

Republic of the Marshall Islands

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YACHT CODE SUPPLEMENT No. 01-17

To: Yacht Owners/Captains, Managers, Agents, Recognized Classification Societies, and Appointed Representatives

Subject: SUPPLEMENT TO YACHT CODE AMENDING AND REPLACING CHAPTER IV, SECTION 9.2.3

Publication Date: 14 September 2017

In accordance with Chapter I, Section 2.12 of the Republic of the Marshall Islands Yacht Code (the "Code"), this supplement amends and replaces Chapter IV, section 9.2.3 of the Code as follows:

9.2.3 Rescue Boats

- .1 Unless specified otherwise in this section, all rescue boats and associated equipment covered in this section shall comply with the LSA Code Chapter V/5.1.
- .2 Launching of a rescue boat shall always be designed to allow it to be launched from a sheer vertical side of the PYLC as far as is practical and in an area free of impedances or hazards. The rescue boat need only be able to be launched from one (1) side of the PYLC.
- .3 If the rescue boat is stowed forward, the launching appliances shall be entirely located in a position aft of the vertical extension of the aft most portion of the collision bulkhead.
- .4 The requirements of §9.2.2 above shall also be followed.
- .5 PYLCs of Category 0 or 1 shall comply with the requirements of Chapter II §17.2.4.5 or the following:
 - (a) a boat that is suitable for rescue purposes carried on board but which is of a non-SOLAS Approved Type. In this case, the boat shall have a capacity for not less than four (4) persons, one of which should be assumed to be lying down. The boat may be a rigid, rigid inflatable, or inflatable tender and be capable of displaying a highly visible color. Tubes of non-SOLAS inflatable boats shall have a minimum of three (3) buoyancy compartments built in; and

- (b) the launching appliances shall be capable of launching the boat within five (5) minutes. When a power-operated crane is used as a launching device, it shall be capable of operation by hand in the event of a power failure. A secondary power source, e.g., emergency generator power, battery, or hydraulic pump, is acceptable in lieu of emergency hand operation of the rescue boat crane; and
 - (c) launching appliances and associated equipment shall be constructed to withstand a static load test of not less than 2.2 times the maximum working load. Acceptable factors of safety for wires, sheaves, and hooks shall not be less than 6, and for the remainder of the launching appliances, not less than 4.5. In addition, the appliances and associated equipment shall also be tested dynamically to 1.1 times the working load.
- .6 For PYLCs of Category 2, if a rescue boat complying with §9.2.3.1 to §9.2.3.5 above is not carried on board, alternative arrangements may be considered to the satisfaction of the Classification Society or AR, including:
- (a) a rescue boat of a SOLAS Approved Type which is towed by the main PYLC; or
 - (b) a rescue boat which is stowed in the lazarette or garage, provided that it can be launched in a reasonable time frame, and there is the ability to efficiently use the PYLC itself to recover an unconscious person from the water; or
 - (c) a boat that is suitable for rescue purposes carried on board but which is of a non-SOLAS Approved Type. In this case, the boat shall have a capacity for not less than four (4) persons, one of which should be assumed to be lying down. The boat may be a rigid, rigid inflatable, or inflatable tender and be capable of displaying a highly visible color. Tubes of non-SOLAS inflatable boats shall have a minimum of three (3) buoyancy compartments built in; or
 - (d) if it can be demonstrated that by virtue of the PYLC's maneuverability it can effectively act as the rescue boat itself. In this case, the marked area shall be fully visible from the bridge wings or other areas where the PYLC may be operated. However, consideration shall be given to §9.2.2 above; and
 - (e) if launching appliances are provided, these shall meet the requirements of Chapter II, §17.2.4.5(b) or §9.2.3.5 above.
- .7 There shall be no requirement to recover the rescue boat if the casualty can be recovered on board from the rescue boat while it is still in the water.

This supplement shall be deemed to be incorporated into the Code and shall take full force and effect as of the Publication Date listed above.