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Abstract of Proposed Paper

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**Presentation Title:** Yacht Codes – a solution to the problem of equivalent safety standards for large yachts

**Introduction**

My research has considered the impact of the size and number of commercial yachts since the 1980s, the unsuitability of certain provisions in various IMO conventions to regulate the construction, safety equipment and crewing of yachts and the manner in which the problem was solved by the use of the “equivalent” provisions in the SOLAS, LL and STCW Conventions.

**The UK Solution**

I examined the “equivalent” provisions permitted by the IMO, the MCA Large Commercial Yacht Code 1997 (LY1), given statutory force by the Merchant Shipping (Vessels in Commercial Use for Sport or Pleasure) Regulations 1998 and the manner in which the Code applied to the other Red Ensign Group jurisdictions. The research traced the evolution of the Code through several editions that removed the original 3,000grt tonnage limit, introduced equivalent arrangements to mitigate the crew accommodation requirements of the MLC 2006 and inserted the EC general mutual recognition clause. The upper limit of 12 passengers resulted in the introduction of an optional 13/36 Code (PYC) by the Cayman Islands Shipping Registry in 2010. Finally, my research investigated the reasons why the two codes were updated and consolidated into the new REG-YC that will come into force in January 2019.

**Conclusion**

Originally intended to apply to yachts registered in the UK and its Overseas Territories, my research found that the success of the original MCA Code is amply demonstrated by the number of other countries that have adopted LY2/3 as equivalent standards in their own jurisdictions or have published similar yacht codes containing standards deemed equivalent by their respective governments.