



Isle of Man
Ship Registry



Pleasure Vessel Master's Handbook



www.iomshipregistry.com

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Introduction

This handbook is designed for all Masters and senior officers of Isle of Man registered Pleasure Vessels. Its purpose is to provide you with simple and easy to use information regarding Isle of Man Merchant Shipping Regulations and the administrative processes required in running an Isle of Man Pleasure Vessel. These may differ from the procedures that you are familiar with in pleasure vessels of other flags and this handbook attempts to provide simple guidance on the key areas.

Masters, and other seafarers, serving in Isle of Man pleasure vessels are always welcome to contact the Isle of Man Ship Registry by phone, fax or e-mail. If there is any way in which the Isle of Man Ship Registry can assist by providing advice or support the staff will always attempt to provide the maximum assistance possible.

Further information, including current legislation and advice, can be obtained by accessing the web site at

<http://www.iomshipregistry.com>

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1 Definition of a Pleasure Vessel

A Pleasure Vessel is defined in the Merchant Shipping (Pleasure Vessel) Regulations 2003 (SD 398/03), as follows:-

“Pleasure Vessel” means any vessel which at the time it is being used:

- (a) is wholly owned by an individual or individuals, and is used only for the sport or pleasure of the owner or the immediate family or friends of the owner; or
- (b) is owned by a body corporate, and is carrying only such persons as are the employees or officers of the body corporate, or their immediate family or friends; and
- (c) is on a voyage or excursion which is one for which the owner does not receive money or money's worth for or in connection with the operation of the vessel or the carrying of any person other than as a contribution to the direct expenses of the operation of the vessel incurred during the voyage or excursion, and no other payments are made by, on behalf of, or for the benefit of users of the vessel, other than by the owner; or
- (d) is owned by a body corporate but pursuant to a long term lease agreement, is used only for the sport or pleasure of the lessee, and the immediate friends or family of the lessee, if an individual, or the employees or officers and their immediate friends and family, if a corporate lessee.

Such lease agreement must specify that:

- (i) the vessel may only be used for private purposes and must not be used for commercial purposes;
 - (ii) the vessel must not be sub-leased or chartered, and
 - (iii) no other payments are made by, on behalf of, or for the benefit of users of the vessel, other than by the lessee.
- (e) is wholly owned by or on behalf of a members' club formed for the purpose of sport or pleasure, and 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 any charges levied in respect of that use are paid into club funds and applied for the general use of the club, and no other payments are made by, on behalf of, or for the benefit of users of the vessel, other than by the club.”

2 Crew Lists

Isle of Man registered pleasure vessels of 80 gross tons and above are required to maintain a List of Crew onboard by the Merchant Shipping (Pleasure Craft)(Lists of Crew) Regulations, 1989. (GC 122-89)

A Crew List should also be kept by the Isle of Man Representative Person at an address in the Isle of Man, in case of a casualty or accident onboard, as required by the Registration Act.

The Crew List onboard may be maintained in a Log Book as detailed in Section 3 with a copy forwarded to the Representative on the Isle of Man.

The details that are normally retained for crew are:-

- Name,
- Age
- Date of Birth,
- Next of Kin,
- Home Address,
- Next of Kin contact address if different to home address,
- Telephone number of Next of Kin, if applicable.

A typical crew list might be along these lines :-

Name	Age	DOB	Next of Kin	Address
G Goodman	31	01/02/79	Mother	15 Grouse Lane, Windycott, Sussex
			W Goodman	As above – Tel 00 44 1783 967711
W Tate	23	01/02/87	Father	17 Fox Avenue, Loughborough
			G Tate	18 Bakers Lane, Swinsbury

3 Log book

An Official Log Book is not required to be kept by regulation, however it is strongly recommended that the Master keep a Log Book to cover such matters as:-

- the recording of changes of masters,
- records of seaman employed,
- inspections of safety equipment,
- maintenance carried out onboard,
- accidents and casualties,
- events of interest and/or day to day operation of the pleasure vessel,
- safety induction of personnel onboard,
- Drills carried out,
- instructions in the use of safety equipment onboard.

The content of the Log Book should be left to the Master's discretion and the format may be a diary, a loose leaf file or similar. Log Books are useful documents should there be a casualty or local dispute and can also assist in maintaining the safety of the crew and the pleasure vessel.

Commercial Yachts use a loose leaf Official Log Book and blank pages are available in PDF format downloadable from the Isle of Man Ship Registry web site. www.iomshipregistry.com These may be of some use for the Master in deciding on what information should be maintained.

A typical entry in a log book might be :-

Date	Event	Signature
01/02/10	General alarm sounded, crew mustered for a simulated fire, fire pumps and fire fighting equipment tested, crew then mustered to abandon ship stations. Instructions given for launching of the Rescue Boat/Liferafts.	G. Goodman Master W.Tate Mate
02/02/10	W. Tate inspected fire extinguishers and confirmed all in good working order.	G. Goodman Master
04/02/10	Vessel left Southampton Marina at 0500 hrs on passage to Brest, France. 3 crew onboard including Master.	G. Goodman Master

It is recommended that log books are closed at regular intervals and a new one opened, either at 12 or 24 month periods. These should then be retained onboard for reference and multiple log books running at the same time should not be permitted.

4 Publications to be carried

The following list is provided for the guidance of the Master on publications recommended to be carried, this is for information and is not exhaustive. The carriage requirements may not be regulated for certain sizes of pleasure vessels however it is strongly recommended that consideration be given to carrying the publications as indicated.

	Publication	Applicable Regulation
1.	Stability Information – where available	Recommended
2.	Garbage Management Plan and Records for vessels of 400 GT and above or where there 15 persons or more onboard	Marpol 73/78 Annex V
3.	SOPEP for vessels of 400 GT and above	Marpol 73/78 Annex I Reg. 37
4.	Oil Record Book Part 1 for all vessels of 80 GT to 400 GT	Marpol 73/78 Annex I Reg. 17 Merchant Shipping (Prevention of Oil Pollution)(Records) Regulations 1986. GC 216-86
5.	<p>Nautical Publications</p> <ul style="list-style-type: none"> • International Code of Signals • Mariners' Handbook • Sailing Directions • Operational and Maintenance Instructions for Navigational Aids carried by the ship • List of Lights and Radio Signals • Notice to Mariners • Nautical Almanac • Tide Tables & Tidal Stream Atlas • Navigational Tables • Manoeuvring Information in accordance with IMO Res. A 601(15) • Sufficient charts for the area of operation 	The carriage requirements for pleasure vessels is not regulated however it is recommended to follow the requirements laid down in SOLAS Chapter V Regulation 27 and 28
6.	Log Book	Recommended see Section 3
7.	Maintenance instructions and records for the Life-Saving and Fire Fighting Equipment fitted onboard	Recommended
8.	Manufacturer's instructions for the use of Life-Saving and Fire Fighting Equipment fitted onboard	Recommended
9.	Information and instructions for Radio Installation (GMDSS) fitted onboard	Recommended SOLAS Chapter IV Reg. 15.3

Please note that there is no requirement to carry Isle of Man Acts and/or Regulations on board Pleasure Vessels, however these do contain useful information and have been referred to in this handbook where relevant. They are all freely available for download from the website. www.iomshipregistry.com

Oil Record Book (part 1)

The Merchant Shipping (Prevention of Oil Pollution)(Records) Regulations 1986, (GC 216/86) implementing the Marpol 73/78 Convention, requires Isle of Man Ships to carry and maintain oil record books.

An oil record book part 1, covering machinery space operations, **shall be maintained by all ships** and shall contain entries relating to:-

- Bunkering operations,
- Disposal of oily residues (sludge),
- Discharge overboard of bilge water which has accumulated in machinery spaces,
- Ballasting or cleaning of oil fuel tanks,
- Discharge of ballast or cleaning water from oil fuel tanks, and
- Accidental discharges of oil.

Such operations that require recording are listed in the front of the oil record book.

It is most important that oil record books are regularly, correctly and accurately maintained as they may be scrutinised by port state authorities whilst checking for possible illegal discharges.

Oil record books can be obtained from the Isle of Man Ship Registry and completed books should be kept for a period of at least 3 years after the last entry, but they are not required to be returned to the Isle of Man Ship Registry.

The Merchant Shipping (Prevention of Oil Pollution)(Records) Regulations 1986, (GC 216/86) are currently under review.

5 Safety officials and safety committees

Every person on board a vessel has a responsibility for safety, Merchant Shipping legislation details the specific responsibilities of personnel with designated duties in ensuring the safety of those on the vessel. A vessel's safety culture is dependent upon the high standards of safety which can only be achieved by strong support and encouragement from the vessel's Owner, Master and senior management.

The Regulations dealing with Safety Officials place requirements on the Owner and/or operator for the appointment of vessel's Safety Officers, the appointment of a safety committee and the election of safety representatives with specific powers.

On every vessel in which five or more persons are employed the Owner and/or operator is required to appoint a safety officer. The Master is required to record the appointment of the Safety Officer in the log book.

The Safety Officer should have adequate training for the role, be familiar with the statutory responsibilities for health and safety and also knowledge of the principles and practice of risk assessment. This training could be formal or in the form of a computer or video/DVD course from a suitable training company. Where this training is not available, then it is strongly advised that the designated Safety Officer attends a suitable training course. If possible the Owner and/or operator should avoid appointing as Safety Officer anyone to whom the Master has delegated the task of giving medical treatment.

- amongst the duties of the Safety Officer it is the responsibility to ensure that the provisions of the Code of Safe Working Practices and the Owner's and/or operator's occupational health and safety policies are complied with.
- carry out occupational health and safety inspections of each accessible part of the vessel in which the crew may be required to work at least once every three months or more frequently if there have been changes in the working conditions.
- stop any work which he reasonably believes may cause an accident and inform the Master who shall be responsible for deciding when work can safely be resumed.
- ensure the minutes of each safety committee meeting are accessible to all the crew.

On every vessel in which five or more persons are employed the Owner and/or operator is required to make rules and arrangements for the officers and ratings to elect safety representatives. The Regulations specify that no safety representative shall have less than two years consecutive sea service since attaining the age of 18 years. The Master must record the election or appointment of safety representatives in the log book. When there is a substantial change in the number of crew the Master should remind personnel of their right to elect new safety representatives. The number of safety representatives who should be elected will vary according to the size of the crew

- in a vessel carrying fewer than 16 crew, one safety representative elected by the officers and ratings
- in a vessel carrying 16 or more crew, one safety representative elected by the officers and one elected by the ratings.
- in a vessel carrying more than 30 ratings one safety representative elected by the ratings from each of the deck engine and catering departments.

The responsibilities and duties of a safety representative include amongst others:-

- to participate in any investigations or inspections carried out by the Safety Officer subject to his agreement, or after notification to the Master, undertake similar investigations or inspections himself, whether or not they have been carried out by the Safety Officer.
- on behalf of the crew on matters affecting occupational health and safety of crew members; consult with the Master and Safety Officer and make recommendations to them, request through the safety committee an investigation by the Safety Officer of any such safety matter.
- inspect any of the records required to be kept by the Safety Officer.

Once the safety officials have been appointed or elected as may be the case, the Master shall appoint a safety committee which shall include the Safety Officer and every safety representative. The Master shall be the chairman of the safety committee. The safety committee shall hold meetings at such intervals as it may decide but in any case at intervals of not more than 6 weeks. The appointment of every safety committee shall be recorded by the Master in the log book. The duties of the safety committee shall be amongst others:-

- to ensure that the provisions of the Code of Safe Working Practices, relevant legislation and shipping notices are complied with to improve the standard of safety consciousness among the crew.

- make representations and recommendations on behalf of the crew to the Owner and/or operator on matters relating to occupational health and safety of the crew.
- ensure the Owner's and/or operator's occupational health and safety policies are observed and to make recommendations for their improvement.
- inspect any of the records required to be kept by the Safety Officer and ensure that any conclusions reached on matters of safety are followed up.

It shall be the duty of the Owner and/or operator **and** the Master to facilitate the work of the Safety Officer, safety representatives and safety committee in carrying out their duties, amongst others to:-

- provide access to any necessary safety information, documents, shipping notices and relevant regulations.
- inform the Safety Officer, safety representatives and safety committee of any hazards on board the ship known to them which may endanger the ship or her crew.
- permit occupational health and safety inspections of any accessible part of the vessel where crew members may be required to work.

It is very important the Master takes a close interest in the work of the safety officials, he should check the Safety Officer is fulfilling his responsibilities effectively, but should also give support and encouragement. The Master is the person best situated to ensure the safety committee works successfully by encouraging all crew members to participate in the ship's safety culture.

For further guidance refer to:-

M/S (Safety Officials, General Duties and Protective Equipment) Regs 2001 (SD 816/01).

Code of Safe Working Practices for Merchant Seamen

6 Accident reporting

The Merchant Shipping (Accident Reporting and Investigation) Regulations 2001 (SD 815/01) place a duty on the Master or Owner and/or operator to report casualties and accidents by the quickest means possible and as soon as possible after the occurrence to the Isle of Man Ship Registry. Details concerning casualties should be reported either by e-mail or phone as soon as possible, with the paperwork to follow.

The Regulations interpret accidents and casualties as follows: -

Accidents: - as an occurrence which caused material damage to any ship or structure or damage to the health of any person or serious injury.

Casualties: - cover occurrences such as, loss of life, loss of the ship, collision of the ship, pollution incidents etc...

For further guidance refer to:-

- Merchant Shipping (Accident Reporting and Investigation) Regulations 2001 (SD 815/01).
- Manx Shipping Notice 03.
- Form ARF 1 Version January 2006 (or later).

The Regulations (SD 815/01) and Manx Shipping Notice No 03 contain the same information and give details of how to fill in the Accident Report Form (ARF 1). All these documents are downloadable from the website.

It should be noted that the form ARF 1 is used for both accident and casualty reporting and copies of this form should be on board in printed form or available on the computer for use by the Master. If the pleasure vessel already uses its own accident reporting form that contains all the information required on the ARF 1 form, then the use of this alternative would be acceptable to the Isle of Man Ship Registry.

7 Hours of rest

The applicable regulations on hours of work and rest do not apply to Pleasure Vessels however it is the responsibility of the Master to ensure that all crew are given adequate rest periods.

Consideration should be given to the following :-

- the number of crew onboard,
- the operational aspects of the vessel,
- the hours a crew member is expected to be available during passage, and/or whilst anchored or moored alongside,
- adequate numbers of crew available onboard for maintaining a proper look out at night or in restricted visibility,
- emergencies and situations likely to become emergencies unless action is taken,
- musters and drills,
- essential work on board which cannot be delayed for safety or environmental protection reasons,
- factors beyond the control of the master

8 Surveys and Certification

The Certificate of Survey and the Tonnage measurement of Pleasure Vessels under 24 metres in overall length registering with the Isle of Man can be carried out by a Recognised Organisation (Class) or an Authorised Representative of the companies indicated in Registry Advice Notice 03 - Certificates of Survey & Tonnage Measurement (RAN 03), downloadable from the website.

The Certificate of Survey and Tonnage measurement of Pleasure Vessels over 24 metres in registered length should be completed by a recognised Class Society.

Recognised Class Societies are :-

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

The Isle of Man Ship Registry does not survey Pleasure Vessels unless they wish to change to commercial operations and they will **only** be considered for commercial operations if they are :-

- over 24 metres in registered length, **and**
- classed by a recognised Classification Society, **and**
- issued with a Load Line certificate by Class, **and**
- surveyed by an IOM Senior Surveyor to meet the relevant requirements.

Please note that Pleasure Vessels on the Isle of Man Register are **not** permitted to operate commercially.

Certificates that may be issued are as indicated in this Table :-

Certificate	Pleasure Vessel	Certificate Issued	Renewal Survey done by	Annual Survey done by
Registry	Required	IOM	N/A	N/A
Safe Manning	Recommended	IOM	N/A	N/A
Tonnage	Required Optional for < 24m	Class or Authorised Agent for < 24m	N/A	N/A
Classification	Optional	Class	Class	Class
Oil Pollution	400 GT and above	Class	Class	Class
Air Pollution	400 GT and above	Class	Class	Class
Sewage Pollution	400 GT and above or where 15 Persons or more onboard	Class	Class	Class

9 Manning requirements

Pleasure vessels are required to be manned in accordance with the Merchant Shipping (Pleasure Vessel)(Manning) Regulations 1989. (GC 121-89) These regulations are presently under review as they are outdated and punitive in comparison with the present manning requirements for commercial yachts of similar size. The Owner/Master may find the following manning scales useful for determining the minimum crew and associated risks for the operational range of the pleasure vessel.

It is therefore strongly recommended that consideration be given to manning Pleasure Vessels to at least the minimum standard as required by commercial yachts of similar size.

The following tables show the minimum numbers of personnel, in brackets, and the minimum safe manning qualification requirements for the posts indicated.

COMMERCIAL YACHTS UNDER 500 GT

Miles from a Safe Haven	Personnel	>24m < 200 GT	200 – 500 GT
Up to 60	Master	(1) YM Offshore	(1) Master (Y)
	Chief Officer		(1) Coastal Skipper
	OOW Nav		
	Ch Engineer	(1) AEC	(1) Ch Eng (Y4)
	2 nd Engineer		
	Ast Engineer		(1) AEC
	Yacht Rating	(1)	(2)

Miles from a Safe Haven	Personnel	>24m < 200 GT	200 – 500 GT
Up to 150	Master	(1) YM Offshore	(1) Master (Y)
	Chief Officer	(1) Coastal Skipper	(1) YM Offshore
	OOW Nav		
	Ch Engineer	(1) MEOL (Y)	(1) Ch Eng (Y3)
	2 nd Engineer		
	Ast Engineer		(1) MEOL (Y)
	Yacht Rating	(1)	(2)

Miles from a Safe Haven	Personnel	>24m < 200 GT	200 – 500 GT
Over 150	Master	(1) YM Ocean	(1) Master (Y)
	Chief Officer	(1) YM Offshore	(1) OOW (Y)
	OOW Nav		(1) YM Offshore
	Ch Engineer	(1) Ch Eng (Y4)	(1) Ch Eng (Y3)
	2 nd Engineer		(1) Ch Eng (Y4)
	Ast Engineer	(1) AEC	
	Yacht Rating	(2)	(2)

COMMERCIAL YACHTS OVER 500 GT

Miles from a Safe Haven	Personnel	500 – 3000 GT < 3000 kW	500 – 3000 GT 3000 kW to < 6000 kW	500 – 3000 GT 6000 kW to < 9000 kW
Up to 60	Master	(1) Master (Y)	(1) Master (Y)	(1) Master (Y)
	Chief Officer	(1) OOW (Y)	(1) OOW (Y)	(1) OOW (Y)
	OOW Nav			
	Ch Engineer	(1) Ch Eng (Y3)	(1) Ch Eng (Y2)	(1) Ch Eng (Y1)
	2 nd Engineer			
	Ast Engineer	(1) MEOL (Y)	(1) MEOL (Y)	(1) MEOL (Y)
	Yacht Rating	(2)	(2)	(2)

Miles from a Safe Haven	Personnel	500 – 3000 GT < 3000 kW	500 – 3000 GT 3000 kW to < 6000 kW	500 – 3000 GT 6000 kW to < 9000 kW
Up to 150	Master	(1) Master (Y)	(1) Master (Y)	(1) Master (Y)
	Chief Officer	(1) Chief Mate (Y)	(1) Chief Mate (Y)	(1) Chief Mate (Y)
	OOW Nav			
	Ch Engineer	(1) Ch Eng (Y2)	(1) Ch Eng (Y2)	(1) Ch Eng (Y1)
	2 nd Engineer	(1) Ch Eng (Y3)	(1) Ch Eng (Y3)	(1) Ch Eng (Y2)
	Ast Engineer			
	Yacht Rating	(2)	(2)	(2)

Miles from a Safe Haven	Personnel	500 – 3000 GT < 3000 kW	500 – 3000 GT 3000 kW to < 6000 kW	500 – 3000 GT 6000 kW to < 9000 kW
Over 150	Master	(1) Master (Y)	(1) Master (Y)	(1) Master (Y)
	Chief Officer	(1) Chief Mate (Y)	(1) Chief Mate (Y)	(1) Chief Mate (Y)
	OOW Nav	(1) OOW (Y)	(1) OOW (Y)	(1) OOW (Y)
	Ch Engineer	(1) Ch Eng (Y2)	(1) Ch Eng (Y1)	(1) Ch Eng (Y1)
	2 nd Engineer	(1) Ch Eng (Y3)	(1) Ch Eng (Y3)	(1) Ch Eng (Y1)
	Ast Engineer			
	Yacht Rating	(2)	(2)	(2)

Safe Manning Certificates

Pleasure Vessels are not required to have a Safe Manning Certificate however one will be issued to the vessel on request, for which a fee will be payable.

Nomenclature for Manning Scales

- Master (Y) - Master (Yacht)
- YM Ocean - RYA/DTp Yachtmaster Ocean with Commercial Endorsement
- YM Offshore- RYA/DTp Yachtmaster Offshore with Commercial Endorsement
- OOW (Y) - Officer of the Watch (Yacht)
- MEOL (Y) - Marine Engine Operator Licence (Yacht)
- AEC - Approved Engine Course

10 Complaints procedure

In the Isle of Man Ship Registry's Quality Policy we have a commitment to address any seafarer's complaint(s) with regards to their terms of employment and conditions onboard. We treat all complaints in the strictest confidence, as far as possible, to avoid any additional problems for the seafarer concerned. However, to avoid dealing with possible malicious calls, we have to insist that complaints are sent by letter, fax or e-mail and that any complainant identifies themselves when making a complaint.

If any seafarer employed in a vessel registered in the Isle of Man considers that he/she has a grievance in connection with any aspect of his/her work, safety, living conditions, food, treatment, pay or any other aspect of his/her employment on the vessel, he/she should have access to a procedure on board described in his/her contract of employment or in the vessel's procedures, that allows him/her to take his/her grievance to either his/her Head of Department or to the Master.

If the seafarer is dissatisfied with the action taken by the Master on the grievance raised, or if he/she feels that it is not appropriate to complain to the Master or if he/she feels that the Master is not taking action, he/she should take the matter to the Owner and/or operator who should have a mechanism for dealing with it.

If none of these procedures are effective, the Master or any of the crew may take the matter directly to the Isle of Man Ship Registry. He/she may do so by telephone in the first instance and then confirming by letter, fax, e-mail. All such complaints are treated by the Isle of Man Ship Registry in the strictest confidence and will be investigated.

The Isle of Man Ship Registry will not reveal the source of its information when investigating complaints however we will not deal with any anonymous complaints.

Complaints about provisions and/or water

Isle of Man law states that if 3 or more seafarers employed on an Isle of Man vessel consider that the provisions and/or the water provided for them are not in an acceptable condition because of the quality, are unfit for use or are deficient in quantity, they have a right to complain to the Master who must investigate. The Master should also record this complaint in the log book.

As with any other grievance, if the complainants are dissatisfied with the action taken by the Master they may complain to the Owner and/or operator and subsequently to the Isle of Man Ship Registry.

Working with the Isle of Man Ship Registry

The Isle of Man Ship Registry aims to be an efficient and effective flag state, our aim is to provide the best possible service at all times. We welcome feedback from Owners, operators and crew which lets us know when we are getting things right, and just as importantly enables us to focus on where we get things wrong. We record all complaints and carry out regular reviews of our customer services.

Step 1

If you are not satisfied with the service from the Isle of Man Ship Registry then please get in touch with the person or section that you have been dealing with, they will be keen to put the matter right if they can.

Our correspondence normally gives the name and telephone number of the sender and that contact should be used in the first instance. The general e-mail inbox can be used for e-mails as this is monitored daily by a principal surveyor marine.survey@gov.im

We are confident that most concerns can be addressed satisfactorily at this first step, however, if you already feel that you have explored this avenue as far as you can, then please proceed to Step 2.

Step 2

If you are still not satisfied, you should write or send an e-mail to the Principal Surveyor (Standards) at the address below or by e-mail. marine.survey@gov.im

Step 3

If you remain unsatisfied after Step 2, you should write, including full details of previous correspondence, to the Director of the Isle of Man Ship Registry at the following address :-

Isle of Man Ship Registry
Department of Economic Development
St Georges Court
Upper Church Street
Douglas
Isle of Man
IM1 1EX
British Isles

He will ensure that your complaint is thoroughly investigated. At every step, we will try to respond to your correspondence within a reasonable period of time following receipt.

11 Life-Saving Appliances

The Merchant Shipping (Life-Saving Appliances) (Ships Built Before 1st July 1986) Regulations 1991 (GC 273-91) apply to Pleasure Vessels built before the 1st July 1986.

These requirements are based on the length of the Pleasure Vessel as indicated in the table below, recommendations are made for items of equipment that are now standard fit for sea-going vessels but were never included in the original regulations.

Where a Pleasure Vessel does not proceed to sea then there is no requirement for liferafts however sufficient lifebuoys should be carried to the extent of 50% of the number of persons onboard. (i.e 2 persons to one lifebuoy)

Liferafts where required should be easily transferrable from one side of the vessel to the other.

Life-Saving Appliances Table :-

Equipment	Pleasure Vessel Under 21.3 m	Pleasure Vessel 21.3 m and above	Pleasure Vessel Over 25.9 m
Liferafts	1 (100% P or S)	2 (100% P&S)	2 (100% P&S)
Lifebuoys	2	4	4
Line Throwing Appliance (1 set)		1	1
Buoyant Line Of at least 18m	1	-	-
Lifeboat or Rescue Boat or Inflatable Boat Launched from one side of vessel	-	-	1
Launching arrangements for required boat above	-	-	1 set Either P or S
Instructions for launching Liferafts/Boat	Required	Required	Required
Lifejacket for person of 32kg and over Fitted with Light	100%	100%	100%
Lifejacket for person under 32kg Fitted with Light	100%	100%	100%
SOLAS No.1 Table	-	-	1
SOLAS No.2 Table	Recommended	Recommended	Optional to above
Immersion Suits (100%)	Recommended	Recommended	Recommended
Parachute Flares (6 off)	Recommended	Recommended	Recommended
EPIRB	Recommended	Recommended	Recommended
SART	Recommended	Recommended	Recommended
Two Way Radiotelephone Sets (2))	Recommended	Recommended	Recommended

There are no Regulations in force in the Isle of Man for Pleasure Vessels built after the 1st July 1986, however you may be guided by the table above as to the requirements stated for Pleasure Vessels built before 1st July 1986.

OR

As an alternative to the above guidance, it is strongly recommended that Pleasure Vessels carry the Life-Saving Appliances as indicated in the Large Yacht Code for commercial vessels of similar size.

The Large Yacht Code (LY2) is now an accepted industry wide standard and whilst it is used solely for commercial vessels, as the operation and risks for Pleasure Vessels are very similar, then the equipment required may be more relevant. Owners should use this information when considering the risks of operating their Pleasure Vessels to the extent of the limits in the Code.

The Large Yacht Code is available for download from the UK Maritime & Coastguard Agency website as Merchant Shipping Notice MSN 1792 (M), as amended. www.mcga.gov.uk

The Large Yacht Code is applied in the Isle of Man by the Merchant Shipping (Safety Provisions) (Application) Order 2002. (SD 865-02)

12 Fire Fighting Equipment

The Merchant Shipping (Fire Protection) (Ships Built Before 25th May 1980) Regulations 1985 (SI 1218-85) apply to Pleasure Vessels built before 25th May 1980. These are UK Regulations applied in the Isle of Man by the Merchant Shipping (Safety Provisions) (Application) (No.2) Order 1985. (GC 357-85)

The Merchant Shipping (Fire Appliances) Regulations 1980 (SI 544-80) apply to Pleasure Vessels built from the the 25th May 1980 and before 1st September 1984. These are UK Regulations applied in the Isle of Man by the Merchant Shipping (Safety Provisions) (Application) Order 1985. (GC 38-85)

The Merchant Shipping (Fire Protection) Regulations 1984 (SI 1218-1984) apply to Pleasure Vessels built after 1st September 1984. These are UK Regulations applied in the Isle of Man by the Merchant Shipping (Safety Provisions) (Application) Order 1985. (GC 38-85)

All these Regulations are very similar and state more or less the same requirements, again similar to the Life-Saving Appliances they are based on the size of the Pleasure Vessel, as set out in the table below

Fire Fighting Equipment Table :-

Equipment	Vessel Under 15 m or Open Boat Under 21.34 m	Vessel Under 150 GT and Under 21.34 m	Vessel Under 150 GT 21.34 m and above
Water Jet to reach any part of the vessel	Recommended	Required	Required
Power Driven Fire Pump To deliver Water Jet	Recommended	Recommended	Required
If Power Driven Fire Pump is in Engine Room, one additional Fire Pump outwith the Machinery Space (may be hand pump)	Recommended	Required	Required
Vessels with Internal Combustion Engine or Boiler to have Fire Main, Hydrants and at least two Fire Hoses	Recommended	Recommended	Required
Vessels with Internal Combustion Engine or Boiler to have a Spray Nozzle	Recommended	Required	Required
Fire Extinguishers OR Fire Buckets, one of which fitted with Lanyard	Required Minimum of 2	Required Minimum of 2	Required Minimum of 3
Fireman's Axe (Not required on Open Boat)	Required	Required	Required

Fire Fighting Equipment Table :-

Equipment	Vessel 150 GT and Over but Under 1000 GT	Vessel Over 1000 GT
Two Water Jets to reach any part of the vessel	Required	Required
Two Power Driven Fire Pumps	Required	Required
If Power Driven Fire Pumps in same Space, one additional Fire Pump outwith that Space (may be hand pump)	Required	Required (Power Driven only)
Fire Main, Hydrants and two Fire Hoses in addition to any hose provided for machinery space plus one spare hose (Hoses to be at least 60% length of the vessel)	Required	Required (minimum of 5 Fire Hoses)
Vessels with Internal Combustion Engine or Boiler to have a Hydrant, Hose and Spray Nozzle in that Space	Required	Required (minimum of 2 Hydrants, Hoses and Spray Nozzles)
Fire Extinguishers for Accommodation & Service Spaces	3	5
Fixed Fire-Extinguishing System for Spaces with oil-fired Boiler, oil fuel settling tank or oil fuel unit	Required	Required
Two Fire Extinguishers for Spaces with oil-fired Boiler, oil fuel settling tank or oil fuel unit	-	Required
Vessels with Internal Combustion Engines (186.5 kW and above) to have one 45 Litre Foam OR one 16 kg CO2 Extinguisher	Required	Required
Vessels with Internal Combustion Engines to have up to 6 Fire Extinguishers in that Space at one Extinguisher to each 74.6 kW	Required	Required (minimum of 7)
Portable Foam Applicator plus 20 Litres Foam Concentrate	Required (over 500 GT)	Required
Two Firemen's Outfits	Required (One for under 500 GT)	Required
Fire-Extinguishing System for Paint/Flammable Liquid Locker	Required (over 500 GT)	Required
International Shore Connection	Required	Required
Fixed Fire Detection System	Required (over 500 GT)	Required

As an alternative to the above requirements Owners/Operators of Pleasure Vessels may wish to fit the equipment as indicated in the Large Yacht Code for commercial vessels of similar size. This would be an acceptable equivalent to the above requirements as the operation and risks for Pleasure Vessels are the same for commercial yachts of similar size and the equipment required is more relevant.



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