

REPUBLIC OF PALAU

PALAU INTERNATIONAL SHIP REGISTRY (P.I.S.R.)

PLEASURE YACHT SAFETY CODE

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Revisions of PISR Pleasure Yacht Code

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SURVEYS PROCEDURES & REQUIREMENTS

1. FOREWORD

The present Code sets required standards of safety and pollution prevention, which are appropriate to the size and type of the yachts which operate as pleasure yachts only.
The Administration may consider a specific alternative equivalent standard to any standard required by the Code. Applications which justify either an alternative or exemption from a specific requirement of the Code can be made to the Administration.
Pleasure Yachts should be submitted to survey before registration. In case the overall condition of the Pleasure Yacht does not comply with the technical requirements as determined by the Administration, the yacht may not be considered as eligible for registration.
It is the responsibility of and incumbent upon the person(s) or company(ies) financing wholly or partly the operation of any yacht to which this Code applies to:

- present the yacht for survey in accordance with the Code requirements;
- maintain the condition of the yacht after surveys
- ensure that the yacht is properly operated;
- inform this Administration without delay about the circumstances which may affect the given appraisal or cause to modify its scope.

2. DEFINITIONS

Unless expressly provided otherwise in this Code:

“Act” means the Republic of Palau Merchant Shipping Act.

“Administration” means the Ship Registry Administrator, known as Palau International Ship Registry (P.I.S.R.).

"Approved" in respect to material or equipment means approved by the Administration or by a recognized organization;

“Appointed Representative” means a representative appointed by the Administration for the purpose of this Code and may include an authorized surveyor;

"Authorized Surveyor" means a member of staff of the Administration, an independent surveyor or a recognized organization who by reason of professional qualifications, practical experience and expertise is authorized by the Administration to carry out surveys required by the Code;

"Category" or "categories" means the area in which a yacht which complies with the Code is certified to operate. The specific categories are as follows:

- Category 1: unrestricted service;
- Category 2: up to 150 nautical miles from a safe haven;
- Category 3: up to 60 nautical miles from a safe haven;
- Category 4: up to 20 nautical miles from a safe haven,
- Category 5: up to 5 nautical miles from a safe haven, in favorable weather and in daylight.

"Code means The Republic of Palau Pleasure Yacht Safety Regulations Code.

"Daylight" means one (1) hour before sunrise until one (1) hour after sunset;

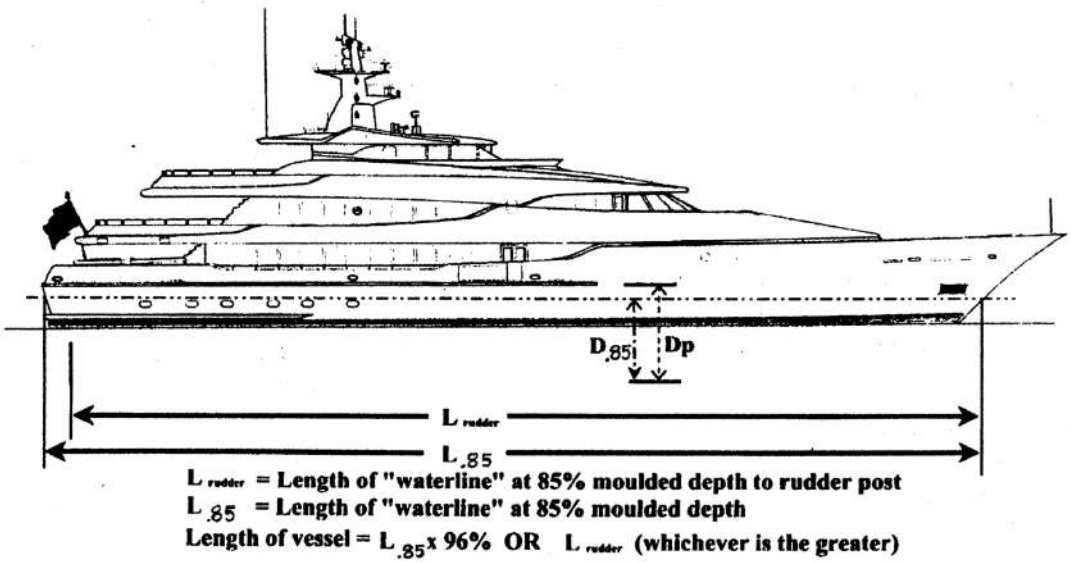
"Document of Compliance for Pleasure Yacht" means a certificate issued to a yacht, assigning a category and any limitations or restrictions on the operations of the yacht.

"Efficient" in relation to a fitting, piece of equipment or material means that all reasonable and practicable measures have been taken to ensure that it is suitable for the purpose for which it is intended to be used;

"Launching appliance" means a provision for safely transferring a lifeboat, rescue boat, life raft or inflated boat respectively, from its stowed position to the water and recovery where applicable;

"Length" means 96% of the total length on the waterline of a yacht at 85% of the least moulded depth measured from the top of the keel, or the length from the fore-side of the stem to the axis of the rudder stock on that waterline, if this is greater. In yachts designed with a rake of keel, the waterline on which this is measured should be parallel to the designed waterline.

''Length Overall'' means distance in meters measured along the main deck at the centerline of the yacht from the fore side of the hull to the aft side of the transom. Bowsprits, stern mounted diving platforms, and other appendages that do not contribute to the volume of the yacht are not to be included in this measurement.



"Machinery spaces" are all machinery spaces containing propelling machinery, boilers, oil fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilizing, ventilation and air conditioning machinery, and similar spaces, and trunks to such spaces;

"MARPOL" means the International Convention for the Prevention of Pollution from Ships, 1973, as amended;

"New vessel" or **"new yacht"** means a yacht the keel of which is laid, or which is at a similar stage of construction, on or after 12th July 2019.

"Owner(s) or managing agent(s)" means the registered owner(s) or the managing agent(s) of the registered owner(s) as the case may be;

"Pleasure Yacht" or **"Yacht"** means any yacht not on charter or carrying passengers for hire, not engaged in trade or commerce, and being used solely for voyages / excursions for the pleasure or recreational purposes of her owner. More specifically, to be considered a pleasure yacht, the yacht is:

- in the case of a yacht owned by a corporate entity, one on which the persons on the yacht are employees, officers or shareholders (including beneficial owners) of the corporate entity, or their immediate family or friends; or

- in the case of a trust or other ownership arrangement, one on which the persons on board the yacht are beneficiaries under the trust or beneficial owners of the ownership arrangement, or their immediate family or friends; or
- one on which persons other than those referenced in (a) or (b) above are specifically authorized by the owner to use the yacht for specified periods of time; and
- in private use;

"Private use" means that the yacht is used on a private voyage or excursion, and during such use is not engaged in trade by transporting merchandise, or carrying passengers for reward or remuneration (other than as a contribution to the actual cost of the yacht or its operation for the period of the voyage or excursion) or gain, and is not offered for commercial charter operations or public use.

“Recognized Organization” means Classification Society, which the Administration has accepted by P.I.S.R.

“Safe haven” means a harbor or shelter of any kind that affords entry, subject to prudence in the weather conditions prevailing, and protection from the force of the weather;

“Sailing yacht” means a pleasure yacht designed to carry sail, whether as a sole means of propulsion or as a supplementary means;

“Survey” means a general or partial examination of the yacht, its machinery, fittings and equipment, as far as can readily be seen, to ascertain that it has been satisfactorily maintained as required by the Code;

“Voyage” includes an excursion;

“Weather deck” means the uppermost complete weathertight deck fitted as an integral part of the yacht’s structure and which is exposed to the sea and weather;

“Weathertight” means that in any sea conditions water will not penetrate into the yacht;

“Wheelhouse” means the control position occupied by the person(s) in charge of the navigational watch.

3. APPLICATION AND EQUIVALENTS

3.1 Application

The Code applies to Pleasure Yachts registered under Palau International Ship Registry and having length of 6,5 meters and over.

3.2 Equivalents

.1 Where this Code requires that a particular fitting, material, appliance or apparatus, or type thereof, should be fitted or carried in any yacht, or that any particular provision should be made, the Administration may allow any other fitting, material, appliance or apparatus, or type thereof, to be fitted or carried, or any other provision to be made in that ship, if it is satisfied by trial thereof or otherwise that such fitting, material, appliance or apparatus, or type thereof, or provision, is at least as effective as that required by the present requirements.
.2 Existing equipment may be accepted, provided it can be shown that specification or technical description of the equipment provides, in use, equivalent levels of safety, stability and fitness for the purpose and does not constitute a risk to the yacht or the persons on board.
.3 Proposals for the application of alternative standards, considered to be at least equivalent to the requirements of this Code should be submitted to the Administration for approval. Equivalence may be achieved by incorporating increased requirements to balance deficiencies and thereby achieve the overall safety standard.

3.3 Exemptions

Exemptions are authorized and issued only by the Administration. Applications for exemption should be made to the Administration via its appointed representatives and be supported by justification for the exemption. The granting of exemptions will be limited by the extent to which the Code allows.

3.4 Interpretation

When a question of interpretation of any part of this Code arises which cannot be resolved by the Recognized Organization or the Authorized Surveyor, a decision on the interpretation may be obtained with a written application to this Administration.

4 SURVEY AND CERTIFICATION

4.1 General Requirements

.1 Surveys of yachts required by the Code shall be conducted by an authorized Palau surveyor or by a surveyor to a Recognized organization.

.2 Every yacht of 24 m and over shall be subjected to the following surveys:

.1 An **Initial Survey,** before the ship is put in service which encompasses a complete inspection of a yacht including an inspection of the outside of the yacht's bottom.

.2 A **Renewal Survey,** which includes the thorough inspection overall of the yacht's structure, machinery, equipment, and other arrangements in accordance with the requirements of the Code. This survey is to be carried out at intervals not exceeding five (5) years from the date of the initial survey. The Renewal survey includes an inspection of the outside of the yacht's bottom.

.3 For yachts of less than 24 m, the renewal/initial inspection is not mandatory but highly recommended. In certain case at the discretion of the Administration, an insurance inspection report based on an insurance survey may be accepted for the purpose of issuing voluntarily the Pleasure Yacht Document of Compliance.

.4 A yacht may be surveyed at any time at the request of the Administration.

4.2 Survey Report

On completion of each satisfactory initial survey or renewal survey the authorized surveyor should provide to the Administration and the Recognized Organization a Report of Inspection for Pleasure Yacht.

4.3 Issue and Validity of Certificate

.1 The Administration or a Recognized Organization may issue the Pleasure Yacht Document of Compliance based on the results of the relevant Inspection, as per paragraph 4.1. which shall be:

.a) in the format at Annex I and Annex II, or in the specific format of the subject Recognized Organization; and

.b) shall record the category of the sailing area of the yacht.

.2 The Administration or the Recognized Organization shall issue an Interim Pleasure Yacht Document of Compliance valid for five (5) months following the satisfactory initial or renewal survey as applicable. The Administration or the Recognized Organization may issue a definitive

Pleasure Yacht Document of Compliance as per 4.3.1 which will be valid for five (5) years from the date of survey.

.3 The Administration or the Recognized Organization may include on the Document of Compliance/Interim Document of Compliance any limitations or restrictions on the operation of the yacht considered appropriate to its size, suitability for intended use and degree of compliance with the Code.

.4 The Administration or the Recognized Organization may suspend or cancel the Document of Compliance/Interim Document of Compliance if:

.a) The yacht is not maintained in accordance with Code standards; or,

.b) the yacht is not operated in accordance with any limitations or restrictions stipulated in the Document of Compliance.

.5 The Document of Compliance for Pleasure Yacht of less than 24 m may be voluntarily issued at Owner's request.

4.4 Compliance with Code Requirements

.1 It is the responsibility of the owner or managing agent to ensure, that at all times any yacht to which the Code applies is:

.a) maintained in accordance with the requirements of the Code;

.b)operated in compliance with the Pleasure Yacht Document of Compliance.

.2 If for any reason the yacht does not continue to comply with any of these requirements, the owner or managing agent should notify the Appointed Representative or the Administration immediately.

.3 The owner or managing agent shall confirm in writing annually the yacht's compliance with the requirements of the Code to the Appointed Representative or to the Administration.

5. CONSTRUCTION AND ASSOCIATED ARRANGEMENTS

5.1 General Requirements

.1 The standards of construction of the yacht with reference to the hull construction, machinery and electrical installations should meet the satisfaction of the Administration.

.2 It is recommended that yachts, especially those of 24 meters and over, be classed by a recognized organization and maintained in class. When this is not the case, a Builder's Certificate with all building details (such as materials used for building, propulsion and auxiliary machinery specifications, navigation equipment specifications, general arrangements, and other

constructional drawings) should be submitted to this Administration or to an Appointed Representative for review and approval.
.3 A yacht for which the area of operation is more than 20 miles from a safe haven should be fitted with a watertight weather deck over the length of the yacht and be of adequate structural strength to withstand the sea and weather conditions likely to be encountered in the intended area of operation.
.4 Yachts which do not comply with the provisions of section 5.1.3, would be restricted to area of operation Category 4 or 5 as appropriate.

5.2 Structure

5.2.1 General

.1 The design and construction of the hull should provide adequate strength to withstand the sea and weather conditions likely to be encountered throughout the service life of the yacht in the intended area of operation.
.2 Paints, varnishes and other finishes which create a fire hazard should not be used in the engine room or galley or in other areas of high fire risk. The use of such finishes elsewhere in the yacht should be kept to a minimum.
.3 The boundaries of a space containing internal combustion propulsion machinery on a new yacht should be:
.a) gas tight;
.b) capable of preventing the passage of smoke and flame for an adequate period; and,
.c) insulated with a suitable non-combustible material where necessary.
.4 In general, ventilation trunking emanating from either a machinery space or a galley should not pass through the accommodation spaces. Where this is unavoidable, the trunking should be constructed to the satisfaction of the Administration.
.5 The arrangement of the hull should be such that all under deck compartments are provided with a means of escape to the satisfaction of the Administration.

5.2.2 Construction materials

.1 A yacht may be constructed of wood, glass reinforced plastic (GRP), aluminium alloy, steel or combinations of such materials.
.2 Proposals for the use any other material should be submitted to the Appointed Representative for consideration of approval by the Administration.

5.3 Watertight Integrity

The yacht should be designed and constructed in a manner which will prevent the ready ingress of sea water.

5.3.1 Deck openings

.1 All openings leading to spaces below the weather deck not capable of being closed weathertight, should be enclosed within either an enclosed superstructure or a weathertight deckhouse of adequate strength.
.2 All exposed hatchways which give access to spaces below the weathertight deck should be of a substantial weathertight construction and provided with efficient means of closure. Weathertight hatch covers should be permanently attached to the yacht and provided with adequate arrangements for securing the hatch closed. In general, hatches should be kept closed and secured at sea.
.3 Hatches that are to be used for escape purposes should be provided with covers that are capable of being opened from both sides. An escape hatch should be readily identified and easy and safe to use, having due regard to its position and access to and from the hatch.

5.3.2 Doorways

.1 Exposed doors in deckhouses and superstructures that give access to spaces below the weather deck should be weathertight.
.2 Weathertight doors should be arranged to open outwards and when located in a house side, be hinged at the forward edge. Alternative closing arrangements will be considered provided it can be demonstrated that the efficiency of the closing arrangements and their ability to prevent the ingress of water will not impair the safety of the yacht.

5.3.3 Skylights

.1 All skylights should be of efficient weathertight construction complying with a recognized standard, provided with a portable cover and should be located on, or as near to, the centerline of the yacht as practicable.
.2 If skylights are of the opening type, they should be provided with efficient means whereby they can be secured in the closed position.
.3 Skylights that are provided as a means of escape should be operable from both sides. An escape skylight should be readily identified and easy and safe to use, having due regard to its position and access to and from the skylight.

5.3.4 Side Scuttles and Windows

.1 Side scuttles should be of an approved type. They should be of appropriate strength for their location in the yacht and meet appropriate international marine standards.

.2 Windows should be of an approved type. They should be of appropriate strength for their location in the yacht and meet appropriate international marine standards.

5.3.5 Ventilators and Exhausts

.1 Adequate ventilation should be provided throughout the yacht. The accommodation spaces are to be protected from the entry of gas and/or vapour fumes from galley, machinery, exhaust and fuel systems.

.2 Ventilators should be of an efficient construction and provided with permanently attached means of weathertight closure. Generally, ventilators serving any space below the freeboard deck or an enclosed superstructure should have a coaming of sufficient height to prevent the admission of water when the vessel is heeled.

5.3.6 Air pipes

.1 When located on the weather deck, an air pipe should be kept as far inboard as possible and have a height above deck sufficient to prevent inadvertent flooding when the yacht is heeled.
.2 An air pipe of greater than 10mm inside diameter, serving a fuel or other tank, should be provided with a permanently attached means of weathertight closure.

5.3.7 Sea Inlets and discharges

All sea inlets and overboard discharges should be provided with efficient shut-off valves, or equivalent arrangements, in positions where they are readily accessible at all times.

5.4 Stability requirements

New yachts of categories 1 of 24 m and over and carrying 15 persons or more are required to be provided with stability information.
Yachts over 500 GT to 3000 GT are required to comply with IMO Res A.749 (18) as amended or MCA LY2 Code in respect of stability. Stability information to Master should be approved by the Administration or an Appointed Representative.

5.5 Machinery and Electrical Installation

.1 The machinery, fuel tanks and associated piping systems and fittings should be of a design and construction adequate for the service for which they are intended, and should be so installed and protected as to reduce to a minimum any danger to persons during normal movement about the yacht, taking into account moving parts, hot surfaces, and other hazards.
.2 Means should be provided to isolate any source of fuel that may feed a fire in an engine space fire situation. For yachts greater than 24 m, a fuel shut-off valve(s) should be provided, as far as practicable, which is capable of being closed from a position outside the engine space. The valve(s) should be fitted as close as possible to the fuel tank(s).
.3 When spare petrol is carried on-board in portable containers, for any purpose, the quantity should be no more than 151 liters or 40 gallons. The containers should be clearly marked and should normally be stowed on the weather deck where they can readily be jettisoned and where spillage will drain directly overboard.
.4 All yachts of 15m and over should be provided with at least one independently powered bilge pump and suction pipes so arranged that any compartment can be effectively drained when the vessel is heeled up to an angle of 10°.
.5 An inboard gasoline engine may be accepted provided that the engine is located in an efficiently enclosed space which is fitted with a fixed fire extinguishing system, and:
.a) provision is made to ventilate the engine space thoroughly before the engine is started; and
.b) the vent pipe from the fuel tank is led to the open deck and the opening protected by a flash proof fitting.
.6 Engines should be provided with either mechanical or hand starting or electric starting with independent batteries.
.7 In the case of a yacht where the propulsion machinery space may be unmanned at any time, a bilge level alarm should be fitted. The alarm should provide an audible and visual warning in the Master's cabin and/or in the wheelhouse.
.8 The steering gear and its installation should meet the requirements of appropriate safety standards. For rudder steering systems, the steering gear should be capable of turning the rudder from 30° on one side to 30° on the other side at the maximum ahead service speed of the vessel.
.9 The electrical equipment and its installation should meet requirements of adequate safety standards. Particular attention should be paid to the provision of overload and short circuit protection for all circuits, except engine starting circuits supplied from batteries.
.10 An emergency source of lighting should be provided.
.11 When batteries are used they should be of the type suitable for marine use and not liable to leakage. Areas in which batteries are stowed should be provided with adequate ventilation to prevent an accumulation of gas which is emitted from batteries of all types.

5.6 Bilge Alarm

A bilge Alarm is required for all pleasure yachts and should be fitted in any watertight compartment containing propulsion machinery or in any other compartment likely to accumulate bilge water.
The alarm should be a visual and/or audible indication on the bridge. For yachts greater than 24m, the alarm should also be heard in the crew area.

5.7 Rigging of Sailing Yachts

5.7.1 General Requirements

.1 The condition of the rig should be monitored in accordance with a planned maintenance schedule. The schedule should include, in particular, regular monitoring of all the gear associated with safe work aloft and on the bowsprit.
.2 When access to the rig, bowsprit, or over side working is required, provision should be made to enable persons to work safely.
.3 The arrangements provided should be based on established safe working practices for the type of vessel. The arrangements may include but not be limited to:
.a) Safety nets below the bowsprit.
.b) Safety grab rails or jackstays (metal or wire) fixed along the bowsprit to act as handholds and strong points for safety harnesses.
.3 Mandatory use of safety harnesses aloft, over side, and for work on the bowsprit.
.4 Sufficient footropes and horses in wire (or rope) permanently rigged to enable seamen to stand on them whilst working out on the yards or on the bowsprit.
.5 Safety jackstays (metal or wire) fixed along the top of the yards, to provide handholds and act as strong points for safety harnesses.
.6 Means of safely climbing aloft, such as:
a). Fixed metal steps or ladders attached to the mast; or
b). Traditional ratlines (rope) or, rattling bars (wood / steel), fixed across the shrouds to form a permanent ladder.

5.7.2 Masts and spars

Dimensions and construction materials of masts and spars should be in accordance with the requirements or recommendations of the recognized organization or a recognized national or international standard. The associated structure for masts and spars (including fittings, decks and floors) should be constructed to effectively carry and transmit the forces involved.

5.7.3 Running and standing rigging

.1 Wire rope used for standing rigging (stays or shrouds) should not be flexible wire rope (fibre rope core).
.2 The strength of all blocks, shackles, rigging screws, cleats and associated fittings and attachment points should exceed the breaking strain of the associated running or standing rigging.
.3 Chain plates for standing rigging should be constructed to effectively carry and transmit the forces involved.

5.7.4 Sails

.1 Adequate means of reefing or shortening sail should be provided.
.2 Sailing yachts of category 1 or 2, should either be provided with separate storm sails or have specific sails designated and constructed to act as storm canvas.

6. FIRE-FIGHTING EQUIPMENT

6.1 General Requirements

.1 It is recommended for yachts over 500 GT to 3000 GT to comply with SOLAS 74 as amended criteria for fire protection, fire detection and fire extinction.
.2 All fire appliances should be of an approved type.
.3 The location, installation, service and maintenance of all equipment should be to the satisfaction of the Administration.

6.2 Specific Requirements

6.2.1 Fire Pumps (applicable for yachts of 24 m and over)

.1 One fire pump which need not be a dedicated fire pump, should have one fire hose of adequate length with a 6mm nozzle and a suitable spray nozzle and be capable of delivering one jet of water with a minimum throw of six (6) meters to any part of the yacht. The pump should be either:
.a) a hand powered fire pump, fixed or portable, outside any engine space with one sea and hose connections; or
.b) a power driven fire pump outside any engine space, fixed or portable, with sea and hose connections; or
.c) a hand powered portable fire pump with a throw over sea suction and hose connection.

6.2.2 Fire Main, Hydrants and Hoses (applicable for yachts of 24 m and over)

.1 A fire main, water service pipes and fire hydrants should be fitted, in conjunction with the fire pump.

.2 Fire hydrants should be:
.a) located for easy attachment of fire hoses;
.b) protected from damage; and,
.c) distributed so that the fire hoses provided can reach any part of the vessel.

.3 Fire hoses should not exceed a length of 18 metres.

6.2.3 Fire Extinguishers

.1 At least one (1) fire extinguisher of not less than six (6) kg (preferably foam) should be placed in the accommodation spaces. Yachts of 15 metres and over should be provided with at least three (3) fire extinguishers, one (1) should be placed every 15 meters in corridors.
.2 One (1) fire extinguisher (dry powder or equivalent) should be placed in the wheelhouse near the central and radio equipment consoles.
.3 Yachts of 15 meters and over should additionally be fitted with one (1) fire extinguisher (preferably foam) in the galley, if it is in a separate space.
.4 Extinguishers of “HALON” type are not permitted.

6.2.4 Fire Detection and Fire Alarm System

A fire detector is required for yachts over 24 m. In yachts where the total installed power (propulsion and electrical generation) is greater than 750 kW efficient fire detector(s) should be fitted in the engine space(s). In addition to above, if yachts carrying 16 or more persons or operating in area category 1 or 2, efficient fire detectors should be fitted in spaces containing open flame devices. It should be an audible alarm and should be provided with a control panel located within the Crew area and the wheelhouse.

6.2.5 Fixed fire extinguishing system

An approved fixed fire-extinguishing system (CO^2 or other) should be installed in the engine room / machinery spaces of yachts of 15 m and over. For yachts of less than 15 m at least two (2) portable extinguishers suited for oil fires should be placed in that space.

6.2.6 Emergency Escape Breathing Devices (EEBD) for yachts more than 15 meters

.1 Two (2) EEBD should be provided for accommodation spaces.
.2 The Administration or a recognized organization may exempt a yacht from any requirements of this section.

6.2.7 Fire Blanket / Fire buckets

.1 One fire blanket should be placed in the galley.
.2 At least two (2) fire buckets with lanyards should be provided. Buckets may be of metal, plastic or canvas and should be suitable for their intended use.

6.2.8 Fireman's Axe

A fireman's axe should be available in accommodation spaces on yachts of 15 m and over.

6.3 Summarized Requirements

The fire-fighting equipment carriage requirements are summarized in the table below.

FIRE-FIGHTING EQUIPMENT	
Type of Equipment	**Requirement**
Fire Pumps	One (1) power driven, (over 24 m)
Fire Main, Hydrants and Hoses	Adequate hydrants (over 24 m)
Fire Extinguishers	One (1), preferable foam, in accommodation spaces (Two (2) for length over 15 m) One (1) dry powder in wheelhouse One (1), preferable foam, in galley if applicable (over 15 m)
Fire Detector	In engine space propulsion power is over 750 KW and in spaces containing open flame devices for yachts carrying 16 or more persons, or operating in area category 1 or 2
Fixed Fire - Extinguishing System	For engine room / machinery spaces (over 15 m). Two (2) fire extinguishers suitable for oil fires (less than 15 m)
EEBDS	Two (2) in accommodation spaces (over 15 m)
Fire Blanket	One (1) for galley
Fire buckets with lanyards	Two (2)
Fireman's Axe	One in accommodation spaces (over 15 m)

Note: Use of HALON extinguishers is not permitted.

7. LIFE-SAVING APPLIANCES

7.1 General Requirements

.1 All equipment fitted on board should be of an approved type.

.2 The stowage and installation of all life-saving appliances is to be to the satisfaction of the authorized surveyor. All life-saving appliances should be in working order and be ready for immediate use before any voyage is commenced and at all times during the voyage.

.3 The following life-saving appliances should be provided:

7.1.1 Life rafts

.1 One or more life rafts should be provided of sufficient aggregate capacity to accommodate 100% of the total number of persons on board. Life rafts should be readily transferable for launching on either side of the vessel as far as practicable.
.2 Every yacht of category 1 whose length is 24 meters and over should carry additional life raft(s) to ensure that in the event of any one life raft being lost or rendered unserviceable, there is sufficient capacity remaining for all persons on board.
.3 Life rafts on board yachts of 24 meters and over should be carried in approved FRP containers stowed on the weather deck and fitted with hydrostatic release unit so that the life rafts float free and inflate automatically.
.4 Life rafts on board yachts of less than 24 meters may be carried, in FRP containers or in a valise stowed in a readily accessible and designated weather tight locker, opening directly to the weather deck.
.5 Life rafts should be serviced every 12 months.
.6 The Administration may permit the carriage of rigid floating apparatus in lieu of liferafts for yachts of category 4 and 5.

7.1.1.1 Recovery of the persons at sea.

An over side boarding ladder or scrambling net is placed on board for the purpose of recovery of the persons at sea. The ladder or net should extend from the weather deck to at least 600 mm below the lowest operational waterline

7.1.2 Tender boat

.1 Every yacht of 24 meters and over should carry a tender boat served by a launching appliance.
.2 The Administration may exempt any yacht (mainly yachts of categories 3, 4 and 5) from the requirements to carry a tender boat.

7.1.3 Lifejackets

.1 Lifejackets, suitable for adults, should be provided for each adult on board, plus additional lifejackets sufficient for at least 10% of the adults on board.
.2 Lifejackets, suitable for children, should be provided for each child on board or a number equivalent to 10% of adults on board if that number is greater than the number of children on board.
.3 Each lifejacket should be fitted with a lifejacket light, with retro reflective material and whistle.

7.1.4 Lifebuoys

.1 Four (4) lifebuoys, two (2) of which should be fitted with buoyant lifelines and two
(2) with self-igniting lights and self-activating smoke signals or SOLAS approved strobe lights should be provided for yachts of category 1 (unrestricted service).
.2 Two (2) lifebuoys, one (1) of which to be fitted with a self-igniting light and should be provided for yachts of all other categories.

7.1.5 Distress signals

.1 Four (4) rocket parachute flares, four (4) hand flares, two (2) smoke signals all of SOLAS approved type should be provided for:
.a) Yachts of 24 meters and over; and
.b) Yachts of categories 1, 2 and 3.

.2 Three (3) rocket parachute flares, two (2) hand flares and one (1) smoke signal all of SOLAS approved type should be provided for:
.a) Yachts of less than 24 meters; and
.b) Yachts of categories 4 and 5

7.1.6 Line throwing appliances

One (1) line throwing appliance with one (1) spare charge should be provided for yachts of 24 meters and over, and for yachts of 15 meters and over of category 1 (unrestricted service).

7.1.7 General Alarm

A general alarm system should be fitted to yachts of 15 meters and over, which may be the yacht's whistle or siren.

7.1.8 Radar Reflector

All yachts should be provided with a radar reflector. Yachts of 15 meters and over should be provided with an approved radar reflector or with a radar transponder (SART).

7.1.9 Miscellaneous

.1 Yachts should also be provided with the following:
.1 A training or instruction manual containing instructions and information on the lifesaving appliances provided in the vessel and their maintenance.
.2 Convention on the International Regulations for Preventing Collisions at Sea, 1972, as amended, (COLREG).
.3 A copy of the publication "Life-Saving Signals and Rescue Methods".
.4 First aid equipment.
.5 Torch light.
.6 Storm lantern.
.7 Whistle.
.8 Two black ball shapes.
.9 International Medical Guide for Ships-latest edition

7.2 Summarized carriage requirements

The requirements for the carriage of life-saving appliances are summarized in the table below:

LIFE-SAVING APPLIANCES	
Type of Equipment	**Carriage Requirement**
Life rafts	100% of persons on board. For category 1 yachts of 24 m and over: at least two (2) liferafts each capable of carrying 100% of the persons on board.
Tender Boat	One (1) for yachts of 24 m and over
Lifejackets	Adult life jackets for 110% of adults on board; plus. Children life jackets for 100% for children on board or 10% of the adult lifejackets whichever is the greater.
Lifebuoys	Four (4) for category 1 yachts (two (2) with light / smoke signal or SOLAS approved strobe lights and two (2) with buoyant lifeline). Two (2) for all other categories (one (1) with light).
Distress Signal	Four (4) rocket parachute flares, four (4) hand flares, two (2) smoke signals of SOLAS approved type for yachts > 24m or yachts of categories 1, 2 and 3. Three (3) rocket parachute flares, two (2) hand flares and one (1) smoke signal of SOLAS approved type for yachts < 24 m or yachts of categories 4 and 5.
Line throwing appliances	One (1) with one spare charge for yachts of 24 m and over or for category 1 yachts of 15 m and over.
General Alarm	For yachts of 15 m and over.
Radar Reflector	One (1)
Training manual	One (1)
COLREG	One (1)
Life saving signals table	One (1)
First Aid Equipment	One (1)
Torch light	One (1)
Whistle	One (1)
Black ball shape	Two (2)
Medical guide	One (1)

NOTE: The Administration may consider granting exemptions for the carriage of life saving appliances.

8. NAVIGATION EQUIPMENT REQUIREMENTS

.1 Yachts should be provided with the following navigation equipment:
.1 A magnetic compass properly adjusted.
.2 One (1) set of updated navigation charts for the area of their operation.
Instead, an Electronic Chart Display and Information System (ECDIS) may be used
.3 A barometer.
.4 A radar reflector.
.5 A radar installation, for yachts of 15 meters and over sailing more than 20 NM from shore (Category 3, 2, and 1).
.6 An electronic navigation system (G.P.S.), for yachts of 15 meters and over.
.7 An echo sounder or equivalent arrangement, for yachts of 15 meters and over.
.8 Binoculars, for yachts of category 1 (unrestricted service).

9. RADIO COMMUNICATION EQUIPMENT PROVISIONS

9.1 General Requirements

.1 All radio communication equipment should be of an approved type.
.2 Yachts should be fitted with radio equipment, capable of transmitting and receiving radio communications in their area of operation.

9.1.1 Sources of Energy

.1 There should be available at all times, while the vessel is at sea, a supply of electric energy sufficient to operate the radio installations and to charge any batteries used as part of the reserve source of energy for the radio installations.
.2 A reserve source of energy, independent of the propelling power of the vessel and its electrical system, should be provided for the purpose of conducting distress and safety radio communications for a minimum of one hour in the event of failure of the vessel's main source of electrical power.

9.1.2 Radio Personnel

A yacht should carry at least one person familiar to the operation of the radio equipment.

9.2 Carriage Requirements

9.2.1 VHF Radio Installations

.1 Every yacht should be fitted with a VHF Radio Installation.

9.2.2 MF radio installation

Yachts of category 2 (up to 150 NM from a safe haven) should be fitted with an MF radio installation or an INMARSAT Ship Earth Station.

9.2.3 MF/ HF radio installation

Yachts of category 1 (unrestricted service) should be fitted with an MF/HF radio installation, or an INMARSAT Ship Earth Station.

9.2.4 NAVTEX receiver

Yachts of category 1 and 2 should be fitted with a NAVTEX receiver (or equivalent arrangement if NAVTEX service is not provided).

9.2.5 Satellite EPIRB

.1 A satellite EPIRB should be fitted to yachts of categories 1 and 2
.2 The following table illustrates the radio installation to be carried to fulfil the functional requirements for each category of yacht:

Area of operation	**Category 5**	**Category 4**	**Category 3**	**Category 2**	**Category 1**
Distance from safe haven	Up to 5 n.m.	**Up to 20 n.m.**	**Up to 60 n.m.**	**Up to 150 n.m.**	**Unrestricted**
VHF GMDSS radio installation	One	**One**	**One**	**One**	**One**
MF radio installation or INMARSAT	None	**None**	**None**	**One**	**None**
MF/HF radio installation or INMARSAT	None	**None**	**None**	**None**	**One**
NAVTEX receiver	None	**None**	**None**	**One**	**One**
EPIRB	None	**None**	**None**	**One**	**One**

NOTE: The Administration may consider requests to vary these requirements.

9.3 Ship Station License

All yachts should be provided with Ship Station License, issued by the Administration (following submission of statement issued by an Authorized Surveyor or Classification Society).

10. NAVIGATION LIGHTS, SHAPES AND SOUND SIGNALS

Every yacht should comply with the requirements of the International Regulations for Preventing Collisions At Sea, 1972, as amended.

11. PREVENTION OF POLLUTION AT SEA

11.1 General requirements

.1 Any discharge into the sea of oil or oily mixtures from yachts is prohibited.
.2 The disposal into the sea of all plastics, including but not limited to synthetic ropes, synthetic fishing nets, plastic garbage bags, shall be prohibited.

11.2 MARPOL Requirements

11.2.1 Annex I of MARPOL

.1 Yachts of 400 GT and over should be provided with an International Oil Pollution Prevention Certificate, in accordance with the requirements of Annex I of MARPOL.
.2 As a consequence of these requirements, these yachts should also be provided with an approved Shipboard Oil Pollution Prevention Manual (SOPEP) manual.

11.2.2 Annex IV of MARPOL

.1 Yachts of 400 GT and over should be provided with an International Sewage Pollution Prevention Certificate in accordance with the requirements of MARPOL Annex IV irrespective of the number of persons they are certified to carry.
.2 Yachts of less than 400 GT which are certified to carry more than 15 persons should also be provided with an International Sewage Pollution Prevention Certificate.

11.2.3 Annex V of MARPOL

Each yacht of 12 m should display placards which notify the crew and passengers of the disposal requirements of MARPOL Annex V. The placards should be written in the working language of the yacht's crew and in English.

Additionally, each yacht of 100 GT and above should be provided with a Garbage Management Plan. Each yacht which is certified to carry 15 persons or more should be provided with a Garbage Management Plan and a Garbage Record Book.
Yachts of 400 GT and over should be provided with a Garbage Management Plan and Garbage Record Book, irrespective of the number of persons they are certified to carry.

11.2.4 Annex VI of MARPOL

.1 Engine International Air Pollution Prevention Certificate (EIAPP), including NOx Technical File is required for any engine installed after 1st January 2000 with output power of more than 130 kW.
Yachts of 400 GT and over should be provided with the International Air Pollution Prevention Certificate as well as with International Energy Efficiency Certificate (IEEC). For both new and existing yachts an IEEC should be issued at the vessel's initial survey provided the Energy Efficiency Design Index (EEDI) has been verified and the Ship Energy Efficiency Management Plan (SEEMP) is on board.

11.2.5 International Convention on the Control of Harmful Antifouling Systems on Ships

.1 A Statement of Compliance with the International Convention on the Control of Harmful Antifouling Systems on Ships is required for all yacht of 400 GT and more.
.2 A Declaration on Anti-Fouling System signed by the Owner or the Owner's authorized agent accompanied by appropriate documentation is required for yachts of less than 400 GT, but greater than 24 m.

12. NATIONAL REQUIREMENTS

In addition to the requirements of this Code, yachts may be required to comply with additional national requirements of the ports State in whose port the yacht is present.

13. TONNAGE REQUIREMENTS

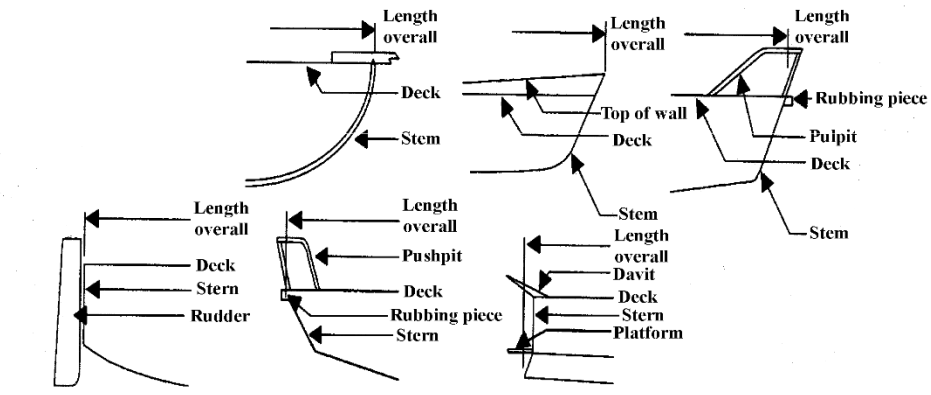
.1 Tonnage measurements or tonnage certificate should be presented at registration.
.2 Tonnage measurement should be performed by an Appointed Representative.
.3 Tonnage certificate should be issued by the Administration or by a recognized organization.

.4 All yachts of 24 meters and over should comply with the International Convention on Tonnage Measurement of Ships, 1969.
.5 The tonnage of yachts of less than 24 meters should be measured using the simplified method described below.
.6 An Application for Simplified Measurement for Yachts below 24 m in overall length completed by the Appointed Representative is required during the initial inspection of the yacht. For existing yachts, the application for Simplified Tonnage Measurements should be processed during the renewal inspection.

.7 If the owner deems that the yacht over 24 m in overall length is actually less than 24 m in accordance with the International Convention on Tonnage Measurement of Ships, 1969, Article 2 (8) and this Code, then a copy of the general arrangement plan of the yacht should be submitted to this Administration for further evaluation and instructions.

13.1 Simplified Measurement Method

.1 Definitions
.1 Length (L) – Distance in meters measured along the main deck at the centerline of the yacht from the fore side of the hull to the aft side of the transom. Bowsprits, stern mounted diving platforms, and other appendages that do not contribute to the volume of the yacht should not be included in this measurement.



.2 Breadth (B) – Maximum width of the yacht, excluding rub rails and deck caps, measured in meters from the outside of the hull on one side to the outside of the hull on the other side of the yacht.

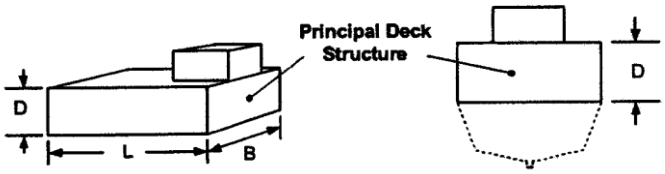
.3 Depth (D) – Maximum depth of the yacht measured in meters vertically from the top of the deck at the side to the underside of the hull where it meets the keel or to the point where the projected line of the bottom intersects the yacht's centerline.
.4 Volume (V) – The product of length, breadth, and depth.

All lengths and depths should be measured in a vertical plane at centerline andbreadths should be measured in a line at right angles to that plane. All dimensions should be expressed in meters.

For multi-hull yachts, each hull should be measured separately for overall length, breadth, and depth and the yacht as a whole should be measured.

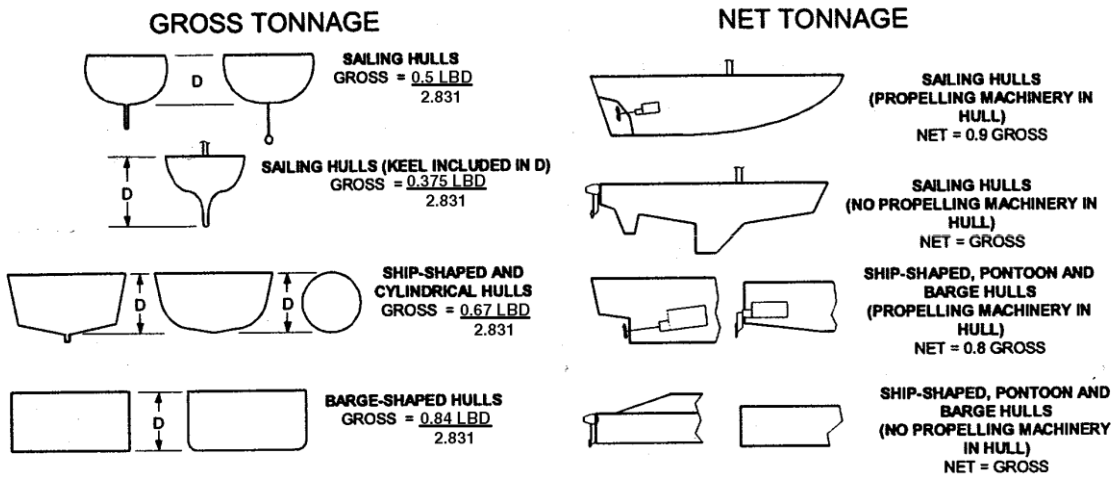
For most yachts, the formulas listed below account for the volumes of deck structures such as cabins and deckhouses. However, if deck structures are excessive in size, the gross tonnage is calculated by adding the principal deck structure tonnage to the gross tonnage(s) of the yacht's hull(s).

Deck structures are considered excessive in size if the tonnage of the principal deck structure calculated using the formula below is equal to or exceeds the gross tonnage(s) of the yacht's hull(s).



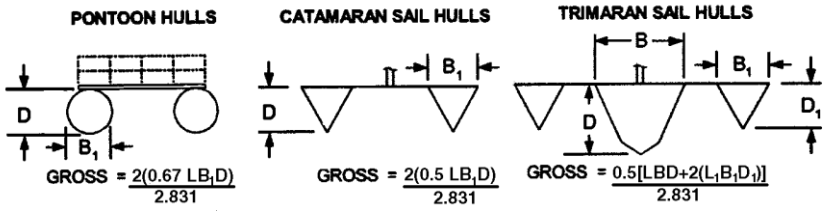
Principal Deck Structure Tonnage = L x B x D / 2.831

13.2 Calculations



13.3 Multi-Hull Yachts

Gross Tonnage of a multi-hull yacht is the sum of the gross tonnages of each hull as calculated using the formulas listed above. For example:



Where L is the length of the center hull and L1 is the length of the outside hulls.

14. MANNING REQUIREMENTS

.1 Masters of yachts of 24 meters and over should hold a Certificate of Competency or license issued either by his national State, or by the State of his permanent residence, or recognized by the Administration.

.2 This Certificate of competency or license should be appropriate for the size and category of the yacht.

.3 This Administration recommends that pleasure yachts operating in the pleasure yacht mode are manned to the same standards applicable to a similar pleasure vessel engaged in commercial trade.

15. ADDITIONAL REQUIREMENTS AND RECOMMENDATIONS FOR YACHTS FROM 500 GT TO 3000 GT

All yachts from 500 GT to 3000 GT should be classed by a Classification Society recognized by this Administration.

The implementation of ISM Code is recommended.

A Minimum Safe Manning Document is issued following an application by the owners. The owners are recommended to follow the guidelines provided in the table below.

Category	**Personnel**	**Vessel Size 500 gt to 3000 gt**
3	Master	1
	Chief Officer	1
(Up to 60 from a safe haven)	Officer in Charge of Navigational Watch	-
	Chief Engineer	1
	Second Engineer	-
	Engineer in Charge of Navigational Watch	1
	Yacht Rating	2
2	Master	1
	Chief Officer	1
(Up to 150 from a safe haven)	Officer in Charge of Navigational Watch	-
	Chief Engineer	1
	Second Engineer	1
	Engineer in Charge of Navigational Watch	-
	Yacht Rating	**2**
1	Master	1
	Chief Officer	1
(Unlimited)	Officer in Charge of Navigational Watch	1
	Chief Engineer	1
	Second Engineer	1
	Engineer in Charge of Navigational Watch	-
	Yacht Rating	2

16. BALLAST WATER MANAGEMENT

16.1 Requirements

As from 8th September 2017, Ballast Water Management Convention should be implemented. All yachts over 400 GT which are designed / constructed to carry ballast water are requested to be surveyed. An **International Ballast Water Management Statement of Compliance** should be issued by the Recognized Organization and will be valid for five (5) years, subject to annual and intermediate surveys. When the Convention is ratified by Palau, any Statements of Compliance issued to Palau ships by Recognized Organizations should be replaced without survey by an International Ballast Water Management Certificate. The expiry date will correspond to the validity of the existing Statement of Compliance.

All yachts of less than 400 GT which are designed / constructed to carry ballast water should comply with the following:

- Carry on board a Ballast Water Management Plan, approved by Recognized Organization, in accordance with Regulation B-1.
- Carry on board a Ballast Water Record Book, in accordance with Regulation B-2, and manage their ballast water on every voyage by performing ballast water exchange, or by treating water using a type approved ballast water treatment system.

Yachts of less than 50 meters in length overall, and with a maximum Ballast Water capacity of eight (8) cubic meters do not have to comply with the above provided that:

- They exchange Ballast Water outside port waters and as far from the coast as practically possible;
- When loading Ballast Water, every effort should be made to avoid the uptake of potentially harmful aquatic organisms, pathogens and sediments that may contain such organisms;
- Ballast Water should be exchanged prior to discharge in accordance with regulation B-4 of the Convention; and
- any chemical treatment should only use Active Substances approved by the International Maritime Organization.

Notwithstanding the above, ballast water should be managed in accordance with the Coastal or Port State's specific requirements which prevail.

17. PLEASURE PRIVATE YACHTS OF LESS THAN 500GT WITH LIMITED CHARTER ALLOWANCE

17.1 Requirements

.1 Pleasure yachts (yacht not engaged on commercial trade), up to 500 gross tonnage may be chartered out under certain conditions for 3 months / 90 days in a calendar year, with a maximum of twelve (12) passengers

.2 Pleasure Yacht which use a limited charter allowance privilege will be exempted from the requirements to register the yacht as a commercial yacht.

.3 The registered owner or the Deputy Registrar will have to submit an application for limited charter allowance to the Palau Ship Registry Administrator for any yacht which intends to use the limited charter allowance privilege. To ensure timely processing, applications should reach the Palau Ship Registry Administrator at least one (1) week prior to the start date of the charter.

17.2 Restriction on Operations

.1 Pleasure yachts are not permitted to undertake charters in Palau territorial waters. (This Circular applies to pleasure yachts operating outside Palau' s waters.)

.2 The Owner and Master should ensure that a limited charter allowance privilege is accepted by the local authorities where the yacht is intended to trade.

17.3 Small Pleasure Yacht (Below 24 meters in Load Line Length)

.1 Ship Owners and Managers of small pleasure yachts who wish to use the limited charter allowance privilege should ensure that their yachts are in compliance with the Palau Pleasure Safety Code, as amended. They should also meet with the following requirements of the Palau Commercial Safety Code, as amended.

Section 15 - Life-Saving Appliances,
Section 16 - Fire Safety
Section 19 - Safety of Navigation
Section 20 – Navigation Lights, Shapes, and Sound Signals; and
Section 21 – Radio Equipment

.2 Yachts with limited Charterer Allowance should be inspected at intervals not exceeding five (5) years in order to verify the compliance with the above-mentioned requirements. The survey includes also an inspection of the outside of the yacht's bottom,

.3 Upon the yacht's successful survey, the Recognized Organization will be authorized to issue an Interim Document of Compliance for Pleasure Yacht with Limited Charter Allowance valid for six (6) months. The Palau Ship Registry Administrator will issue the

permanent Document of Compliance for Pleasure Yacht with Limited Charter Allowance valid for five (5) years from the date of survey subject to the annual owner's declaration of compliance through a checklist and the insurance coverage confirmation.

.4 A Minimum Safe Manning Document is not compulsory for small pleasure yachts. However, the Master should hold a Certificate of Competence or license issued either by his national State or by the State where he has his permanent residence, or recognized by the Palau Ship Registry Administrator and should be appropriate for the yacht's size, navigational area, and category.

17.4 Pleasure Yacht of 24 meters and over up to 500 GT

.1 The Owners, who wish to charter their pleasure yacht of 24 m and above, in accordance with the limited charter allowance, will have to satisfy additional requirements which are not imposed on yachts which are purely intended for private use.

.2 Pleasure yachts of 24 m and above which use a limited charter allowance should be in compliance with the Palau Pleasure Yacht Safety Code. They should also meet with the following requirements of the Palau Commercial Yacht Code.

Section 15 - Life-Saving Appliances,
Section 16 - Fire-Fighting Equipment
Section 19 - Safety of Navigation
Section 20 – Navigation Lights, Shapes, and Sound Signals; and
Section 21 – Radio Communication Equipment
Annex IV – Manning

.3 Minimum Safe Manning Certificate is compulsory for yachts of 24 m and over. Safety manning requirements should be in accordance with Annex IV of the Palau Commercial Yacht Code.

.4 These yachts should be inspected annually by an Authorized Surveyor or Recognized Organization to verify the compliance with the above-mentioned requirements.

.5 Upon the yacht's successful survey, the Recognized Organization will be authorized to issue an Interim Document of Compliance for Pleasure Yacht with Limited Charter Allowance valid for six (6) months. The Palau Ship Registry Administrator will issue the permanent Document of Compliance for Pleasure Yacht with Limited Charter Allowance valid for five (5) years subject to the annual survey by an Authorized Surveyor or Recognized Organization.

.6 The owner will contact the Palau Ship Registry Administrator's Registration Office in order to start the process of application to obtain the Certificate of Registry with Limited Charter Allowance.

.7 This Administration will issue the Certificate of Registry with Limited Charter Allowance valid for its registration time (one, three or five years).

17.5 Maintenance of Records

.1 During the period in which a pleasure yacht is engaged in a limited charter allowance, its status will change from pleasure to commercial operation. This change in status must be fully documented and verifiable. These records may be examined by a Palau appointed Flag Inspector or by a Recognized Organization and may be requested by an attending Port State Control Inspector or any appropriate port official as evidence of compliance with this Circular.

.2 Pleasure Yachts which change status to Limited Charter during a calendar year should record such changes in the yacht's Deck Logbook for each period that the yacht is engaged in limited charter or for private use only. It is the Master's and the Owner's responsibility not to exceed the charter allowance of 3 months / 90 days.

.3 The Owner/Master should immediately inform the Palau Ship Registry Administrator whenever the yacht is engaged in limited charter i.e. when the yacht enters and terminates the limited charter. Such notification should be received within two days of the change of status.

.4 The requested certificates and other documentation for pleasure yacht up to 500 GT with or without limited charter allowance are shown in the Annex I and ANNEX II.

.5 Form of declaration of the owner of pleasure yacht (less than 24 m) with limited charter allowance can be downloaded as F.052- Declaration Of The Owner Of A Pleasure Yacht With Limited Charter Allowance with limited charter allowance F.052 from PISR website Library.

ANNEX I

REPUBLIC OF PALAU
DOCUMENT OF COMPLIANCE FOR PLEASURE YACHT OF 24M AND ABOVE

Issued in accordance with
The Palau International Ship Registry Pleasure Yacht Safety Code
under the authority of the Government of the REPUBLIC OF PALAU.

Name of Yacht	Official Number	Port of Registry	Tonnage Length	Gross Tonnage

THIS IS TO CERTIFY:

- That the yacht has been surveyed in accordance with the Palau International Ship Registry Pleasure Yacht Safety Code:
- That the yacht has been found to be in compliance with the requirements of the Palau International Ship Registry Pleasure Yacht Code for the construction, machinery, equipment, and inspection of Pleasure Yacht
- That the total number of persons for which life-saving appliances are provided, is:
- That the following operational limitations apply:

This certificate will remain in force, until subject to the yacht, its machinery and equipment being efficiently maintained, and surveyed in compliance with the Palau International Ship Registry Pleasure Yacht Safety Code.

Completion date of the surveys on which this certificate is issued:

The undersigned declares that he is dully authorized by the Flag Administration to issue this certificate

Issued On:
Issued At:
Issued By:
Expiration On:
Certificate No:
Deputy Registrar: Electronic Signature

Scan to verify this document or visit www.palaureg.com

ANNEX II

REPUBLIC OF PALAU
DOCUMENT OF COMPLIANCE FOR PLEASURE YACHT OF LESS THAN 24M

Date format: dd/mm/yyyy

Issued in accordance with
The Palau International Ship Registry Pleasure Yacht Safety Code
under the authority of the Government of the REPUBLIC OF PALAU.

Name of Yacht	Official Number	Port of Registry	Tonnage Length	Gross Tonnage

THIS IS TO CERTIFY:

- That the yacht has been surveyed in accordance with the Palau International Ship Registry Pleasure Yacht Safety Code:
- That the yacht has been found to be in compliance with the requirements of the Palau International Ship Registry Pleasure Yacht Safety Code for the construction, machinery, equipment, and inspection of Pleasure Yacht
- That the total number of persons for which life-saving appliances are provided, is:
- That the following operational limitations apply:

This certificate will remain in force, until subject to the yacht, its machinery and equipment being efficiently maintained, and surveyed in compliance with the Palau International Ship Registry Pleasure Yacht Safety Code.

Completion date of the surveys on which this certificate is issued:

The undersigned declares that he is dully authorized by the Flag Administration to issue this certificate

Issued On:
Issued At:
Issued By:
Expiration On:
Certificate No:
Deputy Registrar: _____ Electronic Signature

Scan to verify this document or visit www.palaureg.com