

**Part A Amendments**

REG YC Reference	Subject Matter	Code Change
1.2 (4)	Application of Code Requirements with respect to Conversions	<p>Paragraph amended to read:- <i>“Any ship, whenever built, which is converted to a yacht, or undergoes repairs, alterations and modifications which substantially alter the dimensions of the ship, or substantially increase the ship’s service life, shall be treated as a new vessel constructed on the date on which such a conversion commenced. <u>Detailed proposals regarding any such conversions shall be submitted to the Administration for the purpose of review and comment at the earliest possible opportunity.</u>”</i></p> <p>Foot Note to be added to the bottom of page 15 referring to IAC’s SC226 and the interpretation for ‘the date on which a conversion occurs’.</p>
1.2(5)	Application of Code Requirements with respect to Alterations and Modifications	<p>New Paragraph added and reads:- <i>“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. <u>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, &gt;85m Loadline Length etc) compliance with the relevant provisions applicable to a new vessel of that size is required. Detailed proposals regarding any such alternations or modifications shall be submitted to the Administration for the purpose of review and comment at the earliest possible opportunity.</u>”</i></p>
1.2 (5)	Alternative Standards for Yachts operating under Racing Rules	Existing paragraph 1.2 (5) renumbered 1.2 (6).
1.6 (2)	Retrospective requirements regarding the Safety of Navigation	<p>New paragraph (n) inserted, which reads as follows:- <i>“Section 19.8 for Navigational Procedures;”</i>.</p> <p>Existing paragraphs (n) to (v) as (o) to (w) re-lettered accordingly.</p>

1.6 (3)	Retrospective requirements for Gangways, Pasarells and Accommodation Ladders	New Paragraph added and reads:- <i>“Vessels referred to in 1.6 (2) shall also comply with the requirements of Chapter 28 / Common Annex K, Section K3 (4) and / or (5) as applicable by the first Annual Survey after the implementation date of the Corrigenda</i>  Existing paragraph 1.6 (3) renumbered 1.6 (4).
2.1 (3)	Definition of an Atrium	<i>“Atrium” means a public space within a single main vertical zone spanning three or more open decks (as per existing Part B definition).</i>
4.3 (2) (c)	Clarification of REG Policy – Location of Watertight Doors and their Control Systems	New Paragraph added and reads:- <i>“Watertight Doors may be located outboard of the B/5 Line. However, where powered watertight doors are provided, the main control system shall in all cases be located inboard of the B/5 line in order to ensure the continued operation of undamaged doors.</i>
4.3 (2) (c) to (e)	Reordering of sub-paragraphs	Existing paragraphs reordered (d) to (f).
4.3 (2) (e)	Periodical Testing of Watertight Doors	Last sentence of paragraph amended to read:- <i>“<u>Operational tests of watertight doors, shall take place weekly. For Yachts in which the voyage exceeds one week in duration, a complete set of operational tests shall be held before the voyage commences, and others thereafter at least once a week during the voyage.</u>”</i>
5.4 (2) (b)	Clarification of requirements for mechanical retention – Fire Rated Glazing	Reword existing paragraph – <i>“when required to be fire rated, arrangements shall be such that glazed openings and doors cannot fall from their mounting should the bond line fail, except where the glazed opening or door assembly has successfully passed the standard fire test without the need to provide any additional means of fastening.”</i>
5.4 (5)	Clarification regarding compliance with any limitations associated with RO Rules, National and International Standards.	New paragraph added and reads: <i>“In all cases, it shall be ensured that any limitations (i.e. aspect ratio, maximum window size, etc) included in the Rules of the Recognised Organisation or International Standard being used are observed and complied with.”</i>  Subsequent paragraphs and cross references in this section to be renumbered accordingly.

5.4 (7)	Clarification of requirements for Storm Shutters & Short-Range Yachts	5.4 (7) now amended to read:- <i>“For all vessels other than Short Range Yachts, Storm covers shall be required in the following locations, where deadlights are not already required by Section (5).”</i>										
5.4.8	Construction of glazing where storm covers are omitted	<i>Where required by Section (7), if the glazed openings meet an enhanced structural standard, in accordance with Recognised Organisation rules, a recognized International Standard, or a factor of 1.5 applied to the design pressure of the glazed opening, then storm covers are not required <u>provided the glazing is of laminated construction. The ratio between the thicknesses of the plies in the laminate shall not exceed 4/3.</u></i>										
10B.1 (1)	Editorial Correction	Reference to Part B changed to Part C										
Table 13.1	No of Lifebuoys for Yachts greater than 100m	<p>No of Lifebuoys required for Yachts <math>\geq 85\text{m}</math> harmonised with SOLAS III/32.1:-</p> <table border="1"> <thead> <tr> <th>VESSEL SIZE</th> <th><math>\geq 85\text{m}</math></th> </tr> </thead> <tbody> <tr> <td>LIFEBUOYS (TOTAL)</td> <td>8*</td> </tr> <tr> <td>LIFEBUOYS WITH LIGHT AND SMOKE</td> <td>2*</td> </tr> <tr> <td>LIFEBUOYS WITH LIGHT</td> <td>2*</td> </tr> <tr> <td>LIFEBUOYS WITH BUOYANT LIFELINE</td> <td>2*</td> </tr> </tbody> </table> <p>*The number of Lifebuoys to be provided for Yachts of 100m and over is to be in accordance with SOLAS III/32.1 Stowage arrangements and attachments shall be in accordance with SOLAS III/7.1.</p>	VESSEL SIZE	$\geq 85\text{m}$	LIFEBUOYS (TOTAL)	8*	LIFEBUOYS WITH LIGHT AND SMOKE	2*	LIFEBUOYS WITH LIGHT	2*	LIFEBUOYS WITH BUOYANT LIFELINE	2*
VESSEL SIZE	$\geq 85\text{m}$											
LIFEBUOYS (TOTAL)	8*											
LIFEBUOYS WITH LIGHT AND SMOKE	2*											
LIFEBUOYS WITH LIGHT	2*											
LIFEBUOYS WITH BUOYANT LIFELINE	2*											

13.3 (10)	Clarification of float-free Liferaft capacity when using Davits and / or Marine Evacuation Systems.	New Paragraph added and reads: <i>“If for any reason, any or all Davit Launched Liferrafts and / or Liferrafts which form part of a Marine Evacuation System are located such that they may be unable to float-free, additional Liferrafts shall be provided. The final arrangement is to ensure that the number and capacity of unobstructed float-free Liferrafts is sufficient to accommodate 100% of the maximum Number of Persons onboard in the event that one float-free liferaft is lost or rendered unserviceable”.</i>
13.4 (1) (b)	Clarification of requirements for Rescue Boats to be launched under adverse angles of heel and list	Paragraph amended to read <i>“rescue boats need not be capable of being launched on both sides of the vessel. <u>Rescue Boats provided on Yachts of 500GT and over</u>, shall be capable of being launched under unfavorable conditions of trim of up to 10° and list of up to 20° either way. and means to lower the boat from within the boat is not required”.</i>
13.4 (1) (g)	New paragraph added	13.4 (1) (g) reads:- <i>“All rescue boats covered within this section shall be equipped to the requirements of the LSA Code Chapter V/5.1.2.”</i> (requirement previously included in 13.4 (1) (b)).
13.4 (2) (b)	Launching Appliances for Vessels of 500 GT and over	13.4 (2) (b) amended to read <i>“The launching appliances shall comply and be approved in accordance with the LSA Code except that when a power operated crane is fitted, it shall be capable of operation either by hand or by an emergency source of power in the event of a main power failure. The routing of the emergency source of power shall be considered in respect of damaged waterlines and fire. <u>Furthermore, a means to lower the boat from within the boat is not required.”</u> (last sentence moved from 13.4 (1) (b) to consolidate Lifting Appliance requirements into single paragraph).</i>
13.4 (3) (b) (iv)	Launching Appliances for Vessels under 500 GT	New paragraph added and reads:- <i>“<u>A means to lower the boat from within the boat is not required.”</u> (sentence moved from 13.4 (1) (b) to consolidate Lifting Appliance requirements).</i>
13.4 (3) (c)	Rescue Boat Launching Appliances and the reference to ‘NOT SUITABLE FOR MAN RIDING’ – Application limited to existing vessels only	Paragraph amended to read:- <i>“<u>In the case of an existing vessel, launching appliances, shall be marked as “NOT SUITABLE FOR MAN-RIDING”, unless they comply with the following:</u>”</i>
13.4 (3) (e)	Reference to IMO MSC.1/Circ.1206/Rev.1 & editorial correction	Reference to MSC.1/Circ.1206/Rev.1 updated to MSC.402(96). The word ‘shall’ in the last sentence of this paragraph is replaced with ‘may’.
13.4 (3) (g)	Editorial Correction – Reference to Short Range Yachts	Last Sentence <i>‘Short Range Yachts’</i> deleted.

13.5 (4)	Provision of spare Lifejackets for Children now harmonised with requirements for Adults	Paragraph amended to read:- <i>“One suitably sized lifejacket shall be provided for each child and infant when carried onboard. <u>Furthermore, spare lifejackets sufficient for at least 10% of the children (or one) and 10% of the infants (or one) shall be provided, whichever is the greater. Each lifejacket shall be fitted with an automatic light and whistle. The maximum number of children and infants for which lifejackets (and immersion / thermal protection in accordance with 13.6 (2)) has been provided shall be clearly stated on the Life Saving Appliances / Safety Plan”</u></i>
14.2 (7)	Provision of fixed extinguishing systems in Saunas	Paragraph now amended and reads:- <i>“All spaces within the perimeter of the sauna shall be protected by a fire detection and alarm system and an automatic sprinkler system. <u>Yachts of &lt;500GT may in lieu of an automatic sprinkler system be provided with a manual water spray system giving a coverage of 3.5 ltr/m<sup>2</sup>/min over the total area of the floor. Such a system may be taken from the fire main or be independent. Electrically driven fire pumps shall be provided with an emergency power supply in accordance with the requirements of Chapter 8A, 8A.4”</u></i>
14A.4 (2)	Ventilation system ducting	Paragraph amended for consistency – <i>“The ducting within the accommodation, <u>service space or control station</u> shall be fitted with: b) automatic fire dampers located in the deck or bulkhead within the accommodation, <u>service space or control station</u> where the trunking passes from the machinery space or galley into the accommodation, <u>service space or control station.</u></i>
14A.4 (11) (a)	Clarification of <i>“suitable material having regard to the risk of fire”</i>	Paragraph amended to read:- <i>“material having low flame-spread characteristics and, in each case, a calorific value not exceeding 45 MJ/m<sup>2</sup> of their surface area for the thickness used.” (as per SOLAS II-2/9.7.1.1.1).</i>
14B.2 (3) (c)	Aluminium Alloy components which are required to be equivalent to steel.	Paragraph amended to read:- <i>“Aluminium alloy components of divisions that are required to be equivalent to steel (identified by an * in tables 1 and 2) shall be insulated with a certified system approved for use in Aluminium A Class Bulkheads and Decks as applicable. Alternatively, such structure may be insulated with 25 millimetres of 100kg/m<sup>3</sup> mineral wool or equivalent for other insulation types, approved for use in “A” class divisions.</i>
14B.5 (2) (b)	Clarification of Categorisation of dedicated spaces for AV/IT Racks	Space Category to be (5) or (8) dependent on surface area of the floor.

14B.5 (5)	Protection of Atriums	New Paragraph added:- <i>“Atriums shall be within enclosures formed of “A” class divisions having a fire rating determined in accordance with Table 14B.2”</i> (requirements harmonised with Part B, 6.7 (26)).
14B.5 (6)	Protection of Atriums	New Paragraph added:- <i>“Decks separating spaces within atriums shall have a fire rating determined in accordance with Table 14B.3”</i> (requirements harmonised with Part B, 6.7 (27)).
14B.7 (2) (b)	Editorial Correction	<i>“Doors approved without the sill being part of the frame, <del>which</del>, shall be installed such that a gap under the door does not exceed 12millimetres”</i>
14B.7 (2) (b)	Clarification of Fire Test requirements for materials that are required to be ‘not readily ignitable’	Last sentence of paragraph amended to read:- <i>“A non-combustible sill shall be installed under the door such that floor coverings do not extend beneath the closed door, except where it can be demonstrated that the flooring is not readily ignitable <u>when tested in accordance with Sections 4.1.1 &amp; 4.1.2 of MSC/Circ.1006</u>”. <u>The maximum time for the flame to extinguish under the aforementioned test conditions shall not be more than 20 seconds in accordance with the definition provided in Chapter 2. Alternatively, floor coverings certificated in accordance with Annex 1, Part 5 of the IMO’s 2010 FTP Code (Test for Surface Flammability) may be accepted.</u>”</i>
14B.11 (1)	Restricted Use of Combustible Materials	Existing paragraph corrected – <i>“Except in spaces protected by an automatic sprinkler system and fully addressable fire detection system in accordance with 14B.16 <del>14B.2.14</del>”</i>  New sentence added to end of paragraph and read as follows: <i>However, the use of combustible linings grounds and ceilings in Machinery Spaces is prohibited.”</i>
14B.12 (3) (a) (iii)	Protection of inclined ladders and stairways in machinery spaces	New Paragraph added to harmonise with SOLAS II-2/13.4:- <i>“All inclined ladders and stairways fitted with open treads in machinery spaces being part of or providing access to escape routes, but not located within a protected enclosure, are to be fitted with steel shields attached to their undersides.”</i>
14B.13	Doors in way of Escape Routes – 14B.13 (Arrangement of Escape Routes) harmonised with the requirements of 14A.3 (2) (h).	New Paragraph 14B.13 (6) added: <i>“All doors in escape routes shall be openable from either side. In the direction of escape they are all to be openable without a key. All handles on the inside of weathertight doors and hatches shall be non-removable. Where doors are lockable measures to ensure access from outside the space shall be provided for rescue purposes.”</i>



14B.15 (13)	Provision of Smoke Extraction System in Atriums	<p>Paragraph now amended to read:- <i>“Atriums shall be equipped with a smoke extraction system. The smoke extraction system shall be activated by the required smoke detection system and be capable of manual control. The fans shall be sized such that the entire volume within the space can be exhausted in 10 min or less”</i></p> <p>Footnote added to refer to MSC/Circ.1034 Guidelines for Smoke Control and Ventilation Systems for Internal Assembly Stations and Atriums on New Passenger Ships.</p>
15B.1 (1)	Connection of Fire Hoses in interior locations	<p>New sentence added to the end of the existing Paragraph and reads: <i>“However, in interior locations, fire hoses shall be connected to hydrants at all times. Existing vessels are encouraged to comply with this requirement in so far as is practicable.”</i></p>
16.1 (2)	Radio Installation – Provision of Equipment for Existing Vessels	<p>Paragraph amended to read: <i>“Existing vessels may comply with the version of the Code that was applicable at the time of keel laying. However, it is strongly recommended that such vessels comply with the requirements to carry the radio equipment according to the area of operation as specified in Table 16.1.”</i></p>
16.2 (3)	Radio Installation – Provision of Equipment	<p>Paragraph deleted:- <i>“Notwithstanding the requirements in Table 16.1 of this section, it is strongly recommended that existing vessels regardless of size shall carry the radio equipment according to the area of operation specified in Table 16.2. (Existing Vessels dealt with in paragraph 16.1 (2)).</i></p>
16.8	Availability of Equipment – Clarification of requirements	<p>Paragraph amended to read: <i>“On vessels of 300GT and over the availability of radio installations shall be ensured by:</i></p> <ul style="list-style-type: none"> <li><i>(a) Duplication of Equipment</i></li> <li><i>Or</i></li> <li><i>(b) Shore-based maintenance</i></li> <li><i>Or</i></li> <li><i>(c) At sea electronic maintenance capability”</i></li> </ul>
17.3	Reinstatement of LY3, 17.4 (Alternative arrangements in cases where compliance is impractical)	<p>New paragraph added:- <i>“For vessels where compliance is impracticable, alternatives maybe considered by application to the Administration.”</i></p>
17.3	Re-numbering of existing paragraph	<p>Existing paragraph 17.3 renumbered 17.4.</p>

18.6 (2)	Inclination of Bridge Screen Windows and measures to avoid adverse reflections	Sentence modified to read as follows: <i>“Windows may be vertical swept aft or forward outside of the angles prescribed by SOLAS V/22.9.1, provided that where necessary, appropriate measures are taken to avoid adverse reflections”</i> .
Chapter 19	Renaming of Chapter Title	Chapter Title amended to ‘Miscellaneous’
19.1 (1)	Safety of Navigation	Existing paragraph now deleted and replaced with:- <i>“Every vessel shall carry nautical charts and nautical publications such as sailing directions, lists of lights, notices to mariners, tide tables and all other nautical publications necessary for the intended voyage. Nautical charts and publications shall be adequate for the intended voyage and up to date.”</i>
Chapter 19	Safety of Navigation	New paragraph added and reads:  <b>19.8 Navigational Procedures</b>  <i>(1) Every vessel to which this Code applies shall comply with the applicable requirements of SOLAS V regulations 28 to 29 and 31 to 35 inclusive.”</i>  <i>Existing paragraph 19.8 renumbered accordingly.</i>
21B.3 (2)	Clarification of minimum requirements for headroom in spaces other than accommodation spaces	New paragraph added and reads: <i>“For other spaces where seafarers are expected to stand for prolonged periods, the minimum headroom shall be 190 centimetres. The competent authority may allow reduced height in some locations if it does not result in discomfort to seafarers”</i> . (Minimum requirements for such spaces harmonised with 21A.3 (2).
22.3 (3)	Clarification of Bulwark and Guardrail heights in way of Sun Pads	New Paragraph added and reads: <i>“Where Sun Pads are located within 600mm of any Bulwarks and / or Guardrails, the minimum height of the Bulwark and / or Guardrails shall be at least 1m above the surface of the Sun Pad (taken as the height of the Sun Pad + 50% of the thickness of the mattress). This requirement does not apply to bench seating or any other horizontal surfaces, which persons would not reasonably be expected to step or stand on”</i> .
22.3 (3) & (4)	Re-numbering of Paragraphs	Paragraphs 22.3 (3) & (4) renumbered accordingly.



**Part B Amendments**

REG YC Reference	Subject Matter	Code Change
1.2 (4)	Application of Code Requirements with respect to Conversions	Any ship, whenever built, which is converted to a passenger yacht, <del>or undergoes repairs, alterations and modifications which substantially alter the dimensions of the ship or the passenger accommodation spaces, or substantially increase the ship's service life,</del> shall be treated as a new passenger yacht constructed on the date on which such conversion, repairs, alterations or modifications commenced.
1.2 (5)	Application of Code Requirements with respect to Alterations and Modifications	New Paragraph added and reads:- <i>“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. <u>Where a change in vessel particulars reaches a new regulatory threshold (i.e. GT, Length etc) compliance with the relevant provisions applicable to a new vessel of that size is required. Detailed proposals regarding any such alternations or modifications shall be submitted to the Administration for the purpose of review and comment at the earliest possible opportunity.</u>”</i>
1.2 (5) & (6)	Application of the Code to existing vessels and standards with respect to LSA and Stability	Existing paragraphs 1.2 (5) renumbered 1.2 (6). And 1.2 (6) renumbered 1.2 (7).
1.7 (2)	Retrospective requirements for Gangways, Pasarelles and Accommodation Ladders	New Paragraph added and reads:- <i>“Vessels referred to in 1.7 (1) shall also comply with the requirements of Chapter 28 / Common Annex K, Section K3 (4) and / or (5) as applicable by the first Annual Survey after TBC”</i> (Implementation Date of Corrigenda + suitable period of grace)  Existing paragraph 1.7 (2) renumbered 1.7 (3).
3.6 (2)	Shell Openings below the Bulkhead Deck – Provision of Emergency Means of Closure	3.6 (2) (b) replaced with <i>“Provision shall be made to ensure that doors may be manually closed and locked in the event of power or hydraulic failure”</i> (requirements harmonized with Part A, 4.4 (3). The existing requirements in 3.6 (2) (b) are subsequently included as 3.6 (2) (c)

3.6 (3)	Height of lower edge of Shell Door openings above the Design Waterline	<p>Existing paragraph deleted and replaced with:- <i>All reasonable and practicable measures shall be taken to limit the entry and spread of water. Openings in the hull shell with a sill height less than 600 millimetres above the Design Waterline may be specially considered by the Administration. This consideration shall include but is not limited to:</i></p> <ul style="list-style-type: none"> <li>(a) <i>doors from the space providing internal access are to have a sill height at least 600 millimetres above the Design Waterline;</i></li> <li>(b) <i>the effect of flooding on stability is considered;</i></li> <li>(c) <i>operational controls and limitations on when and where opening may be used.</i></li> </ul> <p>(requirements harmonized with Part A 4.4 (4)).</p>
3.12 (2) (b)	Clarification of requirements for mechanical retention – Fire Rated Glazing	<p>Additional sentence added at the end of the existing paragraph and reads:-  <i>“However, mechanical retention is not required for glazed openings with bonded connections, which have successfully passed the standard fire test”</i></p>
3.12 (6)	Clarification regarding compliance with any limitations associated with RO Rules, National and International Standards	<p>New paragraph added and reads: <i>“In all cases, it shall be ensured that any limitations (i.e. aspect ratio, maximum window size, etc) included in the Rules of the Recognised Organisation or International Standard being used are observed and complied with.”</i></p> <p>Subsequent paragraphs and cross references in this section to be renumbered accordingly.</p>
3.16	Renaming of Section Title	3.16 renamed ‘ <i>Protection of the Crew and Passengers</i> ’
3.16 (1)	Reference to Passengers added	Paragraph amended to read: <i>“The deckhouses used for the accommodation of the crew and passengers shall be constructed to an acceptable level of strength”.</i>
3.16 (10)	Clarification of Bulwark and Guardrail heights in way of Sun Pads	<p>New Paragraph added and reads: <i>“Where Sun Pads are located within 600mm of any Bulwarks and / or Guardrails, the minimum height of the Bulwark and / or Guardrails shall be at least 1m above the surface of the Sun Pad. This requirement does not apply to bench seating or any other horizontal surfaces, which persons would not reasonably be expected to step or stand on”.</i></p>

6.3 (11)	Use of non-combustible materials – existing requirements in 6.3 (11) contradict those in 6.3 (12)	Paragraph amended to read:- <i>“All linings, grounds, draught stops and ceilings used internally <del>or on open decks</del>, shall be of non-combustible material except in saunas or refrigerated compartments of service spaces; partial bulkheads or decks used to subdivide a space for utility or artistic treatment shall also be of non-combustible materials.</i>
6.6 (8)	Use of non-combustible materials – Draught Stops in Superstructure Overhangs	Paragraph amended to read:- <i>“Air spaces enclosed behind ceilings <u>including those in overhanging Superstructure decks where sources of ignition (i.e. electrical cables and equipment are fitted, panelling or linings shall be divided by close-fitting draught stops spaced not more than 14 metres apart. In the vertical direction, such enclosed air spaces, including those behind linings of stairways, trunks, etc., shall be closed at each deck.</u></i> “
6.7 (10) (b) (vi)	Categorisation of dedicated spaces for AV/IT Racks	(be) & (bh) Space Category to be (5) or (9) dependent on the surface area of the floor.
6.7 (37) (b)	Clarification of requirements for fire rated glazing	6.7 (37) (b) now amended to read:- <i>“exterior doors, except for those in superstructures and deckhouses facing life-saving appliances, embarkation and external assembly station areas, <del>external stairs and open decks used for escape routes;</del> and“</i>
6.7 (45)	Mechanical retention of A Class Windows	Paragraph amended to: <i>“A“ Class windows and sidescuttles in bulkheads separating accommodation and service spaces and control stations from weather shall be constructed with frames of steel or other suitable material. The glass shall be mechanically retained unless the bonded window assembly has passed the standard A Class fire test in the IMO’s 2010 FTP Code, Annex I, Part 3“.</i>
6.8 (25)	Connection of Fire Hoses in interior locations	New sentence added to the end of the existing Paragraph and reads: <i>“In interior locations, fire hoses shall be connected to hydrants at all times”.</i>
6.11 (18)	Clarification of the requirements for the provision of handrails in corridors	New paragraph added and reads:- <i>“Corridors shall have a handrail on one side or handrails on both sides for a clear width of 1800mm and above. “Clear width” is considered the distance between the handrail and the bulkhead on the other side or between the handrails”.</i>
6.11 (18) to (22)	Re-numbering of existing paragraphs	Existing paragraphs re-numbered accordingly.
6.15 (3) (e)	Arrangement of Exhaust Ducting in Garage Spaces	New Paragraph added and reads:- <i>In spaces containing petrol or other low flash point fuels, exhaust ducting shall be arranged to extract from the lower bilge area; (requirements harmonised with Part A, 14.1 (5) (c) (iii)).</i>

6.15 (23)	Protection of Garage Spaces containing petrol and other low flash point fuels – Provision of gas detection system	New paragraph added:- <i>“Spaces designated for the safe carriage of petrol or similar fuel, refueling units or vehicles with such fuel in their tanks shall be provided with a suitable gas detection system appropriate to the type of fuel with an audible and visual alarm in the wheelhouse and where it may always be observed by the crew”</i> to harmonise requirements with Part A Yachts.
6.17	Clarification regarding the requirements for Fire Control Plans	New Paragraph added:- <i>“Fire Control Plans shall be provided in accordance with the requirements of SOLAS Chapter II-2/15.2.4”</i>
6.17 to 6.19	Re-numbering of existing paragraphs	Existing paragraphs re-numbered accordingly.
7.3 (4) (d)	Clarification of float-free Liferaft capacity when using Davits and / or Marine Evacuation Systems	New Paragraph added: <i>If for any reason, any or all Davit Launched Liferrafts and / or Liferrafts which form part of a Marine Evacuation System are located such that they may be unable to float-free, additional Liferrafts shall be provided. The final arrangement is to ensure that the number and capacity of unobstructed float-free Liferrafts is sufficient to accommodate 100% of the maximum Number of Persons onboard in the event that one float-free liferaft is lost or rendered unserviceable.</i>
7.10 (12)	Provision of Immersion Suits for Rescue Boat Crew and MES Party harmonised with SOLAS III/7.3	New paragraph 7.10 (12) added and reads:- <i>“An immersion suit, complying with the requirements of section 2.3 of the Code or an anti-exposure suit complying with section 2.4 of the Code, of an appropriate size, shall be provided for every person assigned to crew the rescue boat or assigned to the marine evacuation system party. If the ship is constantly engaged in warm climates where, in the opinion of the Administration thermal protection is unnecessary, this protective clothing need not be carried”</i> .
7.10 (13)	Provision of Immersion Suits in Rescue Boats for Passenger Yacht Category (PY-2)	Existing paragraph 7.10 (12) renumbered 7.10 (13) and amended to read <i>“Passenger Yachts (PY-2) need not carry any additional immersion suits other than those referred to in 7.10 (12) for the Rescue Boat Crew.”</i>
7.10 (13)	Renumbering of paragraph and deletion of Foot Note	Existing paragraph 7.10 (13) renumbered 7.10 (14). Foot Note 55 ref:- <i>“For all other yachts which do not carry lifeboats an immersion suit<sup>55</sup>”</i> deleted. Remaining footnotes 56 to 66 subsequently renumbered.
7.10 (14)	Renumbering of paragraph	Existing paragraphs 7.10 (14) renumbered 7.10 (15).

8.1 (1)	Highlighting requirements for radio communications using aeronautical frequencies	Additional sentence added to existing paragraph to highlight the requirements of SOLAS IV/7.2 ref “ <i>Every passenger ship shall be provided with means for two-way on-scene radiocommunications for search and rescue purposes using the aeronautical frequencies 121.5 MHz and 123.1 MHz from the position from which the ship is normally navigated.</i> ”
Annex 2	Guidance Materials Matrix	Editorial corrections to PYC Rule references in Notes (1), (3), (9), (16) & (17). Notes will now refer to corresponding Part B Rule references.
Annex 2	Guidance Materials Matrix	Deletion of reference to Note 5 and furniture installed in Category 1, 5, 9 & 11 to constructed in accordance with the requirements for ‘spaces of a restricted fire risk’ (Reference to such spaces has previously been deleted from the Code).

## Common Annex Amendments

REG YC Reference	Subject Matter	Code Change
B4 (2) (c)	Post Installation Testing of Over-side Working Systems	Paragraph amended to read:- <i>“The testing shall be witnessed by an approved party acceptable to the Administration and recorded on a suitable load test certificate, which is duly endorsed by the witnessing parties.</i>
C2 (16)	Part B Vessels – Fire Drills	C2 (16) moved to C1 (31).
C1 (32)	Part B Vessels – Damage Control Drills	<p>New paragraph added and reads:- <i>“A damage control drill shall take place at least every three months. The entire crew need not participate in every drill, but only those crew members with damage control responsibilities.</i></p> <p><i>The damage control drill scenarios shall vary each drill so that emergency conditions are simulated for different damage conditions and shall, as far as practicable, be conducted as if there were an actual emergency</i></p> <p><i>Each damage control drill shall include:</i></p> <ul style="list-style-type: none"> <li><i>for crew members with damage control responsibilities, reporting to stations and preparing for the duties described in the muster list required by SOLAS III/8.</i></li> <li><i>use of the damage control information and the on-board damage stability computer, if fitted, to conduct stability assessments for the simulated damage conditions.</i></li> <li><i>establishment of the communications link between the ship and shore-based support, if provided;</i></li> <li><i>demonstrating proficiency in the operation of watertight doors (sliding and hinged) and other watertight closures;</i></li> <li><i>demonstrating proficiency in the use of the flooding detection system, if fitted, in accordance with muster list duties;</i></li> <li><i>demonstrating proficiency in the use of cross-flooding and equalization systems, if fitted, in accordance with muster list duties;</i></li> <li><i>operation of bilge pumps and checking of bilge alarms and automatic bilge pump starting systems; and</i></li> <li><i>instruction in damage survey and use of the ship's damage control systems.</i></li> </ul>



		<p><i>At least one damage control drill each year shall include activation of the shore-based support, if provided in compliance with SOLAS II-1/8-1.3, to conduct stability assessments for the simulated damage conditions</i></p> <p><i>Every crew member with assigned damage control responsibilities shall be familiarized with their duties and about the damage control information before the voyage begins.</i></p> <p><i>A record of each damage control drill shall be maintained in the same manner as prescribed for the other drills in SOLAS III/19.5.”</i></p>
Annex G – G3 (11)	Clarification regarding the acceptance of Yacht Qualifications for Part A & B Yachts of <3000GT	<p>Wording amended as follows: <i>“In general terms the Master and Officers serving on a yacht to which this Code applies shall be certificated in accordance with the relevant provisions of the STCW <u>Convention</u>, provided that for <u>Part B Private Passenger Yachts</u> of less than 3000 GT and Part A Yachts of less than 3000 GT, appropriate Yacht qualifications may be accepted by the Administration.</i></p>
Annex H	References to ‘Helideck(s)’	<p>The word ‘Helideck(s)’ amended to ‘Shipboard Heliport(s)’ wherever it appears in accordance with feedback received from the Aviation Industry.</p>
H2 (1) (c) & Table D.1	Editorial Correction	<p>References to ‘Table D.1’ changed to ‘H.1’</p>
H2 (3) (a)	Clarification of reference to ICAO Annex 14	<p>Paragraph amended to read:- <i>“Helicopter Landing Areas shall be referred to as Shipboard Heliports and meet the requirements of ICAO Annex 14 <u>Volume II</u> to the Convention on International Civil Aviation.”</i></p>
H2 (3) (b)	Clarification of reference to ICAO Annex 14 and reference to ICAO Doc. 9261 (The Heliport Manual)	<p>Paragraph amended to read:- <i>“The standards of ICAO Annex 14 <u>Volume II</u> shall be followed where applicable for:</i></p> <ul style="list-style-type: none"> <li><i>(i) “Purpose-built Shipboard Heliports”; and</i></li> <li><i>(ii) “Purpose-built Shipboard Heliports” provided in the bow or stern of the ship</i></li> </ul> <p><i><u>Reference shall also be made to Part 1 of the ICAO Document No. 9261 (Heliport Manual), which provides guidance for the implementation of ICAO Annex 14 as applicable to Shipboard Heliports.</u></i></p>

H2 (6) (a)	Fire Fighting Appliances for Shipboard Heliports	Paragraph amended to read:- <i>“The following fire-fighting appliances and associated equipment shall be provided”</i> .  New paragraph (b) added and reads:- <i>“During Helicopter take-off and landing operations, portable appliances and loose equipment shall be stored in close proximity to the helideck and <del>stored</del> near its means of access / escape.”</i>
H2 (6) (a) (iii)	Editorial Correction	Reference to Table ‘D.2’ changed to ‘H.2’.
H2 (6) (a) (iii) & (iv)	Fire Fighting Appliances for Shipboard Heliports	Deletion of <i>“ships constructed on or after 1<sup>st</sup> January 2020, it is proposed to implement the following item:”</i>  Wording in (iv) combined with (iii). Amended paragraph now reads as follows:- <i>“a suitable foam application system consisting of monitors or foam making branch pipes or Deck Integrated Firefighting System (DIFFS) capable of delivering foam to all parts of the helideck in all weather conditions in which helicopters can operate and which shall be capable of delivering a discharge rate as required in Table D.2 for at least five minutes. The principal agent shall be suitable for use with saltwater and conform to performance standards not inferior to those acceptable to the IMO<sup>1</sup>”</i> . Remaining sub-paragraphs re-numbered accordingly.
H2 (6) (a) (vi)	Fire Fighting Appliances for Shipboard Heliports	Paragraph amended to:- <i>“in addition to the requirements of the relevant Part of the Code, two sets of fire-fighter’s outfits <u>compliant with the IMO’s Fire Safety Systems (FSS) Code, Chapter 3, Section 2.</u>”</i>
H3 (2) (a)	Guidance for Landing Area design considerations as published by the CAA	Superseded UK Civil Aviation Authority Paper No. updated to 2008/03.
H4 (1) (c)	Editorial Correction	Reference to 6.17 (9) changed to 6.15 (9)
H5 (2) (a) (iii)	Clarification of Fuel Tank location requirements regarding protection against physical damage	Paragraph amended to read: <i>“tanks and associated equipment shall be protected against physical damage and from a fire in the adjacent space or area. Tanks may not be stored:</i> <i>(a) within Category A Machinery Spaces.</i> <i>(b) under sleeping accommodation</i> <i>(c) forward of the collision bulkhead (including above the level of the Main Deck)</i>

		<p><i>(d) less than B/5 from the ships side</i>  <i>(e) less than 760mm from bottom plating and</i>  <i>(f) Adjacent to the aft end”</i>  <i>In the event that compliance with one or more of the above listed requirements cannot be achieved, the Administration is to be consulted via the Recognised organisation.</i></p> <p>(Tank protection requirements harmonised with Annex F, paragraph F2 (3)).</p>
H5 (2) (a) (iv)	Construction of Tanks containing Aviation Fuel	<p>New paragraph added and reads:-  “Fuel Tanks should be-</p> <p><i>(ba) designed, constructed, and certificated in accordance with an acceptable standard. This includes ASME VIII, PED 97/23/EC, BS EN 13445, and those of a Recognised Organisation;</i></p> <p><i>(bb) constructed in stainless steel or mild steel. If mild steel is used, the interior of the tank shall be coated with an approved, fuel compatible, epoxy lining;</i></p> <p><i>(bc) cylindrical and mounted with an obstacle free centreline slope (i.e. no baffles should be fitted) leading to a small sump or low point. This slope should be at least 1 in 30, although 1 in 25 is preferred. This slope should be at least 1 in 30, although 1 in 25 is preferred. constructed to suitable standards;”</i></p> <p>Details harmonised with LY Code, Annex 6 / CAP 437 / REG Helicopter Refuelling Guide and Industry best practice.</p>
H5 (2) (a) (xii)	Editorial Correction	Reference to 6.17 (3) changed to 6.15 (3).
H5 (2) (a) (iv) to (xiii)	Re-numbering of sub-paragraphs	Existing sub-paragraphs renumbered accordingly.
H5 (2) (3)	Storage of Aviation Fuel	Title amended to ‘Storage and Handling Areas’
Annex I	Footnotes 13 & 14 – Update of Regulatory References.	References to MSC/Circ.1093 and MSC.1/Circ.1206 updated to MSC.402 (96).
I1	Updated Regulatory reference	Reference to MSC.1/Circ.1206 updated to MSC.402(96).
I1 (3)	Editorial Correction	Reference to subsection (16) changed to (20)
I1 (4)	Editorial Correction	Reference to subsection (16) changed to (20)
I1 (12) (b)	Editorial Correction	Reference to subsection (16) changed to (20) (a)
I1- (14) (b)	Extended Service Intervals for Liferaft Arrangements	Amended paragraph now reads:- “the liferaft system shall be checked onboard by certified personnel at intervals set out in subsection <del>(9)(b)</del> -(13)(a).”
I1- (15)	Editorial Correction	Reference to subsection (10) changed to subsection (14)

I1 (18)	Editorial Correction	Reference to subsection (16) changed to (20)
I1 (19)	Editorial Correction	Reference to subsection (16) changed to (20)
I1 (20) (a)	Editorial Correction	Reference to subsection (8) (b) changed to subsection (12) (b)
I2 (2) (c)	Ship not in service	Deletion of (c) <i>“a ship is not in service when there are no passengers aboard”</i> .
Annex K, K2	Pilot Ladders and compliance with SOLAS V/23.3.3.4	In lieu of compliance with SOLAS V/23.3.3.4 regarding 15 degree angles of list only, Pilot Ladders which are sufficiently long enough for use in the Arrival Condition plus 5 degrees of list or the final angle of equilibrium in the damaged condition, whichever is the most onerous may be accepted. Due regard shall be paid to ensuring that a suitable means of securing the ladder at intermediate lengths is provided.
K3 (4)	Provision of Intermediate Guard wires for Gangways, Pasarells and Accommodation Ladders	<p>Additional text added to the end of the existing paragraph and reads:- <i>“Side screens or handrail(s) shall be provided on both sides <u>and shall comply with one of the following options:-</u></i></p> <p>(a) <i><u>Where handrails are provided these shall be supported by stanchions at intervals of not more than 2200mm. Intermediate rails or wires shall also be provided. The opening below the lowest course of the Intermediate rails or wires shall not exceed 230 mm. The other courses shall be not more than 380 mm.</u></i></p> <p><i><u>Or</u></i></p> <p>(b) <i><u>Intermediate rails and toe boards (which may be portable) are to be provided in accordance with ISO 7061:2015, Figure 1 – General Arrangement of a Gangway Type A”</u></i>.</p>

K3 (5)	Provision of Intermediate Guard wires for Gangways, Pasarells and Accommodation Ladders	<p>Additional text added to the end of the existing paragraph and reads:- <u>“Side screens or handrail(s) shall be provided on both sides and shall comply with one of the following options:-.</u></p> <p>(a) <u>Where handrails are provided these shall be supported by stanchions at intervals of not more than 1500mm. Intermediate rails or wires shall also be provided. The opening below the lowest course of the Intermediate rails or wires shall not exceed 230 mm. The other courses shall be not more than 380 mm.</u></p> <p><u>Or</u></p> <p>(b) <u>Intermediate rails and toe boards (which may be portable) are to be provided in accordance with ISO 7061:2015, Figure 1 – General Arrangement of a Gangway Type A”.</u></p>
L1 (1)	Clarification regarding the application of Guidelines & Recommendations published by the IMO	Existing paragraph amended and now reads:- <u>“Every vessel to which this Code applies shall comply with the relevant provisions of other applicable Conventions (as amended), Guidelines and Recommendations published by the IMO, including but not necessarily limited to this Annex, to the extent to which it is applied by the Administration.”</u>

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