Red Ensign Group

Guidance Information

REG YC GI 2024/1 Amendment 03

REG YACHT CODE GUIDANCE INFORMATION

Notice to all Administrations, Recognised Organisations, Industry Associations, Naval Architects, Yacht Builders, and other Interested Parties.

This notice should be read in accordance with Red Ensign Group Yacht Code Revision 2024 Edition Part A.

This Guidance Information applies to all vessels, whose contract for construction is signed on or after 01 January 2027 or, in the absence of a building contract, the keel of which is laid, or the vessel is at a similar stage of construction on or after 01 January 2027.

Summary

The purpose of this Guidance information is to ensure all Maritime Administrations, Recognised Organisations, Industry Associations, Naval Architects, Yacht Builders and, any other Interested Parties are aware of the change to the regulatory requirements and associated implementation dates for those items in Part A of the Code as outlined below, after Industry clarifications and consultation regarding the stability and fire safety chapters of the REG Yacht Code Edition 2024, Part A.

This Amendment replaces REG YC GI2024/1 Amendment 02, previously published in February 2025.

1. Introduction & Background

1.1 Further to the publication of the 2024 edition of the Red Ensign Group (REG) Yacht Code, the REG received a number of questions seeking clarification from Industry. In response to the questions raised, a REG working group meeting took place with Industry stakeholders 27 March 2024.

1.2 Following a review of the discussions that took place, the REG has taken the decision to disapply the following requirements of the 2024 Edition of the Code to those vessels, whose contract for construction is signed prior to 01 January 2027 or, in the absence of a building contract, the keel of which is laid, or the vessel is at a similar stage of construction prior to 01 January 2027.

1.2.1 **Stability Criteria:** Stability criteria for vessels with openings in the hull, the lower edge of which is less than 600mm above the uppermost load line and floodable tender garages (Part A, Chapter 11, sections 11.5 & 11.6 refer).

1.3 Further to the above, a proposed set of regulatory amendments were submitted to the REG Yacht Code Industry Working Group on 01 May 2025. A hybrid meeting to discuss the proposal then took place in Italy on 12 June 2025. The feedback that was received as part of this process has now been carefully considered and a final set of regulatory amendments drafted, details of which can be found in section 2 below.

1.4 These amendments shall apply to those vessels, whose contract for construction is signed on or after 01 January 2027 or, in the absence of a building contract, the keel of which is laid, or the vessel is at a similar stage of construction on or after 01 January 2027. However, the early adoption of these amendments, either partial or in full, is recommended.

1.5 In the meantime, compliance with the corresponding requirements in the 2019 edition of the Code shall be required for those vessels certified in accordance with the 2024 edition, unless the amended requirements are adopted early in accordance with the above.

1.6 Following the inspection of several sub 500GT yachts specifically to examine the technical feasibility of installing structural fire protection in tender garage spaces and larger lockers containing Personal Watercraft (PWC's), due consideration being given to the damp and sometimes wet environment within such spaces and a further review of incident data in relation to fires in such spaces, the REG has taken the decision to remove the following requirement from the 2024 edition of the Code:

1.6.1 **Fire Safety:** Vessels of less than 500GT - Passive fire protection for enclosed spaces containing vehicles with petrol in their tanks (REG Yacht Code 2024, Part A, Table 14A.1 and 14A.2 (3) (b) refer).

1.7 Spaces containing lithium-Ion batteries in isolation or lithium-Ion batteries in combination with petrol shall still need to be provided with passive fire protection in accordance with the requirements of the REG Yacht Code 2024, Part A, Chapter 14A, Table 14A.1 and MGN 681 (M) Fire Safety and storage of small electric powered craft on yachts.

2. Regulatory amendments to the criteria for vessels with openings in the hull, the lower edge of which is less than 600mm above the uppermost load line including vessels with floodable tender garages:

2.1 Part A, Chapter 2, 2.1 (3) shall be amended as follows:

Additional definition to be added:

"*Safety critical systems*" Such systems including but not limited to those which are required for the retraction of the launching appliance(s), any active system that is used to control heel angles during launch and recovery operations, closing and locking of the hull shell door(s), the bilge system and any system provided for compliance with fire safety related requirements including general alarm and public address systems. This term also applies to the–vessels steering, propulsion and main and emergency power generation and distribution systems. It does not apply to bow and stern thrusters.

2.2 Part A, Chapter 4, 4.4 (3) shall be amended as follows:

(3) Openings in the hull shall comply with SOLAS II-1/15-1 - External openings in cargo ships. Doors shall, in general, open outwards. However, where fitted, inward opening doors shall be provided with suitable strong backs. Provision shall be made to ensure that doors may be manually closed and locked in the event of a loss of electrical power or the failure of any single component in a hydraulic system including, but not limited to, hoses, locking pins and rams. Suitably rated blocks and tackles together with their attachment points may be used for this purpose if it can demonstrated that such an arrangement is capable of closing the door and restraining it securely in this position.

In general, the lower edges of hull shell openings shall be located not less than 600 millimetres above the uppermost load line. Further, the lower edge of the opening shall not be less than 300mm above the uppermost load line when the vessel heels due to any launching and recovery operations. Calculations shall be based on the maximum safe working load (SWL) of the appliance at maximum outreach. Where compliance cannot be achieved, acceptance is subject to compliance with the requirements of 4.4.7 and 11.5.

Means shall be provided to prevent the unauthorised use of the doors locally through provision of secondary or remote control, through an interlock, dual control process or procedure.

2.3 Part A, Chapter 4, 4.4 (7) shall be amended as follows:

(7) Openings in the hull with a sill height less than 600 millimetres above the uppermost load line (or less than 300 millimetres during launching and recovery operations) may be specially considered by the Administration. This consideration shall include but may not necessarily be limited to the following:

(a) The provision of watertight boundaries and the arrangement of the space(s) shall ensure the continued operation of those safety critical systems that are required for the safe movement of the vessel once the shell doors have been closed and locked and the space evacuated of any water ingress;

(b) Doors from the space providing internal access to adjacent watertight compartments are to have a sill height of at least 600 millimetres above the uppermost load line;

(c) The effect of flooding on stability shall be investigated in accordance with the requirements of 11.5;

(d) The electrical equipment including cabling for the door closure and locking control system(s) shall be located either in a watertight compartment other than the space being served or as high up in the compartment as is technically feasible (but in no case below the flooded waterline required for the stability analysis in 11.5, unless certified as suitable for immersion in sea water) to provide maximum protection against water ingress in the event of the space being flooded;

(e) Controls for the closing and locking of the shell door shall be provided locally at the door. A secondary set of readily accessible controls (which shall also include a means of being able to retract the launching appliance(s)) intended only for use in an emergency shall also be provided in an adjacent watertight compartment or other suitable space above the level of the bulkhead deck (e.g. a deck locker). Unless required for compliance with 13.4 (2) (b) or 13.4 (3) (b) (i), neither set of controls need be provided with an emergency source of power. It shall be ensured that suitable equipment (which shall include CCTV and fixed or portable VHF or UHF radios and any other equipment required for communication and monitoring during shell door operations) is available and operational procedures implemented as required to safely retract the launching appliance(s) and operate the shell door when using both the main and emergency controls;

(f) Special consideration shall be given to the installation of any railings, stanchions, lifelines, swim ladders, fendering systems or other fittings, which would prevent the door(s) from closing in the event of an emergency. Where technically feasible to do so, a means to remove such fittings without the need to enter the space shall be provided. Where removal from outside the compartment proves to be unfeasible, such fittings shall be readily removable (e.g. without the use of tools). Further, operational procedures shall include the need to ensure that a crew member is readily available within close proximity to the space, whenever the shell door is left open with its fittings attached;

(g) High and low level bilge alarms shall be provided;

(h) Operational controls and limitations shall be implemented to control when and where an opening may be used. Any such limitations shall be clearly identified, included in a dedicated section / appendix of the Stability Information Booklet and documented in the safety management system or other standard operating procedure to support the Masters decision making process with respect to door usage. Special consideration shall be given to the simultaneous use of multiple shell doors. The Stability Information Booklet shall, where applicable, clearly state that the vessel is not capable of withstanding flooding of two or more compartments and that such an event would lead to capsize and / or sinking. Suitable signage, clearly indicating such limitations, shall be provided local to any door controls;

2.4 Part A, Chapter 4, 4.4 (8) shall be amended as follows:

(8) Protection of safety critical systems, which are installed inside the space shall have a liquid ingress protection of level 5 (e.g. IP 65) in accordance with the International Protection (IP) Marking, IEC Standard 60529 or equivalent.

(9) Such compartments shall not be left unattended whenever the shell doors are left open. CCTV monitoring from the bridge shall also be provided.

2.5 Part A, Chapter 11, 11.5 shall be amended as follows:

(1) In general, the lower edge of the opening shall not be immersed when the vessel heels due to any launching and recovery operations. Calculations shall be based on

the maximum safe working load (SWL) of the appliance at maximum outreach. However, if the opening is immersed, the space shall be treated as a floodable tender garage in accordance with the requirements of 11.6.

(2) Applications for the acceptance of active systems to transfer solid and / or liquid ballast for the purpose of controlling heel angles during any launching and recovery operations to comply with 11.5 (1) shall be specially considered and are subject to the agreement of the Administration.

(3) The effect of flooding on stability shall be determined by applying a layer of entrained water in the compartment along with the associated free surface moment, which shall be applied in the same manner as it would be for an enclosed tank.

(4) The depth of the entrained water shall be equivalent to the deficiency in height, (i.e., the difference between 600 millimetres and the height of the opening from the uppermost Load Line). For those vessels provided with internal decks, which are located below the uppermost Load Line, the depth of water shall be further increased by the vertical distance from the uppermost Load Line to the surface of the deck. In the case of a non-watertight deck, the measurement shall be taken from the uppermost Load Line to the tank top or bilge as applicable. The length and breadth of the layer of water shall be taken at the height of the internal deck and extend to the nearest watertight boundaries. Any other boundaries, (unless confirmed as watertight up to the most onerous flooded waterline) located within the compartment (whether fire rated or combustible) shall be ignored for the purpose of the measurement.

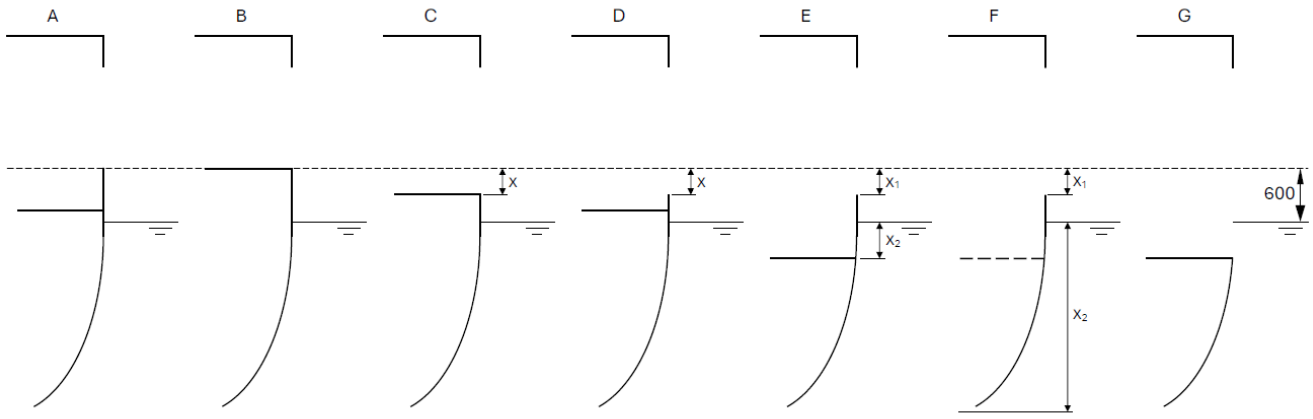
(5) Where the decks in such spaces are non-watertight but would substantially restrict the flow of water downwards, flooded cases shall be assessed assuming such decks are both watertight and non-watertight.

(6) The required volume of entrained water may be calculated based on the actual permeability of the space. Detailed calculations and drawings are to be included in the dedicated section / appendix of the Stability Information Booklet referred to in 4.4 (7) (h) for the purpose of consultation during re-fit / modification(s). Only fixed, permanent items shall be considered to contribute to a reduction in permeability of the space.

(7) The compartment shall be considered closed, (i.e. spill out shall not be assumed). The following conditions apply for the purpose of the investigation:

(a) the height of the opening and height of the entrained water is to be measured with the vessel upright in the most onerous operational trim condition and;

(b) the following drawings illustrate some common examples and what shall be applied.



For examples A and B, no additional considerations are required noting the sill height is 600 millimetres.

For examples C and D, the volume of entrained water referred to 11.5 (4) shall be equal to dimension 'X' multiplied by the deck area.

For examples E and F where internal decks (watertight and non-watertight respectively), are sighted below the uppermost Loadline, the volume of entrained water referred to in 11.5 (4) shall be equal to the sum of dimensions X_1 and X_2, multiplied by the deck area.

For example G (floodable tender garage), requirements are contained in 11.6.

(8) For the partially flooded condition, considered in 11.5 (4), the residual stability shall be such that any angle of equilibrium does not exceed 7° from the upright, the resulting righting lever curve has a range to the down flooding angle of at least 15° beyond any angle of equilibrium, the maximum righting lever within that range is not less than 100 millimetres and the area under the curve is not less than 0.015 metre radians.

(9) Larger initial heel angles up to a maximum of 15° may, however, be accepted subject to ensuring that it can be demonstrated that the vessel can return to an angle of no more than 7° within 15 minutes. This time is to include the retraction of the launching appliance(s), the closing and locking of the shell door and the evacuation of the required amount of water using both the main and emergency sources of power.

(10) Alternatively, the vessel shall comply with the applicable intact stability criteria when applying the lost buoyancy principle (i.e. once the compartment has been removed from the buoyant hull).

(11) The assessment shall be applied to the loading conditions which are contained in the Stability Information Booklet.

2.6 Part A, Chapter 11,11.6 shall be amended as follows:

(1) Floodable tender garages without internal sills or internal sills of less than 600 millimetres above the uppermost Load Line for openings leading to other watertight

compartments shall comply with 11.5 (10). The assessment shall be applied to the loading conditions which are contained in the Stability Information Booklet.

(2) Floodable tender garages provided with internal sills having a height of at least 600 millimetres above the uppermost Load Line shall comply with the requirements of 11.5 (8) or (10).

2.7 Part A, Chapter 23A.12 (1) shall be amended as follows:

(j) Safe use of hull shell doors (reference shall be made to 4.4 (7) (g))

2.8 Part A, Chapter 23B.1 shall be amended as follows:

(3) All vessels shall also include procedures for the safe use of hull shell doors in their safety management system (reference shall be made to 4.4 (7) (g)).

3. Next Steps:

3.1 The amendment referenced in paragraph 1.6 above is effective immediately.

3.2 Part A of the REG Yacht Code will be suitably amended and re-issued.

4. Useful Links:

4.1 REG Yacht Code Edition 2024, Part A: https://www.redensigngroup.org/media/yzlbtkyi/reg- yc-july-2024-edition-part a.pdf

4.2 MGN 681 (M) Fire safety and Storage of small electric powered craft on yachts (published 02 June 2023): https://www.gov.uk/government/publications/mgn-681-m- fire-safety-and- storage-of-small-electric-powered-craft-on-yachts
(Please note that MGN 681 is currently being updated and a new version, 'MGN 681 amendment 1' is expected to be published before the end of 2025)

4.3 REG Publications Library: https://www.redensigngroup.org/publications/

More Information

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