THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

Office of
Deputy Commissioner
of Maritime Affairs

Marine Notice

YHT-001
Rev. 09/2026

TO: **ALL SHIPOWNERS, OPERATORS, MASTERS AND OFFICERS OF YACHTS, AGENTS, AND RECOGNIZED ORGANIZATIONS**

SUBJECT: **Design, Construction, Safety, Survey and Certification of Yachts- Adoption of the Red Ensign Group (REG) Yacht Code 2024 Edition**

Reference:
a. RLM-107
b. Red Ensign Group (REG) Yacht Code 2024 Edition
c. Red Ensign Group (REG) Yacht Code Common Annexes
d. Red Ensign Group (REG) Yacht Code Part A
e. Red Ensign Group (REG) Yacht Code Part B

PURPOSE AND BACKGROUND

The purpose of this Notice is to inform shipowners, operators, masters and officers of yachts, agents and recognized organizations (RO's) that this Administration has adopted the Red Ensign Group (REG) Yacht Code, 2024 Edition, to be applied for units falling under the Code and to be registered under the Liberian Flag.

The Red Ensign Group (REG) Yacht Code is an international standard for the design, construction, and operation of large commercial and private yachts, developed to ensure safety, environmental protection, and operational efficiency.

Originally developed to consolidate previous codes, the modern REG Yacht Code was launched in 2019 to replace the Large Commercial Yacht Code (LY3) and Passenger Yacht Code (PYC), with further updates in 2024 to reflect industry trends and international regulations.

APPLICABILITY

This Notice applies to Yachts falling under the Red Engin Group (REG) Yacht Code registering with Liberia.

Red Ensing Group (REG) Yacht Code 2024 consists of two parts, Part A and Part B and the Common Annexes:

- Part A: applicable to motor or sailing vessels of 24 meters in load line length and over or, if built before 21 July 1968, is of 150 GT or over and which, at the time, is in commercial use for sport or pleasure and carries no cargo and no more than 12 passengers. Sail training vessels are included in this application.

Inquiries concerning the subject of this Notice should be directed to the Office of the Deputy Commissioner, Republic of Liberia, the Liberian International Ship & Corporate Registry, 22980 Indian Creek Drive., Suite 200, Dulles, VA 20166, USA. The most current version of all Marine Notices are available in the Online Library at: http://www.liscr.com

- Part B: applicable to pleasure yachts of any size, in private use or engaged in trade, which carry more than 12 but not more than 36 passengers and which do not carry cargo.

Applicability of Common annexes

Following annexes are applicable to both parts as specified in the Red Ensign Group (REG) Yacht Code Common Annexes:

- Annex A: Battery systems guidance for installation, stowage and operations
- Annex B: Over side working systems
- Annex C: emergency training and drills
- Annex D: Guidelines for the installation of recreational fire appliances
- Annex E: Passengers and occasional workers
- Annex F: Guidance on the storage of large quantities of petrol in fixed tanks
- Annex G: Manning, certification and hours of work
- Annex H: Helidecks, SOLAS Chapter II-2/3/26
- Annex I: Operational, readiness, maintenance and inspections
- Annex J: Medical care and carriage of medical stores
- Annex L: Application of international conventions and national legislation
- Annex M: List of certificates to be issued
- Annex N: Survey, certification and accident investigation
- Annex O: Protection of personnel
- Annex P: Use of alternative fuels
- Annex Q: Recreational diving systems and submersibles

Any ship, whenever built, which is converted to a yacht, shall be treated as a new vessel constructed on the date on which such a conversion commenced. Detailed proposals regarding any such conversions shall be submitted to this Administration for the purpose of reviewing and commenting at the earliest possible opportunity.

Those areas of a yacht that undergo repair, alteration or modification which substantially alter the dimensions of the yacht, or substantially increase its service life, shall be treated as a new vessel constructed on the date on which such alterations or modifications commenced. The replacement, addition and / or modification of propulsion and auxiliary machinery is to comply with the applicable requirements of MARPOL Annex VI.

Where a change in vessel particulars reaches a new regulatory threshold (i.e. 500GT, >85m Load-line Length etc) compliance with the relevant provisions applicable to a new vessel of that size is required. Detailed proposals regarding any such alterations or modifications shall be submitted to this Administration for the purpose of reviewing and commenting at the earliest possible opportunity.

SURVEY AND CERTIFICATION

All ships covered by this Code are required to be surveyed and certified in accordance with the applicable requirements of the survey guidelines under the IMO Harmonized System of Survey and Certification adopted by resolution A.1207(34) as applicable to:

- passenger ships carrying not more than 36 passengers for Part B vessels;
- cargo ships for Part A vessels

Statutory work may be undertaken by surveyors of the Administration or by surveyors of a Recognized Organization (RO) authorized by the Administration.

All requests for survey and certification shall be made to this Administration or the authorized RO here such surveys are delegated.

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Return to the Top

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YACHT CODE CERTIFICATE
(PART A or PART B)*

Issued under the provisions of the Yacht Code adopted by Liberia**

Under the authority of the Government of

The Republic of Liberia

By the Office of the Deputy Commissioner, Liberia Maritime Authority

Certificate No.

SHIP'S NAME: **GROSS TONNAGE:**

LENGTH[1] (m): **IMO NUMBER:**

KEEL LAID: **CALL SIGN:**

PORT OF REGISTRY:

This Certificate is issued for carrying capacity _____Passengers. Authorized

for voyages proceeding not further than _____miles from shore.

THIS IS TO CERTIFY:

1. That the above mentioned vessel has been surveyed under requirements of Part A or B, as applicable, of the Yacht Code.
2. That the survey showed that the structure, equipment fittings, including the fire extinguishing appliances and fire control plans, radio station arrangements and materials of the craft and the condition thereof are in all respects satisfactory and that the craft complies with the relevant provisions of the Code.
3. The ship was provided with navigation lights and shapes, pilot ladder, and means of making sound and distress signals, in accordance with the provisions of the Rules and the International Collision Regulations.
4. In all other respects the ship complied with requirements of the Yacht Code Regulations so far as these requirements apply thereto.
5. That the last two inspection of the outside of the ship's bottom took place on (dd/mm/year):

_____ and _____

This Certificate is valid until _____

Issued at _____the _____ day of _____

The undersigned declares that he is duly authorized by the Government of the Republic of Liberia to issue this certificate.

_____

_____

Signature of the duly authorized official

(Seal or stamp of issuing authority, as appropriate)

**Delete as appropriate*
***Refer to Marine Notice YHC-001*
1. Load Line Length

Certificate No. _____

Endorsement for annual and intermediate surveys

THIS IS TO CERTIFY that at a survey required by **Yacht Code adopted by Liberia**, the vessel was found to comply with the relevant requirements.

Annual survey:

Place _____ **Date** _____
Port, Country Month/Day/Year

Signature of authorized official _____

Annual / Intermediate survey[1]

Place _____ **Date** _____
Port, Country Month/Day/Year

Signature of authorized official _____

Annual / Intermediate survey[1]

Place _____ **Date** _____
Port, Country Month/Day/Year

Signature of authorized official _____

Annual survey:

Place _____ **Date** _____
Port, Country Month/Day/Year

Signature of authorized official _____

1 Delete as appropriate

Certificate No. _____

Endorsement where the renewal survey has been completed and a new certificate cannot be issued or placed on board the ship, before the expiry date of the existing certificate.

This ship complies with the relevant requirements of the Code, and this certificate shall be accepted as valid until

_____

_____

Place _____ **Date** _____
Port, Country Month/Day/Year

Signature of authorized official _____

Endorsement to extend the validity of the certificate until reaching the port of survey or for a period of grace, in accordance with the Administration instruction.

This certificate shall, in accordance with Regulation I/14(e) / I/14(f)[1] of the Convention, be accepted as valid until

_____

_____

Place _____ **Date** _____
Port, Country Month/Day/Year

Signature of authorized official _____

Endorsement for advancement of anniversary date where an annual or intermediate survey is completed before the period required by the Yacht Code adopted by Liberia

In accordance with the **REG Yacht Code** the new anniversary date is _____

Place _____ **Date** _____
Port, Country Month/Day/Year

Signature of authorized official _____

In accordance with the **REG Yacht Code** the new anniversary date is _____

Place _____ **Date** _____
Port, Country Month/Day/Year

Signature of authorized official _____

Return to the Top

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RECORD OF EQUIPMENT FOR YACHT CODE* SAFETY CERTIFICATE

This Record shall be permanently attached to the Yacht Code Certificate for vessels which Part A** or B** apply.

Record of equipment for compliance with the international YACHT CODE

Certificate No.

SHIP'S NAME: _____ **CALL SIGN** _____

Number of passengers for which certified: _____

Minimum number of persons with the required qualifications to operate the radio installations: _____

2 Details of life-saving appliances

1. **Total number of persons for which life-saving appliances are provided:** _____

		Port Side	Stbd. Side
2.	**Total number of lifeboats**		
2.1	**Total number of persons accommodated by them**		
2.2	**Number of partially enclosed lifeboats (reg. III/21 and LSA Code, Section 4.5)**		
2.3	**Number of totally enclosed lifeboats (reg. III/21 and LSA Code, Section 4.6)**		
2.4	**Other lifeboats**		
2.4.1	**Number**		
2.4.2	**Type**		
3.	**Number of motor lifeboats (included in the total lifeboats shown above)**		
3.1	**Number of lifeboats fitted with searchlights**		
4.	**Number of rescue boats**		
4.1	**Number of boats which are included in the total lifeboats shown above**		

5. **Liferafts**

5.1 **Those for which approved launching appliances are required**

5.1.1 **Number of Liferafts**

5.1.2 **Number of persons accommodated by them**

5.2 **Those for which approved launching appliances are not required**

5.2.1 **Number of Liferafts**

5.2.2 **Number of persons accommodated by them**

6. **Number of Marine Evacuation System (MES)**

6.1 **Number of Liferafts served by them**

6.2 **Number of persons accommodated by them**

7. **Buoyant apparatus**

7.1 **Number of apparatus**

7.2 **Number of persons capable of being supported**

8. **Number of lifebuoys**

9. **Number of lifejackets**

9.1 **Number of adult lifejackets**

9.2 **Number of child lifejackets**

9.3 **Number of infant lifejackets**

10. **Immersion Suits**

10.1 **Total number**
/

10.2 **Number of suits complying with the requirements for lifejackets**

11. **Number of anti-exposure suits**

12. **Number of thermal protective aids**

13. **Radio installations used in life-saving appliances**

13.1 **Number of search and rescue locating devices**

13.1.1 **Radar search and rescue transponders (SART)**

13.1.2 **AIS search and rescue transmitters (AIS-SART)**

13.2 **Number of two-way VHF radiotelephone apparatus**

3 Details of radio facilities

Item	Actual Provision
1. **Primary system**	
1.1 **VHF radio installation**	
1.1.1 **DSC encoder**	
1.1.2 **DSC watch receiver**	
1.1.3 **Radiotelephony**	
1.2 **MF radio installation**	
1.2.1 **DSC encoder**	
1.2.2 **DSC watch receiver**	
1.2.3 **Radiotelephony**	
1.3 **MF/HF radio installation**	
1.3.1 **DSC encoder**	
1.3.2 **DSC watch receiver**	
1.3.3 **Radiotelephony**	
1.3.4 **Direct-printing radiotelegraphy**	
1.4 **Recognized mobile satellite service ship earth station**	
2. **Secondary means of alerting**	
3. **Facilities for reception of maritime safety information**	
3.1 **NAVTEX receiver**	
3.2 **EGC receiver**	
3.3 **HF direct-printing radiotelegraph receiver**	
4. **Satellite EPIRB**	
4.1 **COSPAS-SARSAT**	
5. **VHF EPIRB**	
6. **Ship´s search and rescue locating device**	
6.1 **Radar search and rescue transporter (SART)**	
6.2 **AIS search and rescue transmitter (AIS - SART)**	

4 Methods used to ensure availability of radio facilities (Yacht Code Ch. 16 Part A & SOLAS regulations IV/15.6 and 15.7)

	Item	Actual Provision
4.1	**Duplication of equipment**	
4.2	**Shore-based maintenance**	
4.3	**At-sea maintenance capability**	

5 Detail of Navigational systems and equipment

	Item	Actual Provision
1.1	**Standard Magnetic Compass**	
1.2	**Spare Magnetic Compass****	
1.3	**Gyro Compass**	
1.4	**Gyro Compass heading repeater****	
1.5	**Gyro Compass bearing repeater****	
1.6	**Heading or Track control system****	
1.7	**Pelorus or Compass Bearing Device****	
1.8	**Means of Correcting Headings and Bearings**	
1.9	**Transmitting Heading Device (THD)****	
2.1	**Nautical Charts / Electronic chart display and information system (ECDIS)*****	
2.2	**Back up arrangements for ECDIS**	
2.3	**Nautical Publications**	
2.4	**Back up arrangements for electronic nautical publications**	
3.1	**Receiver for a global navigation satellite system/terrestrial radionavigation system/multi-system shipborne radionavigation receiver **) ***)**	
3.2	**9 GHZ radar**	
3.3	**Second Radar (3GHz/9GHz***)**	
3.4	**Automatic Radar Plotting aid (ARPA)**	
3.5	**Automatic tracking aid****	

3.6	**Second Automatic tracking aid****	
3.7	**Electronic Plotting Aid****	
4.1	**Automatic Identification System (AIS)**	
4.2	**Long-range identification and tracking system**	
5.1	**Voyage Data Recorder (VDR)**	
6.1	**Speed and distance measuring device (through the water)****	
6.2	**Speed and distance measuring device (over the ground in the forward and athwartship direction)****	
7.	**Echo sounding device****	
8.1	**Rudder, Propeller, thrust, pitch and operational mode indicator****	
8.2	**Rate of turn indicator****	
9	**Sound Reception System****	
10	**Telephone to emergency steering position****	
11	**Daylight signaling lamp****	
12	**Radar reflector****	
13	**International Code of Signals**	
14	**IAMSAR Manual, Volume III**	
15	**Bridge navigational watch alarm system (BNWAS)**	

THIS IS CERTIFY that this Record is correct in all respects

Issued at: _____

(Place of issued the Record)

_____ _____

_____ _____

(Date of issued) **Signature of the duly authorized official**

** Alternative means of meeting this requirement are permitted under regulation V/19. In case of other means, they shall be specified
*** Delete as appropriate

Return to the Top

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Survey Report for Yacht Code* Safety Certificate

In accordance with Yacht Code - Part A, and International Requirements

This survey report must be permanently always attached to the Yacht Code Certificate and available for inspection by a nominated surveyor of recognized organization

SHIP NAME:	*IMO No.:*	*CALL SIGN:*	*FLAG:*	*CLASS No.:*	*KEEL LAID:*

For Annual, Intermediate or renewal survey mark "X" to indicate "Yes" and "N" to indicate an outstanding action in appropriate block for each item. If an item is not applicable mark "NA" in appropriate block.

Annual Survey (AS): Should be held within three months before or after each anniversary date of the certificate.

Intermediate Survey (INTS): Should be held within three months before or after the second anniversary date or within three months before or after the third anniversary date of the certificate and should take the place of one of the annual surveys.

Renewal Survey (RS): Should be held before the certificate is renewed.

Bottom Survey (BS): There should be a minimum of two inspections of the outside of the ship's bottom during a five year period of Cargo Ship Safety Construction Certificate (Vessel over 500 GT), or International Load Lines certificate (Vessel less than 500 GT), or Yacht Code Certificate (for commercial vessels less than 24 meters in length). One such inspection should be carried out on or after the fourth annual survey in conjunction with the renewal of SAFCON / ILLC. Inspections of the outside of the ship's bottom should normally be carried out with the ship in dry-dock. However, consideration may be given to alternate inspections being carried out with the ship afloat. Authorization from Flag Administration is required.

Note*: *Extent of survey to be decided by appointed surveyor based on the type, age and history of the yacht. However all applicable items are to be dealt with. The survey should not be limited to the content of this check list but reference must be taken from Code Part A and other International Requirements (SOLAS, LSA Code, ILLC, etc.) as necessary and as applicable.

1.0	**General**		Comments
1.1	Have modifications been made to the yacht or equipment which would affect the class and statutory certification, as applicable? (Modifications to be reported)		
1.2	Vessels shall comply with the requirements of Yacht Code Annex L and those of the Administration?		
1.3	Is yacht evidencing valid Class Status?		
1.4	Is Yacht evidencing due survey of the automation and/or remote controls for the main propulsion plant?		

2.0	**Documentation**		
2.1	Confirmation of certificates valid on board as required (Pleases indicate last endorsement date in the comments, as applicable):		
	Certificate of Registry & Ship Station Radio License		
	International Tonnage Certificate		
	Yacht Code Certificate or another Yacht Safety Certificate		
	Class Certificate (Hull & Machinery)		

*Refer to Marine Notice YHC-001

	Minimum Safe Manning Certificate		
	Cargo Ship Safety Construction Certificate (>500GT)		
	Cargo Ship Safety Equipment Certificate (>500GT)		
	Cargo Ship Safety Radio Certificate and Form R (>300GT)		
	Passenger (Yacht) Ship Safety Certificate and Form P		
	Statement of Operational Limitations, if any		
	International Load Line Certificate and Conditions of Assignment		
	International Oil Pollution Prevention Certificate and Record (>400GT)		
	International Air Pollution Prevention Certificate/Statement and Record (>400GT)		
	EIAPP Cert. / NOx Tech. Files (for each engine >130KW built after 1st January 2000)		
	Certificate or Statement of Sewage Pollution Prevention (when more than 15 persons are carried on board)		
	International Energy Efficiency Certificate/Statement		
	Antifouling Systems Certificate/Statement (>400GT), or Owners Declaration (<400GT)		
	International Ballast Water Management Certificate/Statement (if applicable)		
	ISM Safety Management Certificate (>500GT)		
	Copy of ISM Company Document of Compliance		
	International Ship Security Certificate		
	Continuous Synopsis Record file		
	Maritime Labour Convention (MLC) Certificate (including DMLC I and DMLC II)		
	Wreck Removal Convention Certificate (Nairobi Convention) (>300GT)		
	Civil Liability Certificate for Bunker Oil Pollution Damage (Bunkers Convention) (>1000GT)		
	Other (H&M insurance, TPL cover, etc).		
	Is the approved stability information on board, and approved by the Administration?		

3.0	**Hull Survey –** The following items must be verified in accordance with REG Yacht Code ("The Code") Requirements, Part A, and other International Standards for Yacht, as necessary.		
	CONSTRUCTION AND STRENGTH (Ref. to Chapters 4, 5, 6 Part A of the Code)		
3.1	The condition of the hull and its closing appliances is satisfactory as far as could be seen. The following items should be applicable:		
a.	Weather decks, hatchways, vents and air pipes, casings, skylights, flush deck scuttles, deckhouses and companionways, superstructures, side and stern doors, windows, side scuttles and deadlights, chutes and other openings, scuppers, sanitary discharges and valves, guardrails and bulwarks, freeing ports.		
3.2	The condition of watertight bulkhead penetrations is satisfactory, as far as could be seen. Ref. Ch. 4.3 Part A		
3.3	The watertight doors in the watertight bulkheads have been examined and found satisfactory.		

3.4	Approved hinged doors has been provided with audible and visual alarms in the wheelhouse.		
3.5	Procedures for the operation of watertight doors shall be posted in suitable locations.		
3.6	**Rigging on Sailing Vessels**:		
a.	The condition of the rig shall be monitored in accordance with a Maintenance Manual (approved by the Recognised Organzation) and a planned maintenance schedule.		
b.	Satisfactory condition of Masts and Spars and Standing Rigging		
c.	Satisfactory condition of Sails and Rigging Fittings (blocks, shackles, rigging screws, cleats and associated fittings and attachment points)		
3.7	Confirm the Yacht does not has installation of materials that contain asbestos.		
3.8	Hatchways and Skylight Hatches are noted in satisfactory condition and in accordance with the requirements and provided with efficient means of closure. Ref. Ch. 5.2 Part A		
3.9	Doorways and Companionways are noted in satisfactory condition and in accordance with the requirements. Ref. Ch. 5.2 Part A		
3.10	Are Glazed Openings & Skylights in accordance with the requirements, including the use of Deadlights and Storm Covers. Ref. Ch. 5.4 Part A		
3.11	**Ventilators and Exhausts**. Ref. to Ch. 5.5 Part A		
a.	An adequate ventilation is provided throughout the vessel.		
b.	The accommodation is protected from the entry of gas and/or vapor fumes from machinery, exhaust and fuel systems.		
c.	Where machinery exhaust systems pass though accommodation they are fitted in a gas tight trunk or each space is fitted with a carbon monoxide detector? With an alarm provided?		
d.	Ventilators are of efficient construction, with a location and a height sufficient to prevent the ingress of water when the vessel heels.		
3.12	**Air Pipes**. Ref. to Ch. 5.6 Part A:		
a.	Air pipes serving fuel and other tanks are of efficient construction, led to above the bulkhead deck and provided with automatic closing devices.		
b.	Air pipes are in compliance with location and height requirements prevent inadvertent flooding?		
3.13	Satisfactory condition of Scuppers, Sea Inlets and Discharges and Other Hull Penetrations.		
3.14	Materials for Valves and Associated Piping. Ref. Ch.5.8 Part A - Valves which are fitted below the waterline are of steel, bronze or other material having a similar resistance to impact, fire and corrosion. (Non-metallic valves are not considered equivalent).		
3.15	**Water Freeing Arrangements** - Chapter 6 Part A:		
a.	Free ports area are determined according the requirements, and noted in satisfactory conditions.		
b.	Recesses construction and draining arrangements noted in satisfactory condition.		
c.	Swimming Pools (Including Spa Baths and Jacuzzis) mass of water and its free surface effect are considered in the intact and damage stability information.		
3.16	Is there a suitable towage point/ towing lines fitted on board?		
4.0	**Machinery and Electrical Installation Survey (Ref. to Chapter 7A, 8A of the Code and International requirements)**		
4.1	The machinery spaces and essential machinery have been generally examined and found satisfactory.		
4.2	If Plastic piping and its arrangements are fitting, are in compliance with the requirements of the Fire Test Procedures Code?		
4.3	In fuel supply system, where a flexible section of piping is provided, connections are of a screw type or equivalent approved type, and flexible pipes are fire resistant/metal reinforced.		

4.4	Engine Room fuel tanks are provided with shut-off valve(s), which is capable of being closed from a position outside the engine space.		
4.5	External high-pressure fuel delivery lines between the high pressure fuel pumps and fuel nozzles are protected with a jacketed tubing system capable of containing fuel resulting from a high-pressure line failure.		
4.6	The jacketed tubing system include means for collection of leakage and arrangements for an alarm to be given in the event of a fuel line failure.		
4.7	**Level Gauge** - When a glass fuel level gauge is fitted it shall be of the "flat glass" type with self-closing valves between the gauge and the tank.		
4.8	The emergency escape routes from the machinery spaces are free of obstruction.		
4.9	Examining, as far as practicable, visually and in operation, the electrical installations, including the main Source of power and the lighting systems.		
4.10	Confirm, electrical devices working in potentially hazardous areas, into which petroleum vapour or other hydrocarbon gas may leak, are of a type certified safe for the hazard.		
4.11	An emergency source of lighting is provided, independent of the general lighting system.		
4.12	Emergency power is readily available to supply the required emergency lighting, radio installation and navigation aids for a minimum of 3 hours.		
4.13	Emergency source of power is independent of the main power supply, and external to the engine room.		
4.14	Batteries of a type suitable for marine use and not liable to leakage are used, and areas in which batteries are stowed noted with appropriate ventilation.		
4.15	Cables and wiring serving essential or emergency power, lighting, internal communications or signals are routed clear of galleys, machinery places of Category A and their casings, spaces for storage of petrol, and other high-risk fire areas.		

5.0	**STEERING GEAR (Ref. to Chapter 9A/9B, Part A of the Code and International requirements)**		
5.1	Confirm the vessel is provided with means for directional control of adequate strength and suitable design to enable the heading and direction of travel to be effectively controlled at all operating speeds.		
5.2	Confirm, when the steering gear is fitted with remote control, arrangements shall be made for emergency steering in the event of a failure of such control.		
5.3	The emergency steering position is fitted with: the angular position of the rudder; and heading indication.		

6.0	**BILGE PUMPING (Ref. to Chapter 10A/10B, Part A of the Code and International requirements)**		
6.1	Confirm the vessel is provided with at least two fixed and independently powered bilge pumps. For Short Range Yachts, the second pump and suction pipes may be portable.		
6.2	For unmanned propulsion machinery space, a bilge level alarm shall be fitted. The alarm shall provide an audible and visual warning in the Master's cabin and in the wheelhouse.		

7.0	**FREEBOARD (LOAD LINES) – Ref. to Ch. 12, Part A and ILLC**		
7.1	The vessel is assigned with a freeboard in accordance with the International Convention on Load Lines (1966).		
7.2	**Freeboard Mark and Loading** - The freeboard marks applied are positioned port and starboard at amidships on the load line length and may be an all-seasons mark, permanent and in contrasting colour.		
7.3	**Draught Marks** - Datum draught marks are provided at the bow and stern, port and starboard, and be adequate for assessing the condition and trim of the vessel, permanent and easily read.		
7.4	**Mark of Assigning Authority** – Have been indicated in accordance with the requirements, alongside the load line ring above the horizontal line which passes through the centre of the ring.		
7.5	Doors and Openings above the Weather Deck have been fitted on board in accordance with the Code and ILLC requirements?		
7.6	Shell Openings Below the bulkhead Deck have been fitted on board in accordance with the Code and ILLC requirements?		
7.7	Hatchways and Coamings, confirm satisfactory condition of hatch covers, including means to keep weather tightness condition (gaskets, clamping device).		

7.8	Confirm hatchway coaming height is in accordance with the Code and ILLC requirements, any reduce in height or coaming omitted, must be to Administration satisfaction.		
7.9	**Protection of the Crew** - The deckhouses used for the accommodation of the crew are constructed to an acceptable level of strength.		
7.10	Guard rails or bulwarks are fitted around all exposed decks and the height of the bulwarks or guard rails is at least 1 metre from the deck, and in compliance with the Code and ILLC requirements.		
7.11	Where reduced Sill Heights and Coaming are noted, confirmation from Flag Administration is required in accordance with the Code and ILLC requirements.		

8.0	**FIRE SAFETY - Fire Fighting Equipment Survey (Ref. to Ch. 14A/B, 15A/B, and Annexes)**		
8.1	Confirm, Protection of Spaces Containing Vehicles or Craft with Fuel in their Tanks or Lockers Storing such Fuels and Spaces Containing Recreational Dive Systems are in compliance with requirements.		
8.2	A suitable gas detection system shall be provided, appropriate to the type of vehicle fuel or recreational dive system, with audible and visual alarm in the wheelhouse and where it may always be observed by the crew.		
8.3	Construction and Arrangement of Saunas are in compliance with the requirements.		
8.4	Construction and Arrangement of Steam Room is in compliance with the requirements.		
8.5	Construction of Windows, Sidescuttles Weathertight and Watertight Door in bulkheads within accommodation spaces, service spaces and control stations shall be so constructed to preserve the integrity requirements of the type of bulkheads in which they are fitted.		
8.6	Means of Escape. The vessel is provided with the means of escape so that persons on board can safely and swiftly escape to the liferaft embarkation deck.		
8.7	The fire control plan and duplicate have been examined and are properly posted.		
8.8	All fire and/or smoke detection and alarm systems have been examined and tested as far as practicable, and found satisfactory.		
8.9	An operative test of the fire main system and each fire pump, including any emergency fire pump has been carried out separately, to demonstrate that the required jets of water can be provided		
8.10	All fire hoses, nozzles, applicators and spanners are situated at their respective stations and in satisfactory condition.		
8.11	The fixed fire fighting system controls, piping, instructions and markings are properly maintained and serviced.		
a.	**Date of last reported system test:**		
8.12	All semi-portable and portable extinguishers are fully charged, in their stowed position and with valid service dates.		
8.13	The remote controls for stopping fans and machinery and shutting off fuel supplies in machinery spaces are in working order.		
8.14	The closing arrangements of ventilators, annular spaces, skylights, doorways and tunnel where applicable are satisfactory.		
8.15	All fire dampers shall be capable of manual operation. The dampers shall have a direct mechanical means of release or, alternatively, be closed by electrical, hydraulic, or pneumatic operation.		
8.16	Fire dampers are easily accessible. Identification number of the fire damper marked, position “Open/Close”.		
8.17	The fireman's outfits are complete and in satisfactory condition. Including for helideck crew.		
8.18	**Fire-fighter's communication.** A minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board, explosion-proof type or intrinsically safe.		
8.19	Emergency Escape Breathing Devices. All vessels shall carry at least two EEBD’s within accommodation spaces, and at least two EEBD’s shall be carried in each main vertical zone. Ref. Flag instructions, if any.		
8.20	**Probability of Ignition**. If the ship in compliance with the arrangements for Oil Fuel, Lubrication Oil, other Flammable Oils and Gaseous Fuels?		
8.21	Miscellaneous Items of Ignition Sources and Ignitability. Electric radiators, if used, is fixed in position and so constructed as to reduce fire risks to a minimum?		
8.22	Additional Requirements for Means of Control in Periodically Unattended Machinery Spaces have been taken into account?		
8.23	Requirements related to the use of Combustible and Non-Combustible Materials have been considered on board?		

8.24	Measures against smoke generation potential and toxicity have been considered on board for the use of Paints, Varnishes and other Finishes?			
8.25	**Public Address System**. Vessels having a length of 85 metres or more, a public address system complying with the requirements is available throughout the accommodation and service spaces and control stations and open decks.			
8.26	Emergency Training and Drills, as required (Ref. Annex C of the Code). Last drills:			
8.27	Fire safety operational booklet, as required.			

9.0	**Radio Equipment (Ref. to Ch. 16 Part A of the Code and the International Requirements)**		
9.1	Confirm the vessel carry sufficient radio equipment to perform distress and safety communications functions throughout its intended voyage. In accordance with the Code (Ref. Table 16.1 Part A) and SOLAS Ch. IV		
9.2	All radio communication equipment required by the Code and / or SOLAS is of a type approved by the relevant authority?		
9.3	**Installation** – is the radio installation located to ensure the greatest possible degree of safety and operational availability?		
a.	Be protected against the harmful effects of water, extremes of temperature and other adverse environmental conditions?		
b.	Be clearly marked with the call sign, the vessel station identity and any other codes applicable to the use of the radio installation?		
9.4	The vessel has sufficient reserve energy supply to operate the radio installations?		
9.5	Is an emergency position indicating radio beacon (EPIRB) provide?		
9.6	Is a search and rescue transponder (SART) provided?		
9.7	If operating a NAVTEX area, is a NAVTEX receiver fitted?		
9.8	Is there a person on board with an approved certificate for operation of the radio equipment?		
9.9	Are cards available giving a clear summary of the radio telephone distress, urgency and safety procedures?		
9.10	Are there clear instructions for the operation of the hand held VHF?		
9.11	**Availability of Equipment** - On vessels of 300GT and over the availability of radio installations shall be ensured by:		
a.	Duplication of equipment;		
b.	Shore-based maintenance;		
c.	At sea electronic maintenance capability.		
9.12	A Radio records is kept on board as required by Radio regulations?		

10	**Navigation Light, Shapes and Sound Signals (Ref. to Ch. 17 Part A and COLREG, as applicable)**		
10.1	Are the navigation lights working?		
10.2	All navigation lights shall be provided with main and emergency power supply.		
10.3	Is there a means of making an efficient sound signal?		
10.4	Is the all round anchor light working?		
10.5	Are the not under command (NUC) lights working?		

10.6	Are NUC shapes available?		
10.7	Are lights, whistles and bells approved as necessary?		
10.8	Are Masthead light, sidelights and a stern light installed on board greater than 50 metres in length duplicated or be fitted with duplicate lamps?		
10.9	In general, is the yacht complying with COLREG '72, as amended?		
10.10	When the vessel is using LEDs lights, special requirements have been taken into account?		

11.0	**Navigational Equipment (Ref. to Ch. 18 Part A and SOLAS requirements)**		
11.1	Is the vessel provided with operator policy statements, instructions and procedures with regard to safe navigation?		
11.2	Are up-to-date navigation warnings and weather forecasts available?		
11.3	The magnetic compass has a valid deviation card (A flux gate is an acceptable alternative)?		
11.4	Does the light work on the magnetic compass?		
11.5	Is a gyro compass or spare magnetic compass bowl?		
11.6	Is a global navigation satellite system or a terrestrial radio navigation system available to update yacht's position at all time?		
11.7	Is a speed and distance measuring device, or other means, to indicate speed and distance through the water?		
11.8	Is the echo sounder working (Or other means to measure water depth)?		
11.9	Is a rudder angle indicator?		
11.10	Is a 9 GHz radar fitted?		
11.11	For vessels over 300 GT, above mentioned equipment are of an "Approved Type".		
11.12	Are current, corrected charts available?		
11.13	Are tide tables available for the area of operation?		
11.14	Is there a copy of list of radio signals available for the area of operation?		
11.15	Is a copy of the International Code of Signals available?		
11.16	Does the yacht have means for taking bearings over an arc of the horizon at 360°?		
11.17	For vessels of more than 500GT, an automatic tracking aid, or other means, to plot automatically the range and bearing of other targets to determine collision risk is provided on board?		
11.18	**Automatic Identification System (AIS)** - All vessels of 300GT and over shall be fitted with an approved AIS in accordance with SOLAS Chapter V.		
11.19	**Long-Range Identification and Tracking (LRIT)** - All vessels of 300GT and over, unless operating solely within sea area A1, shall be fitted with a LRIT system to automatically transmit the identity of the ship.		
11.20	**Bridge Navigational Watch Alarm System (BNWAS)** - All vessels of 150GT and over shall be fitted with a BNWAS, in accordance with SOLAS V/19, as far as practicable.		
11.21	For vessels over 3000GT, shall be fitted with:		
a.	A Voyage Data Record (VDR)		
b.	An Electronic Chart Display and Information System (ECDIS)		

c.	A 3 GHz radar or where considered appropriate by the Administration a second 9 GHz radar, or other means.		
d.	A second automatic tracking aid, or other means		
e.	Vessel is in compliance with Bridge Visibility requirements? In accordance with to SOLAS Reg.V/22, as far as reasonable and practicable.		

12.0	**Miscellaneous Equipment (Ref. to Ch. 19 Part A and International Requirements)**		
12.1	**Nautical Publications**. Vessel carry nautical charts and nautical publications to plan and display the ship's route for the intended voyage and to plot and monitor positions throughout the voyage.		
12.2	**ECDIS** - Electronic Chart Display and Information System (ECDIS), back-up arrangements meet the functional requirements according the Code and SOLAS requirements. Must be "Type Approved", if fitted.		
12.3	**Signalling Lamp** - Is an efficient waterproof signalling lamp suitable for Morse signalling provided? Or other means to communicate by light during day and night using an energy source of electrical power not solely dependent upon the ship's power supply. ALDIS Lamp.		
12.4	**Searchlight** - Is there a working fixed or portable searchlight for a vessel that may operate in darkness?		
12.5	Is an efficient radar reflector fitted?		
12.6	**Vessel's IMO number** - Vessels of 300GT and above shall be marked externally with the vessel's IMO number which may be horizontal provided that it is visible from the air.		
12.7	**Portable atmosphere testing instrument or instruments** - Vessel of 500GT and above, and vessel under 500GT with enclosed spaces accessible for crew, shall carry an appropriate portable atmosphere testing instrument or instruments.		
12.8	Is a wire cutting equipment available (In the event of dismasting)?		
12.9	**Anchors and Cables** – Anchoring and mooring arrangements have adequate equipment in accordance with standards for such equipment, set by a Recognised Organisation and Class Requirements.		
12.10	The vessel has at least 2 anchors, one of which shall be ready for use at all times?		

13.0	**Protection of Personnel – Ref. to Ch. 22 Part A and Annexes O, B of the Code.**		
13.1	Is there a safe means of access to the vessel?		
13.2	Are there adequate bulwark and guardrails around the deck, in compliance with the requirements?		
13.3	The vessel is constructed to reduce on board noise and to protect personnel from the noise in accordance with IMO requirements? Mandatory for new vessel over 1600GT.		
13.4	Measures have been taken to prevent personnel being exposed to excessive noise?		
13.5	Are noise-warning signs posted as appropriate?		
13.6	Are there at least two safety harnesses on board and additional harnesses for all those required to work on deck?		
13.7	Is the surface of the working deck non-slip?		
13.8	Are personnel provided with protective clothing appropriate to the prevailing air and sea temperatures?		
13.9	If the mean seawater temperature is 10°C or less, is there an approved survival suit for each person on board?		
13.10	Is a safety briefing given to all personnel who go on a voyage covering such items as use of lifejackets and procedures to be followed in the case of an emergency?		
13.11	In the event of collision, grounding, fire, explosion, gas or toxic vapour release, are adequate written emergency procedures in place?		
13.12	Are adequate medical stores provided? In accordance with National/International requirements.		

14.0	**Safety Equipment - Life Saving Appliances & Arrangements (Ref. to Ch. 13 Part A, and should comply with SOLAS III and the LSA Code. This section applies for Non-SOLAS vessels.)**			
14.1	Are the Life-Saving Appliances provided in accordance with the Code Part A (Table 13.1) and / or SOLAS requirements, as applicable?			
14.2	All equipment provided and fitted is of a type which has been accepted by the Administration as complying with LSA Code and IMO Resolution MSC.81(70), as amended?			
14.3	When personal safety equipment is provided for use in water sports activities, arrangements for its stowage is ensure that it shall not be used mistakenly as lifesaving equipment in an emergency situation?			
14.4	Is there a liferaft/s on board sufficient for the proposed maximum POB?			
14.5	If no liferaft is fitted, what means are there in place to abandon the vessel at sea if required to do so?			
14.6	Does the liferaft have a current certificate of examination? Not exceed 12 months service intervals.			
a.	**Next date or examination:**			
14.7	Does/do the liferaft(s) have a hydrostatic release with a valid certificate of examination?			
14.8	Are lifeboats provided on board? Required for Vessels over 85m in Length			
14.9	If lifeboats are provided on board, are suitable stowage, with launching arrangement, and capacity to accommodate the total number of persons on board?			
14.10	The vessel has an alternative arrangement in substitution of lifeboats? As applicable.			
a.	**Marine Evacuation System (MES)** – Is a MES provided on board? Or a sufficient number of marine evacuation systems (MES), type approved, in accordance with the Code, and/or international requirement are provided on board? When alternative arrangement of LB apply.			
b.	Is a MES is provided on board, is it in compliance with the Code requirements related to stowage location, protection, installation and operation in conjunction with the LR?			
14.11	Rescue Boat/s are provided on board? Equipped in accordance with requirements of the LSA Code Chapter V/5.1.2.? For vessel over 500GT shall be of type approved in accordance with LSA Code, except colour.			
14.12	Are there sufficient lifebuoys for the type of operation and vessel, marked with the vessel's name and Port of Registry?			
a.	Are there sufficient lifebuoys with light and self-activating smoke signals?			
b.	Do the lifebuoys have buoyant heaving lines?			
14.13	Is there a lifejacket for every person carried on the vessel, including for child or infant. Plus additional number for person on watch, with light and whistle?			
14.14	One approved immersion suit and/or a thermal protective aid of an appropriate size are provided for each person on board? These may be of the non-insulated type. Exemption can be issued for vessels engaged on voyage in warm climates.			
14.15	All life-saving equipment carried are fitted with retro-reflective material?			
14.16	In general every inflatable lifejacket, inflatable liferaft, marine evacuation system and hydrostatic release unit other than a disposable hydrostatic release unit, have been serviced at intervals not exceeding 12 months unless extended service intervals have been approved by the Administration?			
14.17	Are there parachute flares on board the vessel?			
14.18	Are there red hand flares on board the vessel?			
14.19	Are there at least two buoyant or hand held smoke signals?			
14.20	At least one set of line throwing appliances with spares, in compliance with LSA Code is provided?			
14.21	**Communication (VHF Radiotelephone Apparatus)** – at least the minimum number of two-way VHF radiotelephone apparatus are provided? Ref. Code Part A.			
14.22	An approved **EPIRB** is installed in an easily accessible position ready to be manually released, capable of being placed in a survival craft and floating free if the vessel sinks? All EPIRBs shall be registered with the Administration, and annually tested by an approved shore based maintainer.			

14.23	**SART** – A Radar Transponder /SART) is provided and stowed in an easily accessible position? One at each side for Passenger Yacht vessels.		
14.24	**General Alarm** – the vessel is fitted with the means to be used as alarm which can be heard in all parts of the vessel operating satisfactorily? In accordance with the requirements of the Code and Int. Requirements.		
14.25	**Public Address System** – is the vessel fitted with a type approved PAS? For vessels having 85 mts. length or more.		
14.26	Adequate lighting are provided in the areas required by the Code and Int. Requirements?		
14.27	Are there effective means to recover a person from the water?		
14.28	Are life-saving signal tables and rescue poster available?		
14.29	Is there a training manual for use of life saving appliances (LSA)?		
14.30	Any repair and maintenance of permanently inflated rescue boats has be carried out in accordance with the manufacturers' instructions? Emergency repairs may be carried out on board; however, permanent repairs shall be effected at an approved servicing station.		
14.31	Are there instructions for on board maintenance of the LSA?		
14.32	**Muster List and Emergency Instructions** - Clear instructions on the procedures to be followed in the event of an emergency are provided for every person on board?		
14.33	Is a record of emergency training and drills maintained?		
14.35	Is there an up to-date onshore emergency response plan/manual?		

15.0	**Pollution Prevention (For yachts with GT<400) – For vessel over 400GT or carrying more than 15 persons on board refer to MARPOL Convention, as applicable.**		
15.1	Arrangements are in place to prevent discharge of sewage in prohibited areas?		
15.2	Are prohibited areas for sewage discharge identified?		
15.3	Arrangements are in place for the retention of garbage on board? Garbage Management Plan, Records and Placards are available on board?		
15.4	Arrangements are in place for the handling of oily wastes?		
15.5	Arrangements are in place for the prevention of discharge of oil/oil-contaminated water overboard?		
15.6	An Oil Record Book for machinery space operations or similar record is available on board?		

16.0	**Accommodation (Ref. to Ch. 21 A, Part A and ILO Maritime Labour Convention Requirements)**		
16.1	Is all heavy equipment (ballast, batteries, cooking stove, etc.) in the accommodation secured?		
16.2	Is there an efficient working ventilation system for enclosed spaces that may be entered by personnel?		
16.3	There are sufficient hand holds and grab rails within the accommodation to allow safe movement around the accommodation at all times? Stairways shall be specially considered.		
16.4	Is there adequate ventilation to all accommodation spaces including air conditioning if appropriate? (Designed to provide 6 (or more) changes of air/hr with closed accesses).		
16.5	The ventilation in the galley is arranged to ensure that there is an adequate supply of fresh air and for the efficient discharge of fumes into the open air?		
16.6	All accommodation spaces are adequately heated, taking into account climatic conditions? The accommodation shall be adequately insulated.		
16.7	Is there adequate electric lighting?		
16.8	Is there an adequate supply of fresh drinking water?		

16.9	Is there emergency drinking water of two litres per person?		
16.10	Seafarer Food - Adequate food are provided for all seafarers on board free of charge?		
16.11	Is there an appropriate bed (bunk or cot) for all those that will be on board and at least 50% of those provided with lee boards or lee clothes?		
16.12	Is there a galley with adequate means for preparing food, a stove for cooking and a sink?		
16.13	The galley floor is provided with a non-slip surface and provide a good foothold?		
16.14	Is a secure storage for food in the vicinity of the galley?		
16.15	Are there adequate toilet facilities for the proposed POB, in accordance with the requirements?		
16.16	Are there adequate stowage facilities for personal effects for the proposed POB?		
16.17	Machinery Space Boundaries - Where machinery spaces are adjacent to accommodation spaces, the boundaries are designed to be gas tight?		
16.18	Machinery space boundaries shall retain any liquids which may leak from the equipment within the machinery space?		
16.19	If the vessel regularly trading to and within mosquito infested ports is fitted with appropriate devices to protect seafarers from mosquitos, as agreed by the Administration?		
16.20	Master's Inspections – Evidence of weekly documented inspections carried out on board vessels, by or under the authority of the Master, with respect to: accommodation, galley, food, drinking water, others?		
16.21	Hospital accommodation – Vessels which Part A apply, carrying 15 or more seafarers and engaged in a voyage of more than three days' duration shall provide separate hospital accommodation to be used exclusively for medical purposes.		
16.22	Vessel over 200GT, appropriately situated and furnished laundry facilities is available?		
16.23	Sailing Vessels – above mentioned requirements are in compliance as the same way as motor vessels?		

17.0	**Safety Management (For Non-SOLAS vessels) – Ref. to Ch. 23A Part A. For vessels over 500GT, refer to SOLAS Ch. IX / XI-1 and ISM Code**		
17.1	Does the person in command hold an appropriate certificate of competency?		
17.2	Is there a second person on board deemed experienced by the person in command?		
17.3	Is there a person on board familiar with the operation and maintenance of the main propulsion machinery?		
17.4	Is there a health & safety protection policy adequately posted?		
17.5	Has the person in command attended an approved stability course for workboats or is he/she able to satisfy the flag/coastal state, that he/she has adequate knowledge?		
17.6	Has the person in command and any member of the crew who is liable to use the radar undertaken appropriate training in its use?		
17.7	Are the crew members able to satisfactorily demonstrate operation of life saving appliances and fire-fighting equipment?		
17.8	Is there safe working environment, including the Health and Safety Protection Policy?		
17.9	Safe Working Procedures or Safety Manual includes:		
a.	Procedures to Ensure Safe Operation of Vessels in Compliance with the Regulations and Rules.		
b.	Lines of Communication Between Personnel, Ashore and Afloat.		
c.	Procedures for Reporting Accidents.		
d.	Procedures for Responding to Emergency Situations.		

e.	Personnel and Training - All personnel are receive training appropriate to the tasks they undertake?		
f.	On board Procedures - Simple procedures are developed for the operation of the vessel, including but not limited: testing equipment, maintenances routines, bunkering operations, water/weather tight integrity, stability, conduct passengers, emergency towing, use of personal watercraft?		
g.	Maintenance of the Vessel and Equipment.		
h.	Review - Every Company/Owner shall undertake a review of the safety management system of all vessels at least once in every three years		
17.10	Is there a Responsibilities and Master authority written statement?		
17.11	Vessel is include emergency towing procedures, as required by SOLAS II-1/3-4, in their safety management system or in a separate plan?		

19.0	**Additional Survey Requirements**		
19.1	Steel yachts of 5 years to 10 years old		
a.	Representative salt water ballast tanks, integral sanitary tanks and bilges including any protective coating, have been generally examined internally and found satisfactory.		
	Report tanks		
19.2	Steel yachts 10 years old and over		
b.	All salt water ballast tanks, integral sanitary tanks and bilges including any protective coating, generally examined internally and found satisfactory.		
	Report tanks		
19.3	All yachts 10 years old and over		
c.	The anchors have been partially raised and lowered satisfactorily using the windlass.		
19.4	Sailing and auxiliary yachts		
a.	The mast, spars and standing and running rigging including chain plates have been examined in place and found satisfactory.		
b.	The sails, as far as available, have been examined and found satisfactory.		
19.5	Representative internal spaces including fore and aft peak spaces, machinery spaces, integral sanitary holding tanks, bilges etc, have been examined to confirm the satisfactory general condition of the hull structure.		
	Report spaces examined		

20.0	**List Tanks and Spaces Examined and Reported**		
		Structural Condition	Protective Coating Condition (steel yachts)
	Forward Peak Space		
	Aft Peak Space		
	Machinery Spaces		
	Bilges (specify location)		
	Water Ballast Tanks		
	Integral Sanitary Holding Tanks		

	Other Tanks/Spaces		

21.0	**Out of the Water Surveys – Additional, Dry Docking & Bottom Survey.**		
21.1	A satisfactory examination the shell including bottom, side and bow plating/planking/laminate, sea inlet boxes, keel, stern, stern frame and rudder was carried out.		
21.2	The clearances of rudder bearings are satisfactory.		
	Report clearances		
21.3	The sea suctions and overboard discharge valves and their connections to the hull were generally examined and all found satisfactory.		
21.4	The propeller and fastenings, stern bush fastenings, and the gratings at the sea inlets were examined and found satisfactory.		
21.5	The propeller shaft seal(s) were found satisfactory and tight or the propeller shaft(s) clearance(s) were satisfactory.		
	Report clearances/Poker gauge readings		
21.6	The condition of the flexible stern gland hose and clips, where fitted, was found satisfactory.		
21.7	The anchoring and mooring equipment was examined as far as practicable, the anchors and cables partially raised and lowered using the windlass and found satisfactory.		
	Note: The examination of anchors, chain cables, chain lockers and requirements for thickness measurement are to be dealt with at docking surveys held in connection with the Special Survey.		
21.8	The attachment of the centre line or bilge ballast keels, where fitted, was examined and found satisfactory.		

22.0	**Comments**

Place and Date of Survey

Signature of the duly authorized official

Return to the Top

THE REPUBLIC OF LIBERIA
LIBERIA MARITIME AUTHORITY

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SURVEY REPORT FOR YACHT CODE* SAFETY CERTIFICATE

In accordance with Yacht Code - **Part B**, and International Requirements This survey report must be permanently always attached to the Yacht Code Certificate and available for inspection by a nominated surveyor of recognized organization

SHIP NAME:	*IMO No.:*	*CALL SIGN:*	*FLAG:*	*CLASS No.:*	*KEEL LAID:*

For Annual, Intermediate or renewal survey mark "X" to indicate "Yes" and "N" to indicate an outstanding action in appropriate block for each item. If an item is not applicable mark "NA" in appropriate block.

Annual Survey (AS): Should be held within three months before or after each anniversary date of the certificate.

Intermediate Survey (INTS): Should be held within three months before or after the second anniversary date or within three months before or after the third anniversary date of the certificate and should take the place of one of the annual surveys.

Renewal Survey (RS): Should be held before the certificate is renewed.

Bottom Survey (BS): For Passenger (Yacht) Ships, carrying more than 12 passengers on board, a minimum of two of the inspections of the outside of the ship's bottom during any five-year period of ILLC, or Yacht Code Certificate (for commercial vessels less than 24 meters in length), should be conducted in dry dock. In all cases, the maximum interval between any two dry-dock bottom inspections should not exceed 36 months. Inspections of the ship's bottom required for the renewal survey that are not conducted in dry dock may be carried out with the ship afloat.

Note*: *Extent of survey to be decided by appointed surveyor based on the type, age and history of the yacht. However, all applicable items are to be dealt with. The survey should not be limited to the content of this check list but reference must be taken from Yacht Code Part B and other International Requirements (SOLAS, LSA Code, ILLC, etc.) as necessary and as applicable.

1.0	**General**		Comments (*)
1.1	Have modifications been made to the yacht or equipment which would affect the class and statutory certification, as applicable? (Modifications to be reported)		
1.2	Vessels shall comply with the requirements of REG Yacht Code Annex L and those of the Administration?		
1.3	Is yacht evidencing valid Class Status?		
1.4	Is Yacht evidencing due survey of the automation and/or remote controls for the main propulsion plant?		

2.0	**Documentation**		
2.1	Confirmation of certificates valid on board as required (Pleases indicate last endorsement date in the comments, as applicable):		
	Certificate of Registry & Ship Station Radio License		
	International Tonnage Certificate		
	Yacht Code Certificate or another Yacht Safety Certificate		
	Class Certificate (Hull & Machinery)		
	Minimum Safe Manning Certificate		
	Passenger (Yacht) Ship Safety Certificate and Form P		

* Refer to Marine Notice YHT-001

	Statement of Operational Limitations, if any		
	International Load Line Certificate and Conditions of Assignment		
	International Oil Pollution Prevention Certificate and Record (>400GT)		
	International Air Pollution Prevention Certificate/Statement and Record (>400GT)		
	EIAPP Cert. / NOx Tech. Files (for each engine >130KW built after 1st January 2000)		
	Certificate or Statement of Sewage Pollution Prevention (when more than 15 persons are carried on board)		
	International Energy Efficiency Certificate/Statement		
	Antifouling Systems Certificate/Statement (>400GT), or Owners Declaration (<400GT)		
	International Ballast Water Management Certificate/Statement (if applicable)		
	ISM Safety Management Certificate		
	Copy of ISM Company Document of Compliance		
	International Ship Security Certificate		
	Continuous Synopsis Record file		
	Maritime Labour Convention (MLC) Certificate (including DMLC I and DMLC II)		
	Wreck Removal Convention Certificate (Nairobi Convention) (>300GT)		
	Civil Liability Certificate for Bunker Oil Pollution Damage (Bunkers Convention) (>1000GT)		
	Other (H&M insurance, TPL cover, etc).		
	Is the approved stability information on board, and approved by the Administration?		

3.0	**Hull Survey –** The following items must be verified in accordance with Yacht Code ("The Code") Requirements, Part B, and other International Standards, as necessary.		
	CONSTRUCTION AND STRENGTH (Ref. to Chapters 3, 4 and 11 Part B of the Code, and ICLL		
3.1	The condition of the hull and its closing appliances is satisfactory as far as could be seen. The following items should be applicable:		
a.	Weather decks, hatchways, vents and air pipes, casings, skylights, flush deck scuttles, deckhouses and companionways, superstructures, side and stern doors, windows, side scuttles and deadlights, chutes and other openings, scuppers, sanitary discharges and valves, guardrails and bulwarks, freeing ports.		
3.2	The condition of watertight bulkhead penetrations is satisfactory, as far as could be seen.		
3.3	The watertight doors in the watertight bulkheads have been examined and found satisfactory.		
3.4	Approved hinged doors has been provided with audible and visual alarms in the wheelhouse.		
3.5	Procedures for the operation of watertight doors shall be posted in suitable locations.		
3.6	**Rigging on Sailing Vessels**:		
a.	The condition of the rig shall be monitored in accordance with a Maintenance Manual (approved by the Recognized Organization) and a planned maintenance schedule.		
b.	Satisfactory condition of Masts and Spars and Standing Rigging		

* Refer to Marine Notice YHT-001

c.	Satisfactory condition of Sails and Rigging Fittings (blocks, shackles, rigging screws, cleats and associated fittings and attachment points)		
3.7	Confirm the Yacht does not has installation of materials that contain asbestos.		
3.8	Hatchways and Skylight Hatches are noted in satisfactory condition and in accordance with the requirements and provided with efficient means of closure.		
3.9	Doorways and Companionways are noted in satisfactory condition and in accordance with the requirements.		
3.10	Are Glazed Openings & Skylights in accordance with the requirements, including the use of Deadlights and Storm Covers.		
3.11	**Ventilators and Exhausts**.		
a.	An adequate ventilation is provided throughout the vessel.		
b.	The accommodation is protected from the entry of gas and/or vapour fumes from machinery, exhaust and fuel systems.		
c.	Where machinery exhaust systems pass though accommodation they are fitted in a gas tight trunk or each space is fitted with a carbon monoxide detector? With an alarm provided?		
d.	Ventilators are of efficient construction, with a location and a height sufficient to prevent the ingress of water when the vessel heels.		
3.12	**Air Pipes**.		
a.	Air pipes serving fuel and other tanks are of efficient construction, led to above the bulkhead deck and provided with automatic closing devices.		
b.	Air pipes are in compliance with location and height requirements prevent inadvertent flooding?		
3.13	Satisfactory condition of Scuppers, Sea Inlets and Discharges and Other Hull Penetrations.		
3.14	**Materials for Valves and Associated Piping** - Valves which are fitted below the waterline are of steel, bronze or other material having a similar resistance to impact, fire and corrosion. (Non-metallic valves are not considered equivalent).		
3.15	WATER FREEING ARRANGEMENTS – Chapter 3 Part B and ICLL:		
a.	Free ports area are determined according the requirements, and noted in satisfactory conditions.		
b.	Recesses construction and draining arrangements noted in satisfactory condition.		
c.	Swimming Pools (Including Spa Baths and Jacuzzis) mass of water and its free surface effect are considered in the intact and damage stability information.		
3.16	Is there a suitable towage point/ towing lines fitted on board?		

4.0	**Machinery and Electrical Installation And Unattended Machinery Spaces Survey (Ref. to Chapter 5 of the Code and SOLAS Ch. II-1)**		
4.1	The machinery spaces and essential machinery have been generally examined and found satisfactory.		
4.2	If Plastic piping and its arrangements are fitting, are in compliance with the requirements of the Fire Test Procedures Code?		
4.3	In fuel supply system, where a flexible section of piping is provided, connections are of a screw type or equivalent approved type, and flexible pipes are fire resistant/metal reinforced.		
4.4	Engine Room fuel tanks are provided with shut-off valve(s), which is capable of being closed from a position outside the engine space.		
4.5	External high-pressure fuel delivery lines between the high pressure fuel pumps and fuel nozzles are protected with a jacketed tubing system capable of containing fuel resulting from a high-pressure line failure.		
4.6	The jacketed tubing system include means for collection of leakage and arrangements for an alarm to be given in the event of a fuel line failure.		
4.7	**Level Gauge** - When a glass fuel level gauge is fitted it shall be of the "flat glass" type with self-closing valves between the gauge and the tank.		
4.8	The emergency escape routes from the machinery spaces are free of obstruction.		

4.9	Examining, as far as practicable, visually and in operation, the electrical installations, including the main Source of power and the lighting systems.		
4.10	Confirm, electrical devices working in potentially hazardous areas, into which petroleum vapour or other hydrocarbon gas may leak, are of a type certified safe for the hazard.		
4.11	An emergency source of lighting is provided, independent of the general lighting system.		
4.12	Emergency power is readily available to supply the required emergency lighting, radio installation and navigation aids for a minimum of 3 hours.		
4.13	Emergency source of power is independent of the main power supply, and external to the engine room.		
4.14	Batteries of a type suitable for marine use and not liable to leakage are used, and areas in which batteries are stowed noted with appropriate ventilation.		
4.15	Cables and wiring serving essential or emergency power, lighting, internal communications or signals are routed clear of galleys, machinery places of Category A and their casings, spaces for storage of petrol, and other high-risk fire areas.		

5.0	**STEERING GEAR (Ref. to SOLAS II-1 and International requirements)**		
5.1	Confirm the vessel is provided with means for directional control of adequate strength and suitable design to enable the heading and direction of travel to be effectively controlled at all operating speeds.		
5.2	Confirm, when the steering gear is fitted with remote control, arrangements shall be made for emergency steering in the event of a failure of such control.		
5.3	The emergency steering position is fitted with: the angular position of the rudder; and heading indication.		

6.0	**BILGE PUMPING (Ref. to SOLAS Ch. II-1 and International requirements)**		
6.1	Confirm the vessel is provided with at least two fixed and independently powered bilge pumps. For Short Range Yachts, the second pump and suction pipes may be portable.		
6.2	For unmanned propulsion machinery space, a bilge level alarm shall be fitted. The alarm shall provide an audible and visual warning in the Master's cabin and in the wheelhouse.		

7.0	**STABILITY (Ref. to Chapter 4, Part B of the Code and SOLAS Ch. II-1)**		
7.1	Confirm stability Information showing compliance with stability criteria. GZ curves shall be produced for the loading conditions applicable to the operation of the vessel. Including alternative criteria, as apply.		
7.2	Confirm information showing the vessel is compliance with Damage stability requirements, as applicable.		
7.3	An inclining experiment was conducted in accordance with a detailed standard which is approved by the Administration. Information from a sister ship, built in the same shipyard, can be accepted.		
7.4	Confirm, if the vessel undergoes a major conversion or alterations, and if was subjected to a complete reassessment of stability and provided with newly approved stability information.		
7.5	For sailing vessels, a copy of the 'Curves of Maximum Steady Heel Angle to Prevent Downflooding in Squalls', or in the case of a multihull, the values of max. advised mean apparent wind speed, is required.		
7.6	**STABILITY MANAGEMENT (Ch. 4, Part V, Part B of the Code):**		
a.	A Damage Control Information (Plan), shall be permanently exhibited, or readily available on the navigation bridge, for the guidance of the officer in charge of the ship.		
b.	Confirm DC Plan showing clearly for each deck and storage space the boundaries of the watertight compartments, the openings therein with the means of closure and position of any controls thereof, and the arrangements for the correction of any list due to flooding.		
c.	Confirm, information related to Loading of Passenger Ships is available.		
d.	Confirm, information of periodical operation and inspection of watertight doors, sidescuttles, valves, closing mechanism, etc. (Including drills and records).		
e.	Prevention and Control of Water Ingress, etc. – Confirm measures implemented on board to ensure that all watertight doors shall be kept closed during navigation, as required.		

8.0	**FREEBOARD (LOAD LINES) – Ref. to Ch. 3, 4 Part B of the Code and ILLC**		
8.1	The vessel is assigned with a freeboard in accordance with the International Convention on Load Lines (1966).		

* Refer to Marine Notice YHT-001

8.2	**Freeboard Mark and Loading** - The freeboard marks applied are positioned port and starboard at amidships on the load line length and may be an all-seasons mark, permanent and in contrasting colour.		
8.3	**Draught Marks** - Datum draught marks are provided at the bow and stern, port and starboard, and be adequate for assessing the condition and trim of the vessel, permanent and easily read.		
8.4	For vessels which the Part B of the Code apply, The subdivision and load line assigned and marked shall be recorded in the Passenger Yacht Safety Certificate.		
8.5	**Mark of Assigning Authority** – Have been indicated in accordance with the requirements, alongside the load line ring above the horizontal line which passes through the centre of the ring.		
8.6	Doors and Openings above the Weather Deck have been fitted on board in accordance with the Code and ILLC requirements?		
8.7	Shell Openings Below the bulkhead Deck have been fitted on board in accordance with the Code and ILLC requirements?		
8.8	Hatchways and Coamings, confirm satisfactory condition of hatch covers, including means to keep weather tightness condition (gaskets, clamping device).		
8.9	Confirm hatchway coaming height is in accordance with the Code and ILLC requirements, any reduce in height or coaming omitted, must be to Administration satisfaction.		
8.10	**Protection of the Crew** - The deckhouses used for the accommodation of the crew are constructed to an acceptable level of strength.		
8.11	Guard rails or bulwarks are fitted around all exposed decks and the height of the bulwarks or guard rails is at least 1 metre from the deck, and in compliance with the Code and ILLC requirements.		
8.12	Where reduced Sill Heights and Coaming are noted, confirmation from Flag Administration is required in accordance with the Code and ILLC requirements.		

9.0	**FIRE SAFETY - Fire Fighting Equipment Survey (Ref. to Ch. 6 Part B of the Code and Annexes)**			
9.1	Confirm, Protection of Spaces Containing Vehicles or Craft with Fuel in their Tanks or Lockers Storing such Fuels and Spaces Containing Recreational Dive Systems are in compliance with requirements.			
9.2	A suitable gas detection system shall be provided, appropriate to the type of vehicle fuel or recreational dive system, with audible and visual alarm in the wheelhouse and where it may always be observed by the crew.			
9.3	Construction and Arrangement of Saunas are in compliance with the requirements.			
9.4	Construction and Arrangement of Steam Room is in compliance with the requirements.			
9.5	Construction of Windows, Sidescuttles Weathertight and Watertight Door in bulkheads within accommodation spaces, service spaces and control stations shall be so constructed to preserve the integrity requirements of the type of bulkheads in which they are fitted.			
9.6	Means of Escape. The vessel is provided with the means of escape so that persons on board can safely and swiftly escape to the liferaft embarkation deck.			
9.7	The fire control plan and duplicate have been examined and are properly posted.			
9.8	All fire and/or smoke detection and alarm systems have been examined and tested as far as practicable, and found satisfactory.			
9.9	An operative test of the fire main system and each fire pump, including any emergency fire pump has been carried out separately, to demonstrate that the required jets of water can be provided			
9.10	All fire hoses, nozzles, applicators and spanners are situated at their respective stations and in satisfactory condition.			
9.11	The fixed fire fighting system controls, piping, instructions and markings are properly maintained and serviced.			
a.	**Date of last reported system test:**			
9.12	All semi-portable and portable extinguishers are fully charged, in their stowed position and with valid service dates.			
9.13	The remote controls for stopping fans and machinery and shutting off fuel supplies in machinery spaces are in working order.			
9.14	The closing arrangements of ventilators, annular spaces, skylights, doorways and tunnel where applicable are satisfactory.			
9.15	All fire dampers shall be capable of manual operation. The dampers shall have a direct mechanical means of release or, alternatively, be closed by electrical, hydraulic, or pneumatic operation.			
9.16	Fire dampers are easily accessible. Identification number of the fire damper marked, position “Open/Close”.			

* Refer to Marine Notice YHT-001

9.17	The fireman's outfits are complete and in satisfactory condition. Including for helideck crew.		
9.18	**Fire-fighter's communication.** A minimum of two two-way portable radiotelephone apparatus for each fire party for fire-fighter's communication shall be carried on board, explosion-proof type or intrinsically safe.		
9.19	Emergency Escape Breathing Devices. All vessels shall carry at least two EEBD's within accommodation spaces, and at least two EEBD's shall be carried in each main vertical zone. Ref. Flag instructions, if any.		
9.20	**Probability of Ignition**. If the ship in compliance with the arrangements for Oil Fuel, Lubrication Oil, other Flammable Oils and Gaseous Fuels?		
9.21	Miscellaneous Items of Ignition Sources and Ignitability. Electric radiators, if used, is fixed in position and so constructed as to reduce fire risks to a minimum?		
9.22	Additional Requirements for Means of Control in Periodically Unattended Machinery Spaces have been taken into account?		
9.23	Requirements related to the use of Combustible and Non-Combustible Materials have been considered on board?		
9.24	Measures against smoke generation potential and toxicity have been considered on board for the use of Paints, Varnishes and other Finishes?		
9.25	**Public Address System**. Vessels having a length of 85 metres or more, a public address system complying with the requirements is available throughout the accommodation and service spaces and control stations and open decks. Mandatory for Passenger Yacht vessels.		
9.26	Emergency Training and Drills, as required (Ref. Annex C of the Code). **Last drills:**		
9.27	Fire safety operational booklet, as required.		

10.0	**Radio Communications (Ref. to Ch.8 Part B of the Code and SOLAS Chapter IV)**		
10.1	Confirm the vessel carry sufficient radio equipment to perform distress and safety communications functions throughout its intended voyage. In accordance with the Code and SOLAS Ch. IV		
10.2	All radio communication equipment required by the Code and / or SOLAS is of a type approved by the relevant authority?		
10.3	**Installation** – is the radio installation located to ensure the greatest possible degree of safety and operational availability?		
a.	Be protected against the harmful effects of water, extremes of temperature and other adverse environmental conditions?		
b.	Be clearly marked with the call sign, the vessel station identity and any other codes applicable to the use of the radio installation?		
10.4	The vessel has sufficient reserve energy supply to operate the radio installations?		
10.5	Is an emergency position indicating radio beacon (EPIRB) provide?		
10.6	Is a search and rescue transponder (SART) provided?		
10.7	If operating a NAVTEX area, is a NAVTEX receiver fitted?		
10.8	Is there a person on board with an approved certificate for operation of the radio equipment?		
10.9	Are cards available giving a clear summary of the radio telephone distress, urgency and safety procedures?		
10.10	Are there clear instructions for the operation of the hand held VHF?		
10.11	**Availability of Equipment** – taking into account ships engaged on voyages in sea area A1-A2, or A3, A4, the availability of radio installations shall be ensured by:		
a.	Duplication of equipment;		
b.	Shore-based maintenance;		
c.	At sea electronic maintenance capability.		
10.12	A Radio records is kept on board as required by Radio regulations?		

11.0	**Navigation Light, Shapes and Sound Signals (Ref. to COLREG'72 Requirements, as applicable)**		
11.1	Are the navigation lights working?		
11.2	All navigation lights shall be provided with main and emergency power supply.		
11.3	Is there a means of making an efficient sound signal?		
11.4	Is the all round anchor light working?		
11.5	Are the not under command (NUC) lights working?		
11.6	Are NUC shapes available?		
11.7	Are lights, whistles and bells approved as necessary?		
11.8	Are Masthead light, sidelights and a stern light installed on board greater than 50 metres in length duplicated or be fitted with duplicate lamps?		
11.9	In general, is the yacht complying with COLREG '72, as amended?		
11.10	When the vessel is using LEDs lights, special requirements have been taken into account?		

12.0	**Navigational Equipment (Ref. to Ch. 8 Part B and SOLAS Ch. V)**		
12.1	Is the vessel provided with operator policy statements, instructions and procedures with regard to safe navigation?		
12.2	Are up-to-date navigation warnings and weather forecasts available?		
12.3	The magnetic compass has a valid deviation card (A flux gate is an acceptable alternative)?		
12.4	Does the light work on the magnetic compass?		
12.5	Is a gyro compass or spare magnetic compass bowl?		
12.6	Is a global navigation satellite system or a terrestrial radio navigation system available to update yacht's position at all time?		
12.7	Is a speed and distance measuring device, or other means, to indicate speed and distance through the water?		
12.8	Is the echo sounder working (Or other means to measure water depth)?		
12.9	Is a rudder angle indicator?		
12.10	Is a 9 GHz radar fitted?		
12.11	Above mentioned equipment are of an "Approved Type".		
12.12	Are current, corrected charts available?		
12.13	Are tide tables available for the area of operation?		
12.14	Is there a copy of list of radio signals available for the area of operation?		
12.15	Is a copy of the International Code of Signals available?		
12.16	Does the yacht have means for taking bearings over an arc of the horizon at 360°?		
12.17	For vessels of more than 500GT, an automatic tracking aid, or other means, to plot automatically the range and bearing of other targets to determine collision risk is provided on board?		

* Refer to Marine Notice YHT-001

12.18	**Automatic Identification System (AIS)** - All ships which Part B of the Code apply, shall be fitted with an approved AIS in accordance with SOLAS Chapter V.		
12.19	**Long-Range Identification and Tracking (LRIT)** - All ships which Part B apply, unless operating solely within sea area A1, shall be fitted with a LRIT system to automatically transmit the identity of the ship.		
12.20	**Bridge Navigational Watch Alarm System (BNWAS)** - All ships which Part B of the Code apply, shall be fitted with a BNWAS, in accordance with SOLAS V/19, as far as practicable.		
12.21	For ships which Part B of the Code apply, shall be fitted with:		
a.	A Voyage Data Record (VDR)		
b.	An Electronic Chart Display and Information System (ECDIS) – Ships of 500 GT and over.		
c.	A 3 GHz radar or where considered appropriate by the Administration a second 9 GHz radar, or other means. Ships of 3000 GT and over.		
d.	A second automatic tracking aid, or other means. Ships of 3000 GT and over.		
e.	Vessel is in compliance with Bridge Visibility requirements? Ships not less than 55 m length. In accordance with to SOLAS Reg.V/22, as far as reasonable and practicable.		

13.0	**Miscellaneous Equipment (Ref. to SOLAS and other International Requirements)**		
13.1	**Nautical Publications**. Vessel carry nautical charts and nautical publications to plan and display the ship's route for the intended voyage and to plot and monitor positions throughout the voyage.		
13.2	**ECDIS** - Electronic Chart Display and Information System (ECDIS), back-up arrangements meet the functional requirements according the Code and SOLAS requirements. Must be "Type Approved", if fitted.		
13.3	**Signalling Lamp** - Is an efficient waterproof signalling lamp suitable for Morse signalling provided? Or other means to communicate by light during day and night using an energy source of electrical power not solely dependent upon the ship's power supply. ALDIS Lamp.		
13.4	**Searchlight** - Is there a working fixed or portable searchlight for a vessel that may operate in darkness?		
13.5	Is an efficient radar reflector fitted?		
13.6	**Vessel's IMO number** - Vessels of 100GT and above which Part B of the Code apply shall be marked externally with the vessel's IMO number which may be horizontal provided that it is visible from the air.		
13.7	**Portable atmosphere testing instrument or instruments** - Vessel of 500GT and above, and vessel under 500GT with enclosed spaces accessible for crew, shall carry an appropriate portable atmosphere testing instrument or instruments.		
13.8	Is a wire cutting equipment available (In the event of dismasting)?		
13.9	**Anchors and Cables** – Anchoring and mooring arrangements have adequate equipment in accordance with standards for such equipment, set by a Recognised Organisation and Class Requirements.		
13.10	The vessel has at least 2 anchors, one of which shall be ready for use at all times?		

14.0	**Protection of Personnel – Ref. to Ch. 12 Part B and Annexes O, B of the Code**		
14.1	Is there a safe means of access to the vessel?		
14.2	Are there adequate bulwark and guardrails around the deck, in compliance with the requirements?		
14.3	The vessel is constructed to reduce on board noise and to protect personnel from the noise in accordance with IMO requirements? Mandatory for new vessel over 1600GT.		
14.4	Measures have been taken to prevent personnel being exposed to excessive noise?		
14.5	Are noise-warning signs posted as appropriate?		
14.6	Are there at least two safety harnesses on board and additional harnesses for all those required to work on deck?		
14.7	Is the surface of the working deck non-slip?		

14.8	Are personnel provided with protective clothing appropriate to the prevailing air and sea temperatures?		
14.9	If the mean seawater temperature is 10°C or less, is there an approved survival suit for each person on board?		
14.10	Is a safety briefing given to all personnel who go on a voyage covering such items as use of lifejackets and procedures to be followed in the case of an emergency?		
14.11	In the event of collision, grounding, fire, explosion, gas or toxic vapour release, are adequate written emergency procedures in place?		
14.12	Are adequate medical stores provided? In accordance with National/International requirements.		

15.0	**Safety Equipment - Life Saving Appliances & Arrangements (Ref. to Ch.7 Part B, SOLAS Ch. III and LSA Code)**			
15.1	Are the Life-Saving Appliances provided in accordance with the Code Part B and / or SOLAS requirements, as applicable?			
15.2	All equipment provided and fitted is of a type which has been accepted by the Administration as complying with LSA Code and IMO Resolution MSC.81(70), as amended?			
15.3	When personal safety equipment is provided for use in water sports activities, arrangements for its stowage is ensure that it shall not be used mistakenly as lifesaving equipment in an emergency situation?			
15.4	Is there a liferaft/s on board sufficient for the proposed maximum POB?			
15.5	If no liferaft is fitted, what means are there in place to abandon the vessel at sea if required to do so?			
15.6	Does the liferaft have a current certificate of examination? Not exceed 12 months service intervals.			
a.	**Next date or examination:**			
15.7	Does/do the liferaft(s) have a hydrostatic release with a valid certificate of examination?			
15.8	Lifeboats are provided on board? Required for Vessels over 85m in Length and vessels which Part B apply.			
15.9	If lifeboats are provided on board, are suitable stowage, with launching arrangement, and capacity to accommodate the total number of persons on board?			
15.10	The vessel has an alternative arrangement in substitution of lifeboats? As applicable.			
a.	**Marine Evacuation System (MES)** – Is a MES provided on board? Or a sufficient number of marine evacuation systems (MES), type approved, in accordance with the Code, and/or international requirement are provided on board? When alternative arrangement of LB apply.			
b.	Is a MES is provided on board, is it in compliance with the Code requirements related to stowage location, protection, installation and operation in conjunction with the LR?			
15.11	Rescue Boat/s are provided on board? Equipped in accordance with requirements of the LSA Code Chapter V/5.1.2.? RB shall be of type approved in accordance with LSA Code, except colour.			
15.12	Are there sufficient lifebuoys for the type of operation and vessel, marked with the vessel's name and Port of Registry?			
a.	Are there sufficient lifebuoys with light and self-activating smoke signals?			
b.	Do the lifebuoys have buoyant heaving lines?			
15.13	Is there a lifejacket for every person carried on the vessel, including for child or infant. Plus additional number for person on watch, with light and whistle?			
15.14	One approved immersion suit and/or a thermal protective aid of an appropriate size are provided for each person on board? These may be of the non-insulated type. Exemption can be issued for vessels engaged on voyage in warm climates.			
15.15	All life-saving equipment carried are fitted with retro-reflective material?			
15.16	In general every inflatable lifejacket, inflatable liferaft, marine evacuation system and hydrostatic release unit other than a disposable hydrostatic release unit, have been serviced at intervals not exceeding 12 months unless extended service intervals have been approved by the Administration?			
15.17	Are there parachute flares on board the vessel?			
15.18	Are there red hand flares on board the vessel?			

* Refer to Marine Notice YHT-001

15.19	Are there at least two buoyant or hand held smoke signals?		
15.20	At least one set of line throwing appliances with spares, in compliance with LSA Code is provided?		
15.21	**Communication (VHF Radiotelephone Apparatus)** – at least 3 (three) two-way VHF radiotelephone apparatus are provided? Ref. Code Part B (Passenger Yacht Vessel).		
15.22	An approved **EPIRB** is installed in an easily accessible position ready to be manually released, capable of being placed in a survival craft and floating free if the vessel sinks? All EPIRBs shall be registered with the Administration, and annually tested by an approved shore based maintainer.		
15.23	**SART** – A Radar Transponder /SART) is provided and stowed in an easily accessible position? One at each side for Passenger Yacht vessels.		
15.24	**General Alarm** – the vessel is fitted with the means to be used as alarm which can be heard in all parts of the vessel operating satisfactorily? In accordance with the requirements of the Code and Int. Requirements.		
15.25	**Public Address System** – is the vessel fitted with a type approved PAS? Mandatory for vessels which Part B apply.		
15.26	Adequate lighting are provided in the areas required by the Code and Int. Requirements?		
15.27	Are there effective means to recover a person from the water?		
15.28	Are life-saving signal tables and rescue poster available?		
15.29	Is there a training manual for use of life saving appliances (LSA)?		
15.30	Any repair and maintenance of permanently inflated rescue boats has be carried out in accordance with the manufacturers' instructions? Emergency repairs may be carried out on board; however, permanent repairs shall be effected at an approved servicing station.		
15.31	Are there instructions for on board maintenance of the LSA?		
15.32	**Muster List and Emergency Instructions** - Clear instructions on the procedures to be followed in the event of an emergency are provided for every person on board?		
15.33	**Manning of Survival Craft and Supervision** – For vessel which Part B apply, There are a sufficient number of trained persons on board for mustering and assisting untrained persons.		
15.34	Is a record of emergency training and drills maintained?		
15.35	**Decision Support System for Masters** - All ships which Part B of the Code apply, shall be provided with a decision support system for emergency management on the navigation bridge.		
15.36	Is there an up to-date onshore emergency response plan/manual?		
15.37	**Information on Passenger** (For vessel which Code Part B apply) - A system for counting all persons on board prior to departure is provided and approved by the Administration?		

16.0	**Pollution Prevention (For yachts with GT<400) – For vessel over 400GT or carrying more than 15 persons on board refer to MARPOL Convention, as applicable.**		
16.1	Arrangements are in place to prevent discharge of sewage in prohibited areas?		
16.2	Are prohibited areas for sewage discharge identified?		
16.3	Arrangements are in place for the retention of garbage on board? Garbage Management Plan, Records and Placards are available on board?		
16.4	Arrangements are in place for the handling of oily wastes?		
16.5	Arrangements are in place for the prevention of discharge of oil/oil-contaminated water overboard?		
16.6	An Oil Record Book for machinery space operations or similar record is available on board?		

17.0	**Accommodation (Ref. to Ch. 9 Part B and ILO Maritime Labour Convention Requirements)**		
17.1	Is all heavy equipment (ballast, batteries, cooking stove, etc.) in the accommodation secured?		
17.2	Is there an efficient working ventilation system for enclosed spaces that may be entered by personnel?		

* Refer to Marine Notice YHT-001

17.3	There are sufficient hand holds and grab rails within the accommodation to allow safe movement around the accommodation at all times? Stairways shall be specially considered.		
17.4	Is there adequate ventilation to all accommodation spaces including air conditioning if appropriate? (Designed to provide 6 (or more) changes of air/hr with closed accesses).		
17.5	The ventilation in the galley is arranged to ensure that there is an adequate supply of fresh air and for the efficient discharge of fumes into the open air?		
17.6	All accommodation spaces are adequately heated, taking into account climatic conditions? The accommodation shall be adequately insulated.		
17.7	Is there adequate electric lighting?		
17.8	Is there an adequate supply of fresh drinking water?		
17.9	Is there emergency drinking water of two litres per person?		
17.10	Seafarer Food - Adequate food are provided for all seafarers on board free of charge?		
17.11	Is there an appropriately size bed (bunk or cot) for all those that will be on board and at least 50% of those provided with lee boards or lee clothes?		
17.12	Is there a galley with adequate means for preparing food, a stove for cooking and a sink?		
17.13	The galley floor is provided with a non-slip surface and provide a good foothold?		
17.14	Is a secure storage for food in the vicinity of the galley?		
17.15	Are there adequate toilet facilities for the proposed POB, in accordance with the requirements?		
17.16	Are there adequate stowage facilities for personal effects for the proposed POB?		
17.17	Machinery Space Boundaries - Where machinery spaces are adjacent to accommodation spaces, the boundaries are designed to be gas tight?		
17.18	Machinery space boundaries shall retain any liquids which may leak from the equipment within the machinery space?		
17.19	If the vessel regularly trading to and within mosquito infested ports is fitted with appropriate devices to protect seafarers from mosquitos, as agreed by the Administration?		
17.20	Master's Inspections – Evidence of weekly documented inspections carried out on board vessels, by or under the authority of the Master, with respect to: accommodation, galley, food, drinking water, others?		
17.21	Hospital accommodation – Vessels which Part A apply, carrying 15 or more seafarers and engaged in a voyage of more than three days' duration shall provide separate hospital accommodation to be used exclusively for medical purposes.		
17.22	Vessel over 200GT, Appropriately situated and furnished laundry facilities is available?		
17.23	Sailing Vessels – above mentioned requirements are in compliance as the same way as motor vessels?		

18.0	**Safety Management – Ref. to Ch. 8 Part B of the Code apply, and SOLAS Ch. IX / XI-1 and ISM Code, as applicable.**		
18.1	Does the person in command hold an appropriate certificate of competency?		
18.2	Is there a second person on board deemed experienced by the person in command?		
18.3	Is there a person on board familiar with the operation and maintenance of the main propulsion machinery?		
18.4	Is there a health & safety protection policy adequately posted?		
18.5	Has the person in command attended an approved stability course for workboats or is he/she able to satisfy the flag/coastal state, that he/she has adequate knowledge?		
18.6	Has the person in command and any member of the crew who is liable to use the radar undertaken appropriate training in its use?		
18.7	Are the crew members able to satisfactorily demonstrate operation of life saving appliances and fire-fighting equipment?		
18.8	Is there safe working environment, including the Health and Safety Protection Policy?		

* Refer to Marine Notice YHT-001

18.9	Safe Working Procedures or Safety Manual includes:		
a.	Procedures to Ensure Safe Operation of Vessels in Compliance with the Regulations and Rules.		
b.	Lines of Communication Between Personnel, Ashore and Afloat.		
c.	Procedures for Reporting Accidents.		
d.	Procedures for Responding to Emergency Situations.		
e.	Personnel and Training - All personnel are receive training appropriate to the tasks they undertake?		
f.	On board Procedures - Simple procedures are developed for the operation of the vessel, including but not limited: testing equipment, maintenances routines, bunkering operations, water/weather tight integrity, stability, conduct passengers, emergency towing, use of personal watercraft?		
g.	Maintenance of the Vessel and Equipment.		
h.	Review - Every Company/Owner shall undertake a review of the safety management system of all vessels at least once in every three years		
18.10	Is there a Responsibilities and Master authority written statement?		
18.11	Vessel is include emergency towing procedures, as required by SOLAS II-1/3-4, in their safety management system or in a separate plan?		

19.0	**Additional Survey Requirements**		
19.1	Steel yachts of 5 years to 10 years old		
a.	Representative salt water ballast tanks, integral sanitary tanks and bilges including any protective coating, have been generally examined internally and found satisfactory.		
	Report tanks		
19.2	Steel yachts 10 years old and over		
b.	All salt water ballast tanks, integral sanitary tanks and bilges including any protective coating, generally examined internally and found satisfactory.		
	Report tanks		
19.3	All yachts 10 years old and over		
c.	The anchors have been partially raised and lowered satisfactorily using the windlass.		
19.4	Sailing and auxiliary yachts		
a.	The mast, spars and standing and running rigging including chain plates have been examined in place and found satisfactory.		
b.	The sails, as far as available, have been examined and found satisfactory.		
19.5	Representative internal spaces including fore and aft peak spaces, machinery spaces, integral sanitary holding tanks, bilges etc, have been examined to confirm the satisfactory general condition of the hull structure.		
	Report spaces examined		

20.0	**List Tanks and Spaces Examined and Reported**		
		Structural Condition	Protective Coating Condition (steel yachts)
	Forward Peak Space		
	Aft Peak Space		

* Refer to Marine Notice YHT-001

	Machinery Spaces		
	Bilges (specify location)		
	Water Ballast Tanks		
	Integral Sanitary Holding Tanks		
	Other Tanks/Spaces		

21.0	**Out of the Water Surveys – Additional, Dry Docking & Bottom Survey.**		
21.1	A satisfactory examination the shell including bottom, side and bow plating/planking/laminate, sea inlet boxes, keel, stern, stern frame and rudder was carried out.		
21.2	The clearances of rudder bearings are satisfactory.		
	Report clearances		
21.3	The sea suctions and overboard discharge valves and their connections to the hull were generally examined and all found satisfactory.		
21.4	The propeller and fastenings, stern bush fastenings, and the gratings at the sea inlets were examined and found satisfactory.		
21.5	The propeller shaft seal(s) were found satisfactory and tight or the propeller shaft(s) clearance(s) were satisfactory.		
	Report clearances/Poker gauge readings		
21.6	The condition of the flexible stern gland hose and clips, where fitted, was found satisfactory.		
21.7	The anchoring and mooring equipment was examined as far as practicable, the anchors and cables partially raised and lowered using the windlass and found satisfactory.		
	Note: The examination of anchors, chain cables, chain lockers and requirements for thickness measurement are to be dealt with at docking surveys held in connection with the Special Survey.		
21.8	The attachment of the centre line or bilge ballast keels, where fitted, was examined and found satisfactory.		

22.0	**Comments**

Place and Date of Survey

Signature of the duly authorized official

* Refer to Marine Notice YHT-001