 (M), amended by MSN 1733 (M) – “The Merchant Shipping (Fire Protection) Regulations 1998: Firefighting equipment”; or
 - (b) Comply with the General Exemption issued in respect of these Regulations, on 11 September 2015, 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.

3.4 Life-Saving Appliances for Pleasure Vessels of 13.7m in Length and Over.

- 3.4.1 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, pleasure vessels of 13.7 metres in length and over are classified as Class XII vessels.
- 3.4.2 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 (detailed in 3.4.1) and the possible conflict in also having to comply with the Recreational Craft Directive (RCD), with which some vessels (see footnote 4) being placed on the EU market for the first time 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.
- 3.4.3 The MCA has issued general exemptions, to Class XII vessels from the Merchant Shipping (Life-Saving Appliances For Ships Other Than Ships Of Classes III To VI(A))

⁴ In this context the affected vessels are those within the scope of the Recreational Craft Regulations 2004 Regulations, defined as: ““recreational craft” means any boat of any type regardless of its means of propulsion—
(a) whose hull, when measured in accordance with the appropriate harmonised standards, is not less than 2.5 metres and not more than 24 metres in length; and
(b) which is intended for sports or leisure purposes;”



Regulations 1999 (SI 1999/2721), provided that they comply with the agreed equivalent standards.

3.4.4 This gives owners of class XII vessels under 500GT a choice:

- (a) 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 on-board 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”; or
- (b) Comply with the General Exemption issued in respect of these Regulations, on 11 September 2015, 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.

3.4.5 Irrespective as to the choice made by owners of class XII vessels, Life-Saving Appliances on vessels that proceed to sea⁵ must be fitted with retro-reflective material in accordance with MGN 105 (M+F).

3.4.6 Additionally, lifejackets required on Class XII vessels must be in compliance with either: ISO 12402-2 (275 Newton), ISO 12402-3 (150 Newton) (or equivalent including European standard BS EN 399 or BS EN 396 respectively, which the ISO standards replace), CEN 150 standard, DOT (UK), SOLAS (International Convention for the Safety of Life at Sea, 1974) or MED approved and must not depend solely on oral inflation for their buoyancy.

4 Safety of Navigation for Pleasure Vessels

4.1 General Requirements

In section 4 of this note:

"length" in relation to a registered ship⁶ 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;

4.1.1 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 SOLAS Chapter V (Safety of Navigation). 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://www.gov.uk/navigation-safety-for-uk-seafarers#solas-chapter-v>. This provides information on the rules for the safety of navigation that apply to pleasure vessels of differing sizes.

4.1.2 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.

⁵ “to sea” means beyond UK Categorised Waters, as defined in MSN 1837 (M), as amended.

⁶ 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.



4.2 Voyage Planning

4.2.1 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 covering the area of intended voyage.
- **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 GNSS (Global Navigation Satellite System) receiver, e.g. 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 books) to navigate yourself to safety without your GPS 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 have a record of your boat's details and help you quickly should you get into trouble while boating. It could save your life. Join CG66 online at <https://www.gov.uk/register-boat-coastguard-safety-scheme>

4.3 Radar Reflectors or Radar Target Enhancers

4.3.1 Most of the large ships use 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 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.



4.4 Life-Saving Signals

4.4.1 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 https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/222597/dg_185583.pdf, 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.

4.5 Assistance to Other Craft

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

4.5.2 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 on-board, or by telephoning them at the earliest opportunity. The Coastguard will then warn other vessels in the area; and

4.5.3 Respond to any distress signal that you see or hear and help anyone or any vessel in distress as best you can if you are in a position to give such help.

4.6 Misuse of Distress Signals

4.6.1 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.

5 The International Regulations for Preventing Collisions at Sea, 1972 (COLREG)

5.1 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), as amended. These UK regulations implement the International Regulations for the Prevention of Collisions at Sea, 1972 (COLREG) and it is of paramount importance that all persons in charge of vessels at sea comply with them. The COLREG are cited within these 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.

5.2 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.

5.3 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, which shall conform as closely as possible to the COLREGS. It is important to familiarise yourself with any such special rules that apply to the local areas you operate your vessel as these may include additional requirements to those in the COLREGS.

5.4 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

- 5.5 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. Advice is given in MGN 393 as to the application of navigation lights to recreational and small craft as follows: “Recreational and small craft owners should satisfy themselves that their vessels fully comply with the requirements for the carriage of navigation lights and that any replacement light sources for incandescent lights perform within the requirements set out in COLREGs, and are suitable if fitted to sailing vessels”. A method an owner of a pleasure vessel could use to satisfy themselves, is to fit lights approved by a Notified Body under the Marine Equipment Directive or approved by a Recognised Organisation acting as an independent approval body.
- 5.6 The COLREGS are reproduced in MSN 1781 available at <https://www.gov.uk/government/publications/msn-1781-distress-signals-and-preventing-collisions> Copies of the requirements can also be obtained from yacht chandlers or found in various other publications such as nautical almanacs.

6 Manning

- 6.1 The Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Regulations 1997 (SI 1997/1320) do not apply to those on-board a pleasure vessel which is less than 80GT or under 24 metres in length.
- 6.2 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 on-board 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.
- 6.3 Vessels over 3000GT must be manned in accordance with the Merchant Shipping (Safe Manning, Hours of Work and Watchkeeping) Regulations 1997 (SI 1997/1320).

N.B. The hours of work provisions in the 1997 regulations have been superseded by the Merchant Shipping (Hours of Work) Regulations 2002 (as amended – see paragraph 6.4.2 below and MSN 1842

6.4 Crew Agreements, Health and Safety at Work and First Aid Requirements

- 6.4.1 Anybody operating a pleasure vessel of any size with five or more paid crew and which undertakes non-coastal voyages⁷ will require a crew agreement and crew list. Further

⁷ Regulation 4(1) of the Merchant Shipping (Crew Agreements, Lists of Crew and Discharge of Seamen) Regulations 1991 (1991/2144), as amended 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.



information is provided in MGN 477. MGN 111 provides information on the requirement to maintain an up-to-date list of crew at an address in the UK. MGN 477 explains arrangements for crew members to have an individual Seafarer Employment Agreement in accordance with UK requirements, as an alternative to a crew agreement.

6.4.2 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), as amended. MGN 20 gives information and advice.

6.4.3 Other health and safety related legislation that applies to those employed on UK pleasure vessels cover:

- .1 Control of noise at work MGN 377;
- .2 Control of vibration at work (SI 2007/3007);
- .3 Provision and use of work equipment MGN 331;
- .4 Lifting operations and lifting equipment MGN 332;
- .5 Working at height MGN 410;
- .6 Manual handling MGN 90;
- .7 Personal protective equipment MGN 1731;
- .8 Working with carcinogens and mutagens MGN 356;
- .9 Working with biological agents MGN 408;
- .10 Working with chemical agents MGN 409 and MGN 454;
- .11 Working with artificial optical radiation MGN 428;
- .12 Working with asbestos MGN 429 and MGN 493;
- .13 The employment of young persons MGN 473; and
- .14 Safety signs (SI 2001/3444).

6.4.4 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).

7 Pollution Prevention

7.1 General Requirements

7.1.1 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 into UK legislation. Generally all prevention of pollution legislation applies to all vessels, including pleasure vessels of all sizes, and includes controls on the discharge of waste into the sea⁸ 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 (except air pollution) 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), as amended, sets out provisions for the control of ship generated sewage.

⁸ "Sea" in this context includes any 'arms of the sea'. In the UK this includes waters categorised as category C and D waters as defined in MSN 1837 (M).



- 7.2.2 In relation to the control of sewage these requirements apply to ships engaged in international voyages over 400GT, or less than 400GT which are certified to carry more than 15 persons. These ships are subject to survey and will be issued with an International Sewage Pollution Prevention Certificate. Further information can be found in MGN 385 (M+F) and MSN 1807 (M+F).
- 7.2.3 Although no specific provisions are made in the regulations for vessels less than 400GT or certified to carry less than 15 persons, 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 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 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 area such as estuaries, inland waterways, inlets and crowded anchorages by using marina/ shore facilities wherever possible. When sailing in non UK waters please check the legislation of the waters that you are sailing in.
- 7.2.4 There are many other countries where the direct overboard discharge of sewage is prohibited by administrations/authorities. When sailing in non UK waters please check the legislation of the waters that you are sailing in.

7.3 Garbage

- 7.3.1 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.
- 7.3.2 It should be noted by operators that Annex V of MARPOL was revised and entered into force on 1 January 2013. It is recommended that operators voluntarily apply the new Annex V garbage regulations.

7.4 Oil

- 7.4.1 The Merchant Shipping (Prevention of Oil Pollution) Regulations 1996 (SI 1996/2154), as amended in general require that oil should be retained on-board 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. However, for vessels of less than 400GT then there is not a requirement to install oily water separating equipment. For such ships the best guidance is to not discharge oil or oily water but retain this on board as above.
- 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.
- 7.4.5 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 surveys for an International Oil Pollution Prevention Certificate carried out 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), as amended, 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. If the vessel is less than 24 meters; the antifoul used must not contain organotin compounds.

7.6 Emissions

7.6.1 Those vessels which are "recreational craft" (see footnote 4) under the Recreational Craft Directive (EC Directive 94/25/EC, as amended) as transposed through the Recreational Craft Regulations 2004 and placed on the market within the European Economic Area shall comply with the emissions control limits in that Directive. That Directive applies to pleasure vessels which range from 2.5m up to 24m of length. Pleasure vessels with the length (L) of 24 metres or more shall be in compliance with the UK Merchant Shipping (Prevention of Air Pollution from Ships) Regulations 2008 (SI 2008 No. 2924) as amended and MSN 1819 as amended. Furthermore, any vessel built to the RCD standard which is later used for purposes other than sport or leisure purposes may continue to comply with the RCD emissions control limits as opposed to the standards in the above Merchant Shipping Regulations.

7.6.2 Due to the different methods in calculating the length (L) of pleasure vessels less than 24 m (from 2.5m to 24m in said Directive) and 24m or more (MARPOL), the ship operator should approach the MCA for guidance should their vessels fall into the gap due to the choice of method.

7.6.3 Pleasure vessels over 400 GT shall be issued with either an International or UK air pollution prevention certificate depending on the water the vessel is operating in.

7.6.4 Marine diesel engines with power of more than 130KW, installed on pleasure vessels of more than 24m of length, shall be issued with Engine International Air Pollution Prevention Certificates. This requirement does not apply to marine diesel engines installed in pleasure vessels of length from 2.5m to 24m



8. Certification

- 8.1 It is not compulsory for a UK National who keeps their boat in the UK to register a pleasure vessel. If a pleasure vessel of less than 24 metres length is registered on the UK ship register it will be issued with an MCA Certificate of Registry for either Part I 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 and issued an International Oil Pollution Prevention Certificate.
- 8.3 A UK pleasure vessel of 24 metres length or over must be certified with the following certificates by the 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
- If engaged on international voyages, an International Energy Efficiency Certificate
- an International Anti-fouling Certificate (instead of the Declaration for over 24 metre vessels)
- a Oil Record Book Part I
- a Garbage Record Book.
- a Garbage Management Plan.
- a Shipboard Energy Efficiency Management Plan (SEEMP) if IEEC carried.

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

⁹ The UK's recognised Classification Societies are:
American Bureau of Shipping (ABS)
Bureau Veritas (BV)
Det Norske Veritas Germanischer Lloyd (DNVGL)
Lloyd's Register (LR)
Nippon Kaiki Kyokai (Class NK)
Registro Italiano Navale (RINA)



operation of a ship. This and other legislation apply to a 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 foreign flagged pleasure 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 relevant 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. Such vessels should consider the Regulations cited within this note as to if it applies to them. Foreign pleasure vessels may be subject to inspection by the MCA under UK legislation.



More Information

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File Ref: MS 010/069/0010

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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 on-board his vessel.

Following this conviction, the British Marine (BM) 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 EU market for the first time have to comply, was also raised.

BM, 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 a maritime radio capable of transmitting and receiving calls and messages appropriate for the area of operation 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 010/069/0010

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 1998 (SI 1998/1011) hereby exempts any vessel of Class XII under 500 gross tons, as defined in these regulations, from the requirements of Regulations 23, 35 and 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.

This Exemption cancels the General Exemption issued under SI 1998/1011 on 16 May 2015, published in Annex 1 of Marine Guidance Note 489 (M).

Unless cancelled, this Exemption shall expire on 11 September 2020.

Dated this Day the 11 September 2015

Sir Alan Massey
Chief Executive
Maritime & Coastguard Agency
Spring Place
105 Commercial Road
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SCHEDULE (3 pages)

Fire Protection

Interpretation –

“length” in relation to a registered ship 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;

“registered length” should be taken to mean the “length” 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;

Category A and B Waters

A ship on voyages solely on category A or B waters (as defined in MSN 1837, as amended) will be considered to comply with the minimum firefighting equipment requirements if it is issued with a valid Boat Safety Scheme Certificate.

Category C and D Waters and Ships Engaged on Voyages to Sea

A ship on voyages on category C or D waters (as defined in MSN 1837, as amended) or to sea shall comply with the carriage requirements set out in the following table.

	Vessels of 13.7 meters but less than 24 meters length	Vessels of 24 meters in length or over and less than 500GT
Multi-purpose fire extinguisher to a recognised standard with minimum fire rating of 13A/113B	4 (1)	2
Metal, plastic or canvas buckets with lanyards suitable for fighting fires	2	2
Fire blanket to be provided in every galley or cooking area, where there is a fire risk	1	1



Hand or power driven fire pump (outside engine space), with sea and hose connections, capable of delivering a 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. (2)	1
Fire extinguishing means suitable for the capacity of the engine space for vessels fitted with inboard engines. (3)	YES

(1) For vessels of less than 24 meters length, a combination of smaller extinguishers giving equivalent fire rating is accepted. Two extinguishers may be accepted instead of 4 if the following is provided: A fire pump capable of delivering a jet of water with a minimum throw of 6 meters with a 6mm nozzle to any part of the ship. The fire pump need not be a dedicated fire pump and 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 suction and hose connection.

(2) The fire pump may be substituted with 2 multipurpose fire extinguishers in addition to the fire extinguishers already required. These fire extinguishers shall have a minimum fire rating of 13A/113B. Smaller fire extinguishers giving an equivalent fire rating may be used.

(3) A person shall not be required 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 firefighting system shall be fitted.

The means of complying with this requirement may be met by providing a portable fire extinguisher suitably sized for the space being protected and arranged to discharge into that space, an additional extinguisher, or one of the multi-purpose already required can also be the extinguisher required for discharge into the engine space, providing it is a suitable type (type B), and suitably sized and stowed in a location appropriate to its dual use.



When a fixed firefighting system, which is not a portable fire extinguisher 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. The requirements for fixed firefighting 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”

Fixed installations in machinery spaces covered by the references are:

- (a) Medium expansion foam;
- (b) High expansion foam;
- (c) Carbon dioxide;
- (d) Pressure water spraying;
- (e) Vaporising fluids (hydrofluorocarbons – HFCs); and
- (f) Aerosols (solid pyrotechnic type).

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 this schedule shall be of an approved type and / or technically equivalent to BS EN 3.

END





Maritime &
Coastguard
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MS 010/069/0010

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 16 May 2015, published in Annex 1 of Marine Guidance Note 489 (M).

Unless cancelled, this Exemption shall expire on 11 September 2020.

Dated this Day the 11 September 2015

Sir Alan Massey
Chief Executive
Maritime & Coastguard Agency
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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 1999/2721. 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.



The Following Table Forms the Carriage Requirements for Life-Saving Appliances

	Vessels engaged on a voyage in the course of which it is in the following areas:					
	Category A waters	Category B waters	Category C & D waters, and less than 3 miles to sea from the coast	3 miles to sea from the coast and less than 20 miles to sea from the coast	20 miles to sea from the coast and less than 150 miles to sea from the coast	More than 150 miles to sea from the coast
All persons on-board shall be provided with a suitable Personal Floatation Device, fitted with a lifejacket light complying with an MCA recognised standard.			YES (1)			
All persons on-board shall be provided with a lifejacket providing 150N of buoyancy, fitted with a self-activating light complying with an MCA recognised standard. (1)				YES	YES	YES
Lifebuoy fitted with an 18 metre buoyant line. (2)	1 (4)	1 (4)	1	1	1	1
Lifebuoy fitted with a self-igniting light. (2)			1 (5)	1	1	1
Three means of distress alerting in accordance with Annex 4 of the COLREGs, one of which must be a maritime radio capable of transmitting and receiving calls and messages appropriate for the area of operation and one of which must be distress flares (3).			YES	YES	YES	YES
Manufacturer's instructions for the use and maintenance of the life-saving appliances shall be available on-board the vessel.	YES	YES	YES	YES	YES	YES
Liferaft (9)				YES	YES	YES
A Copy of the Life-Saving Signals			YES	YES	YES	YES



or leaflet						
A Throw line or rescue sling						1
A Ladder to afford access from the side deck to the waterline. (6)	1	1	1	1	1	1
VESSELS OF 24 METERS LENGTH OR OVER AND LESS THAN 500GT IN ADDITION TO ABOVE SHALL CARRY THE FOLLOWING						
Lifebuoy fitted with an 18 metre buoyant line. (2)						1
Lifebuoy fitted with a self-igniting light. (2)						1
Line throwing appliance						1
An Embarkation Ladder at each embarkation station extending in a single length from the deck to the waterline in the lightest seagoing condition under unfavourable trim up to 10 degrees and listed to not less than 20 degrees. (7)	1	1	1	1	1	1
VESSELS OF 25.9 METERS IN LENGTH OF OVER AND UNDER 500GT IN ADDITION TO ABOVE SHALL CARRY THE FOLLOWING						
Rescue boat or inflatable boat (8)	1	1	1	1	1	1

(1) The lifejacket light need not be fitted if the vessel's intended operation is in daylight hours or in good visibility only. Lifejackets shall be stowed in positions readily accessible from the helm and deck. Lifejackets shall be provided in appropriate sizes for the person(s) on-board.

(2) Light weight lifebuoys such as horse shoe buoys are permitted. Where they are used, they shall be fitted with a drogue to prevent them moving quickly across the water's surface.

(3) Other means of distress alerting may include an EPIRB or a Personal Location Beacon. It is most strongly recommended that the maritime radio provided has a digital selective calling (DSC) function. The flares required shall include 4 red hand and 2 orange smoke flares. One of the signals included shall not be the raising and lowering of arms.

(4) This may be replaced with an 18 metre rescue line and quito in Category A or B waters.

(5) The self-igniting light need not be fitted if the vessels intended hours of operation are daylight only and / or in good visibility by daylight.

(6) Such a ladder is not required where the construction of the vessel affords access to the waterline (such as a Rigid Inflatable Boat). Such a ladder may be temporarily attached and may be replaced by an approved device to afford access to survival craft when waterborne.

(7) Where the length of the embarkation ladder would not be more than 1 meter an embarkation ladder is not required. Embarkation ladder(s) may be temporarily attached.

(8) A lifeboat may be accepted as a rescue boat providing it meets the requirements of a rescue boat. The lifeboat, rescue boat or inflatable boat shall be served by a launching appliance. Where the intended voyage is less than 60 miles from a safe haven and in less than Beaufort wind force 4 or less and the vessel has sufficient manoeuvrability in a seaway to enable persons to be retrieved from the water, a rescue boat is not required. To assess this ability, it is not acceptable to retrieve persons over the stern of the vessel or adjacent propeller(s). Additionally, the vessel should be provided with suitable equipment and / or arrangements to enable person(s) to be recovered without further persons entering the water.

(9) The following liferaft standards:



	Vessels engaged on a voyage in the course of which it is in the following areas:		
	3 miles to sea from the coast and less than 20 miles to sea from the coast	20 miles to sea from the coast and less than 150 miles to sea from the coast	More than 150 miles to sea from the coast
a CE marked Category C rigid or inflated inflatable dinghy ready for immediate use of equivalent capacity	X		
built to the ISO 9650-2:2005 – Small Craft Liferrafts Part 2 Type 2 provided the vessel is not operating in waters where the air temperature is less than 0° Centigrade	X		
built to the ISO 9650-1:2005 – Small Craft Inflatable Liferrafts Part 1 Type 1 Group A standard	X	X	X
built to the ISO 9650-1:2005 – Small Craft Inflatable Liferrafts Part 1 Type 1 Group B standard provided the vessel is not operating in waters where the air temperature is less than 0° Centigrade	X	X	X
constructed to SOLAS standards or MED approved.	X	X	X
Vessels already fitted with the following liferaft types on the date of issue of this general exemption may continue to use them until replacement is due because they have come to the end of their serviceable life. Additionally, attention is drawn to the fact that the MCA is considering a formal phase out of these rafts.			
built to the International Sailing Federation (ISAF), Offshore Special Regulations (OSR) Appendix A Part 2 requirements	X	X	
built to the International Sailing Federation (ISAF), Offshore Special Regulations (OSR) Appendix A Part 1 requirements and manufactured prior to 1 st July 2003	X	X	
DfT Approved	X	X	X

Liferaft Packs

All liferafts shall be equipped with a suitable pack.



On vessels proceeding more than 150 miles to sea from the coast this shall be a SOLAS 'A' PACK. (On vessels less than 24m length this may be supplemented with a "grab bag" if the liferaft contents do not make up a SOLAS 'A' Pack)

On vessels proceeding more than 20 miles to sea from the coast but less than 150 miles to sea this shall be an ISO (>24 hour) PACK, a SOLAS 'B' PACK, or a SOLAS 'A' PACK. (The contents of the pack integral to the liferaft may be supplemented by a "grab bag")

On all other liferafts, this shall be an ISO (<24 hour) PACK, an ISO (>24 hour) PACK, a SOLAS 'B' PACK, or a SOLAS 'A' PACK. (The contents of the pack integral to the liferaft may be supplemented by a "grab bag")

Every ship of 24 metres in length or over and under 500 GT, operating more than 3 miles to sea 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 on-board is acceptable.

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 ships 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.

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



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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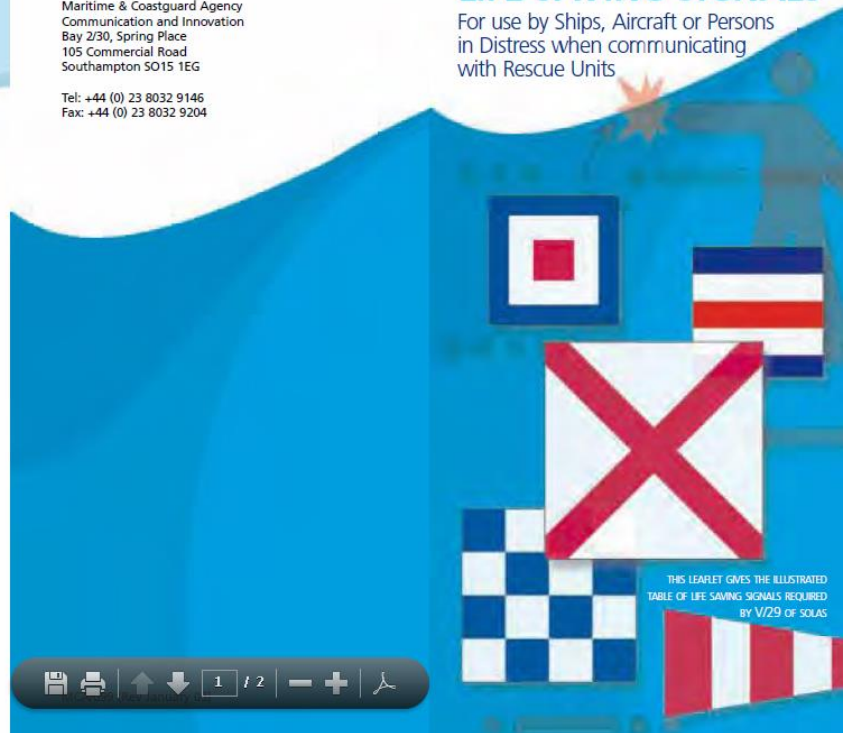
Tel: +44 (0) 23 8032 9146
Fax: +44 (0) 23 8032 9204

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LIFE SAVING SIGNALS

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



ston 4233

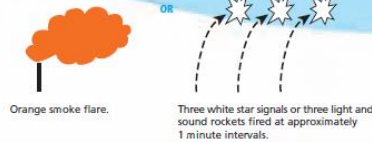
LIFE SAVING SIGNALS

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.



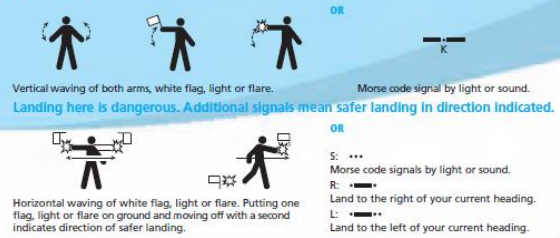
Search and Rescue Unit Replies

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



Shore to Ship Signals

Safe to land here.



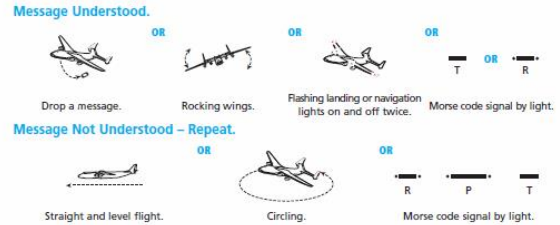
Surface to Air Signals

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.

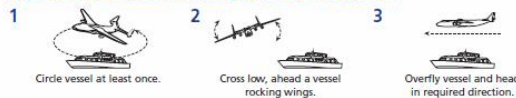
Air to Surface Replies

Message Understood.

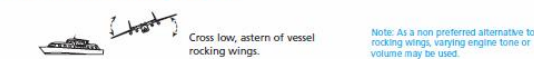


Air to Surface Direction Signals

Sequence of 3 manoeuvres meaning proceed to this direction.

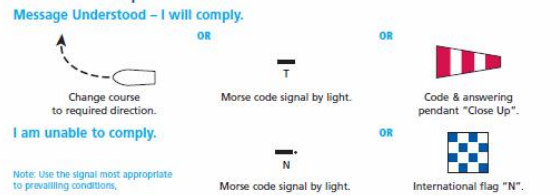


Your assistance is no longer required.



Surface to Air Replies

Message Understood - I will comply.



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: <https://www.gov.uk/owning-a-boat/safety-at-sea> under "Getting rid of old 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**

