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Circular letter No.3171

4 March 2011

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

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

Statement by the Government of the United Kingdom

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

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

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Your ref:
Our ref: **MS 67/94/109**

For the Attention of the Secretary-General

21 December 2010

Dear Sir

**Equivalent arrangements under the
Load Lines Convention 1966, SOLAS Convention 1974 and STCW Convention 1978,
including applicable Protocols and Codes thereto**

On behalf of the Government of the United Kingdom of Great Britain and Northern Ireland, I have the honour to notify you of equivalent arrangements under the Load Lines Convention 1966, SOLAS Convention 1974 and STCW Convention 1978, including applicable Protocols and Codes thereto.

Acceptance of these equivalent arrangements is extended to United Kingdom Overseas Territories and Crown Dependencies¹.

Details of the equivalent arrangements are attached for circulation to Contracting Governments of the Conventions.

Yours faithfully

Simon Cockburn
Permanent Representative of the United Kingdom
to the International Maritime Organization

¹ Bermuda, British Virgin islands, Cayman Islands, Gibraltar, Isle of man, Anguilla, Falkland Islands, Guernsey, Jersey, Montserrat, St Helena and the Turks and Caicos Islands.

STATEMENT
by the Government of the United Kingdom of Great Britain and Northern Ireland

EQUIVALENTS

1 The United Kingdom and the United Kingdom Overseas Territories and Crown Dependencies to which the Protocol of 1998 relating to the International Convention on Load Lines 1966; the International Convention on the Safety of Life at Sea 1974, as amended and the International Convention on Standards of Training Certification and Watchkeeping for Seafarers 1978, as amended; have been extended, being concerned as to the standards of safety applied to certain yachts, feel compelled to make special provisions of these Conventions for the international certification of pleasure yachts of any size carrying more than 12 but not more than 36 passengers on international voyages.

2 Such equivalents provisions are recognized in Article 8 of the Protocol of 1998 relating to the International Convention on Load Lines 1966; in regulation I/5 of the International Convention on the safety of Life at Sea 1974; and in Article IX of the International Convention on Standards of Training Certification and Watchkeeping for seafarers 1978.

BACKGROUND

3 It is widely recognised that it has become increasingly impractical to apply International Convention standards and requirements of the major operational Conventions of the International Maritime Organization (IMO), which have been developed and have evolved to deal with merchant cargo ships and passenger ships to pleasure yachts. Based upon this, the United Kingdom addressed these difficulties with respect to non-passenger pleasure yachts under the Large Commercial Yacht Code (LY2) which deals with pleasure vessels engaged in trade carrying 12 passengers or less and which are less than 3000 gross tonnage (see circular letter 2910 dated 20 October 2008).

4 In a similar vein, the United Kingdom and its Overseas Territories and Crown Dependencies has now developed the 13 to 36 Passenger Yacht Code (the "Passenger Yacht Code") which seeks to rationalise the requirements and standards to be met by pleasure yachts of any size engaged in trade and of pleasure yachts not engaged in trade of any size which carries more than 12 but not more than 36 passengers on international voyages, particularly with respect to the International Convention for the Safety of Life at Sea, 1974 (SOLAS 1974), as amended, the International Convention on Load Lines, 1966 (LL 1966), as amended and the International Convention on Standards of Training, Certification and Watchkeeping, 1978 (STCW 1978), as amended, including applicable Protocols and Codes thereto.

5 The full text of the Code can be found at:

http://www.redesigngroup.org/media/1136/py_code_ver_4-final.pdf

6 The development of the Code is based on the consideration that full compliance with some of the provisions of these conventions as they apply to commercial merchant passenger ships is unreasonable and in some instances disproportionately onerous in terms of design and cost compared to the incremental increase in safety levels achieved for yachts, given that pleasure yachts have a very different operating pattern and risk profile (for the most part occasional voyages in defined weather conditions or operating areas) when compared to a typical commercial passenger ship. Vessels to which this Code applies need not be considered as High Speed Craft. The Code provides an equivalent standard to the requirements of the convention for those pleasure yachts engaged in trade. It also provides a standard for pleasure

yachts not engaged in trade, but noting these yachts are not subject to the convention but the Code may be voluntarily applied by operators or administrations to demonstrate an appropriate level of safety for their vessels.

7 The Code sets out technical, safety and operational standards appropriate to the size and operation of the vessels expected to operate under this Code. The standards incorporated in the Code are largely based on the international conventions applying to commercial vessels with the inclusion of equivalencies where it is not reasonable or practicable to comply with the conventions and where there is an opportunity to enhance safety. Compliance with the standards required by the Code will entitle a yacht to be issued with the appropriate Passenger Certificate under the relevant international Convention or under national law as the case may be.

NOTIFICATION

8 The United Kingdom and the United Kingdom Overseas Territories and Crown Dependencies to which the Protocol of 1998 relating to the International Convention on Load Lines 1966; the International Convention on the safety of Life at Sea 1974, as amended and the International Convention on Standards of Training Certification and Watchkeeping for Seafarers 1978, as amended, have been extended, are of the view that the application of the Passenger Yacht Code is an equivalent arrangement under the "equivalent arrangement" provisions of these conventions for the international certification of pleasure and commercial yachts of any size carrying more than 12 but not more than 36 passengers on international voyages.
