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If a whole or part of a paragraph has been amended, the date of the amending regulation appears in square brackets at the end of the paragraph. If a whole paragraph or sub-paragraph has been deleted, the date of the deletion appears in square brackets beside the deleted paragraph or sub-paragraph.

Republic of Latvia

Cabinet

Regulation No. 201

Adopted 25 March 2008

**Regulations Regarding the Safety of Recreational Crafts**

*Issued pursuant to*

*Section 11, Paragraph four of the Maritime Administration and Marine Safety Law*

**1. General Provisions**

1. The Regulation prescribes the safety requirements for recreational crafts registered and to be registered in the Latvian Ship Register.

2. Upon applying the Regulation, the following restrictions shall be conformed to:

2.1. the Regulation shall not apply to recreational crafts which are intended to be manned with a crew and used for carrying of more than 12 passengers for commercial activity;

2.2. Chapters 4, 5, 6, and 8, Sub-chapter 9.1, and Chapter 12 of this Regulation shall not apply to recreational crafts to which the requirements laid down in the laws and regulations regarding the construction, conformity assessment, and making available on the market of recreational crafts and personal watercrafts are applied.

[*4 April 2017*]

3. The following terms are used in the Regulation:

3.1. recreational craft – a craft of any type intended for sports or recreation which has been registered or is to be registered in the Latvian Ship Register;

3.2. maximum length of a recreational craft – the largest length of a craft (LOA) from the foremost part with permanently fixed structures to the aftermost part with permanently fixed structures in accordance with the standard LVS EN ISO 8666:2009, Small craft – Principal data (hereinafter – the standard ISO 8666);

3.3. hull length of a recreational craft – the length of the hull of a craft (LH) from the foremost part of the craft’s hull to the aftermost part of the craft’s hull without permanently fixed structures in accordance with the standard ISO 8666;

3.4. open recreational craft – a craft without a watertight deck;

3.5. emergency switchboard – a switchboard which is directly connected to the emergency source of electrical power and is intended to distribute electrical energy in cases of emergency;

3.6. non-combustible material – a material which does not ignite, smoulder, and char as a result of exposure to an open flame or hot surface;

3.7. fuel system – equipment which is used to prepare fuel for feeding into internal combustion engines. It includes high-pressure pumps, filters, heaters, and other equipment operating on fuel, with pressure exceeding 0.18 N/mm2;

3.8. maximum load waterline – the waterline which corresponds to the maximum draught of the craft permitted;

3.9. living quarters – sleeping quarters, mess rooms, sanitary rooms, and recreation rooms;

3.10. existing craft – a craft which is not a new craft;

3.11. main deck – a continuous watertight deck which is directly exposed to external (sea and weather) conditions;

3.12. main switchboard – a switchboard which is directly connected to the main source of electrical power and is intended to distribute electrical energy;

3.13. main steering gear – the machinery, rudder actuators (if any are used), auxiliary equipment and the means of applying torque to the rudderstock necessary for effecting the movement of the rudder for the purpose of steering the craft under normal service conditions;

3.14. new craft – a craft which conforms to one of the following conditions:

3.14.1. the contract for the construction of the craft has been entered into on or after 1 April 2008;

3.14.2. the contract for the construction of the craft has been entered into before 1 April 2008 but the craft has been delivered to the commissioning party after 1 January 2010;

3.14.3. the contract for the construction of the craft has not been entered into but the date when the keel of the craft has been laid or the structure has been laid, or the structure has been assembled (the weight of the structure is the lowest of the following values – 50 tonnes or 1 % of the weight of the intended structure of the craft) is determined as the beginning of the construction of the craft;

3.15. ship-owner’s manual – a document issued by the manufacturer of the craft to the ship-owner in accordance with the standard LVS EN ISO 10240:2005/A1:2015, Small crafts – Owner’s manual;

3.16. dead craft condition – the condition under which the means of propulsion, auxiliary boiler, and auxiliary machinery are not in operation due to the absence of power;

3.17. machinery spaces – such part of the structure of the craft where internal combustion engines or auxiliary central heating boilers are placed;

3.18. maximum service speed – the greatest speed for which the craft is designed at the maximum draught;

3.19. normal operational and living conditions – the condition when the craft in general, its mechanisms, means of propulsion, steering equipment, means of safe navigation, equipment which reduces the risk of fire and the risk of the craft being filled up with water, external communications and means of signalling, the means for leaving the craft are in working condition and the living conditions ensure minimum comfort;

3.20. stability information – information regarding the buoyancy of the craft, stability in different conditions of navigation with different loads;

3.21. [4 April 2017];

3.22. periodically unattended machinery spaces – machinery spaces where the attending crew is not always (also when the craft is performing manoeuvres) present;

3.23. beam (B) – the greatest beam of the craft which has been measured in the middle part of the length of the craft between the outside of the frame (for crafts with metal plating) and between the external surfaces of the hull (for crafts with plating made of other materials) in accordance with the standard ISO 8666;

3.24. auxiliary steering gear – the equipment intended for the efficient steering of the craft if the main steering gear fails;

3.25. moulded depth (D) – the theoretical moulded depth in the middle part of the length of the craft;

3.26. fire alarm – the aggregate of technical means which, upon breaking out of fire, automatically discovers it, records, and alerts about it;

3.27. watertightness – the ability of the structure not to let water through in any direction if water pressure is such for which the structure is intended;

3.28. recreational craft used for commercial activity – a recreational craft which is intended to be used for earning income, for example, for the carriage of passengers or cargoes, renting, training of craft’s navigators;

3.29. recognised organisation – a commercial company which is authorised to perform the inspections and surveys of crafts in accordance with the laws and regulations regarding the procedures for the supervision of classification companies (recognised organisations).

[*11 February 2014; 4 April 2017*]

4. Depending on the structure, recreational crafts shall be divided into four categories (Categories A, B, C, and D) in accordance with the laws and regulations regarding the construction, conformity assessment, and making available on the market of recreational crafts and personal watercrafts.

[*4 April 2017*]

5. A recreational craft shall be designed and constructed in a way for it to conform to the criteria of the relevant category in relation to stability, buoyancy, and other requirements laid down for the category and for the craft to have good handling properties.

6. A recreational craft of Categories A, B, and C used for commercial activity with gross tonnage of 300 and more and also a recreational craft of Categories A, B, and C not intended for use for commercial activity and with gross tonnage of 400 and more, prior to registration in the Latvian Ship Register, shall receive a certificate of class issued by a recognised organisation.

[*11 February 2014*]

7. A recreational craft used for commercial activity shall conform to the requirements of the 1974 International Convention for the Safety of Life at Sea, as amended (hereinafter – the SOLAS Convention), the 1972 Convention on the International Regulations for Preventing Collisions at Sea (hereinafter – the COLREG Convention), and the 1966 International Convention on Load Lines and its Protocol of 1988 (hereinafter – the LL 66 Convention) depending on the dimensions, type, and trading area of the craft and the special requirements prescribed in this Regulation.

[*11 February 2014*]

8. A recreational craft shall conform to the requirements of the 1973 International Convention for the Prevention of Pollution from Ships and its Protocol of 1978.

9. If a person constructs a recreational craft for his or her own needs (hereinafter – the self-made recreational craft) which will not be made available on the market of the European Union within the subsequent five years, the construction shall be supervised by the Maritime Safety Inspectorate (hereinafter – the Inspectorate) of *valsts akciju sabiedrība “Latvijas Jūras administrācija”* [State stock company Maritime Administration of Latvia] (hereinafter – the Maritime Administration of Latvia) or a recognised organisation.

10. [4 April 2017]

10.1 Radio equipment and navigation equipment on recreational crafts shall conform to the requirements laid down in the laws and regulations regarding the provisions for the use and maintenance of craft’s radio and navigation equipment.

[*4 April 2017*]

**2. Surveys of Recreational Crafts Used for Commercial Activity**

**2.1. Initial Survey**

11. An initial survey shall be carried out by the Inspectorate prior to the registration of the craft in the Latvian Ship Register.

12. If a recreational craft has been constructed in accordance with the laws and regulations regarding the construction, conformity assessment, and making available on the market of recreational crafts and personal watercrafts, the ship-owner shall submit the ship-owner’s manual to the Inspectorate to which a written declaration of conformity has been attached in accordance with the abovementioned laws and regulations.

[*4 April 2017*]

13. Upon carrying out the survey of the recreational craft referred to in Paragraph 12 of this Regulation, a maritime safety inspector of the Maritime Administration of Latvia (hereinafter – the inspector) shall carry out the following inspections:

13.1. if the craft is not more than two years old, the submitted documentation shall be inspected and also it shall be verified on board the craft that the marking of the craft conforms to the submitted documentation. The inspector shall verify the conformity of the craft’s equipment with the requirements prescribed in Chapter 7, Sub-chapter 9.2, and Chapters 10 and 11 of this Regulation. If during registration the recreational craft is located abroad and the ship-owner submits a declaration of conformity of craft’s equipment with the requirements prescribed in Chapter 7, Sub-chapter 9.2, and Chapters 10 and 11 of this Regulation, the inspector shall check the documents but shall not carry out a survey on board the craft;

13.2. if the craft is more than two years old, in addition to the inspections referred to in Sub-paragraph 13.1 of this Regulation, the inspector shall also carry out an inspection of the structures, mechanisms, and equipment of the craft and verify whether their technical condition conforms to the requirements of safe navigation. If during registration the recreational craft is located abroad and the ship-owner submits to the Inspectorate a declaration of conformity of craft’s equipment with the requirements prescribed in Chapter 7, Sub-chapter 9.2, and Chapters 10 and 11 of this Regulation and also a report of a recognised organisation on inspection of the craft and its conformity with the requirements of safe navigation, the inspector shall check the documents but shall not carry out a survey on board the craft.

14. If the recreational craft has not been constructed in accordance with the requirements laid down in the laws and regulations regarding the construction, conformity assessment, and making available on the market of recreational crafts and personal watercrafts but has been registered in a European Union Member State, the ship-owner shall submit to the Inspectorate the previous registration documents of the craft and the documents issued by the manufacturer of the craft in which the category (trading area) of the craft and the designated maximum number of persons on the craft are indicated.

[*4 April 2017*]

15. Upon carrying out a survey of the craft referred to in Paragraph 14 of this Regulation, the inspector shall inspect the submitted documents and also verify the conformity of the marking of the craft (name of the craft, marking of the manufacturer) with the submitted documentation on board the craft. The inspector shall inspect the structures, mechanisms, and equipment of the craft and verify whether they conform to the requirements prescribed in this Regulation but their technical condition – to the requirements of safe navigation.

16. If in the case referred to in Paragraph 14 of this Regulation the ship-owner cannot submit evidence as to whether the craft has been previously registered in a European Union Member State, the inspector shall act in accordance with Paragraph 17 or 19 of this Regulation. If the owner submits evidence that the craft has been previously registered in a European Union Member State but cannot submit the documents of the manufacturer of the craft certifying the category of the craft and the maximum number of persons permitted on board the craft, the owner shall submit an opinion of a recognised organisation to the Inspectorate or the category of the craft and the maximum number of persons permitted on board the craft shall be determined by the inspector by assessing the conformity of the structures of the recreational craft with a particular category of navigation in accordance with the requirements of this Regulation.

[*11 February 2014*]

17. If a recreational craft has not been constructed in accordance with the requirements laid down in the laws and regulations regarding the construction, conformity assessment, and making available on the market of recreational crafts and personal watercrafts and has not been registered in a European Union Member State but commercial activity is planned by leasing the craft, the ship-owner shall submit a report to the Inspectorate on post-construction conformity assessment of the notified body in accordance with the laws and regulations regarding the construction, conformity assessment, and making available on the market of recreational crafts and personal watercrafts (hereinafter – the report on conformity).

[*4 April 2017*]

18. Upon carrying out a survey of the craft referred to in Paragraph 17 of this Regulation, the inspector shall inspect the submitted documentation, and also verify the conformity of the marking of the craft with the submitted documentation on board the craft. The inspector shall verify the conformity of the craft’s equipment with the requirements prescribed in Chapter 7, Sub-chapter 9.2, and Chapters 10 and 11 of this Regulation. If during registration the craft is located abroad, the report on conformity has been drawn up not later than six months prior to the submission of the documents, and the ship-owner submits to the Inspectorate a declaration of conformity of craft’s equipment with the requirements prescribed in Chapter 7, Sub-chapter 9.2, and Chapters 10 and 11 of this Regulation, the inspector shall check the documents but shall not carry out a survey on board the craft.

[*4 April 2017*]

19. If a recreational craft has not been constructed in accordance with the requirements laid down in the laws and regulations regarding the construction, conformity assessment, and making available on the market of recreational crafts and personal watercrafts and has not been registered in a European Union Member State but commercial activity is planned by manning the craft with a crew and carrying out commercial carriage of passengers, the ship-owner shall submit the report on conformity to the Inspectorate.

[*4 April 2017*]

20. Upon carrying out a survey of the craft referred to in Paragraph 19 of this Regulation, the inspector shall inspect the submitted documentation and also verify the conformity of the marking of the craft with the submitted documentation on board the craft. The inspector shall inspect the structures, mechanisms, and equipment of the craft and verify whether they conform to the requirements prescribed in this Regulation but their technical condition – to the requirements of safe navigation.

[*11 February 2014; 4 April 2017*]

21. The inspector shall indicate the results of the initial survey in a report. If the craft conforms to the requirements of this Regulation, the Inspectorate shall issue the recreational craft trade certificate (Annex 1). The recreational craft trade certificate shall be issued for a period of six years and it shall be valid if the inspector has verified it by his or her signature after a periodic survey.

**2.2. Periodic Survey**

22. A periodic survey shall be carried out once in two years in order to verify that the structure, equipment, and technical condition of the craft conforms to the conditions of safe navigation.

23. The ship-owner shall present the craft for a periodic survey once every second year within a period of six months which starts three months before the expiry date of the trade certificate and ends three months after such date. Periodic surveys as far as possible shall be organised at the beginning of the navigation season.

24. It shall be verified during a periodic survey whether structural changes of the craft not coordinated with the Inspectorate have not been performed after the previous survey, the requirements previously stipulated by the Inspectorate have been met, and mandatory inspections of life-saving appliances, means of emergency communication, and fire equipment have been carried out in due time.

24.1 In relation to a recreational craft of Category A, B, or C used for commercial activity with gross tonnage of 300 and more, it shall be verified that a certificate of class issued by a recognised organisation and also the certificates referred to in Paragraph 13 of this Regulation are valid.

[*11 February 2014*]

25. If the outcome of the periodic survey is positive, the inspector shall certify the trade certificate with a signature.

**2.3. Survey of Underwater Hull and Unscheduled Survey**

26. A survey of underwater hull shall be carried out once every six years.

27. The inspector shall draw up a report on the results of the survey, and the results of the survey shall be taken into account, upon carrying out the periodic survey.

28. Unscheduled surveys shall be carried out:

28.1. if an accident has occurred;

28.2. for the approval of the fulfilment of the requirements and notes stipulated by the Inspectorate if the term for their fulfilment does not coincide with the term of the periodic survey;

28.3. in order to renew the validity of the certificates of a recreational craft;

28.4. upon request of the owner;

28.5. if the rebuilding or modernisation of the craft is carried out;

28.6. upon initiative of the Inspectorate in order to verify that a recreational craft is being maintained according to the conditions of safe navigation.

29. If an unscheduled survey is carried out for the renewal of validity of the certificates of a recreational craft and the outcome of the survey is positive, corresponding entries shall be made in the certificates of the recreational craft.

**3. Surveys of Such Recreational Crafts which are not Used for Commercial Activity**

30. Initial surveys shall be carried out prior to the registration of a craft in the Latvian Ship Register in accordance with Paragraphs 11, 12, 13, 14, 15, and 16 of this Regulation.

30.1 For a recreational craft with hull length of 24 metres and more but with gross tonnage less than 400, the Inspectorate shall issue the trade certificate in accordance with the conditions of Paragraph 21 of this Regulation and shall carry out periodic surveys in accordance with the conditions of Sub-chapter 2.2 of this Regulation.

[*11 February 2014*]

31. Unscheduled surveys shall be carried out in the cases specified in Sub-paragraphs 28.1, 28.4, 28.5, and 28.6 of this Regulation.

32. The administrative acts which have been issued by the Inspectorate or the inspector in accordance with this Regulation may be contested to the Maritime Administration of Latvia in accordance with the procedures laid down in the Administrative Procedure Law. A decision of the Maritime Administration of Latvia may be appealed to a court.

**4. Structure and Strength**

**4.1. General Requirements**

32.1 A recreational craft with hull length of 24 metres and more shall be constructed according to the provisions of a recognised organisation certified by documents which have been issued after the completion of the construction of the recreational craft.

[*11 February 2014*]

33. The strength of the hull, superstructures, companionways, masts, and other structures shall be sufficient to withstand all the foreseeable operational conditions of the craft.

34. Recreational crafts of Categories A and B shall be designed and constructed with a watertight main deck in accordance with the requirements prescribed in Paragraph 38 of this Regulation.

35. Category C or D shall be assigned to recreational crafts which are not fitted with a watertight main deck. Such crafts shall be ensured with a sufficient reserve of buoyancy in order for it not to sink when the maximum number of persons are on board the craft and the craft is fully flooded by water.

36. Recreational crafts of Categories A and B with hull length of 24 metres and more shall be fitted with a bulwark.

37. The structural strength and durability of the hull shall be designed in a way to ensure safe operation of the craft with the intended draught and in any possible operational conditions.

**4.2. Decks Exposed to External Weather Conditions**

38. The main deck shall stretch from the foremost part of the craft to the aftermost part of the craft and shall be located above the maximum load waterline.

39. The main deck may be fitted with steps, recesses, and elevations in order to ensure a watertight structure altogether.

40. Recesses in the deck of motor yachts shall be fitted with a water drainage system operating efficiently if the heel of the craft is up to 10 ° to any side. The cross-sectional area of any pipeline of the drainage system (excluding grids and deflectors) shall be at least 20 cm2 per each cubic metre of the recess of the main deck. A swimming-pool on the main deck shall be considered a recess.

41. A recess on the main deck of a sailing vessel shall be a watertight structure and conform to the following requirements:

41.1. the total volume of recesses (VK) does not exceed the value calculated, using the following formula:

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | V1+V2+V...+Vn< 0,1 × length of the craft × beam of the craft × | (F1 + F2 + ... + Fn) | where |  |
|  | n |  |  |

V – volume of the recess;

F – height of the freeboard next to the recess;

n – number of recesses;

41.2. is fitted with such water drainage system which operates efficiently if the heel of the craft is up to 30 ° to any side. The cross-sectional area of any pipeline of the drainage system (excluding grids and deflectors) shall be at least 10 cm2 for a Category D craft and at least 20 cm2 for a Category A, B, and C craft.

42. If it is possible to prove in an evident manner that, when the craft is in a normal state with the deepest draught, water drains out from a fully filled recess within not less than three minutes or the cockpit or recess of the craft conforms to the requirements of the standard LVS EN ISO 11812:2009, Small craft – Watertight or quick-draining recesses and cockpits (hereinafter – the standard ISO 11812), the Inspectorate shall accept alternative solutions in relation to the dimensions of recesses and the water drainage system. If, due to practical reasons, it is not possible to fit a recess with a water drainage system, the water mass of a fully filled recess and the area of the free surface of water shall be included in the stability calculations.

[*4 April 2017*]

43. If an opening is connecting a recess with the inside space of the craft, it shall be fitted with a watertight closure which has been fixed to the structure of the craft and ensured with a latch in a closed position.

**4.3. Cockpits**

44. Any recess in the foremost part, sides, centre, or the aftermost part of a recreational craft shall be considered a cockpit.

45. A cockpit is a watertight part of the hull.

46. The requirements of the standard ISO 11812 shall be applied to cockpits on sailing yachts with hull length of 24 metres and more. If it is not possible to ensure complete conformity with any of the requirements of this standard due to the structure or task of the craft, the conformity of the craft with other (close to the requirements of the standard) requirements coordinated with the Inspectorate must be ensured.

47. The water drainage system of a cockpit shall conform to the requirements prescribed in Paragraph 42 of this Regulation. The discharge pipes of the drainage pumps shall not be connected to the water drainage pipes of the cockpit.

48. It shall be possible to hermetically close all openings of the cockpit (except for drainage openings).

**4.4. Watertight Bulkheads**

49. The strength of bulkheads shall be sufficient for the intended purposes.

50. Watertightness shall be ensured in places where cable routes and pipelines are crossing the bulkhead. Such pipelines shall be fitted with closing valves in direct vicinity of the bulkhead.

51. The doors and closures built into bulkheads shall be watertight and, while at sea, they shall be closed. Warning signs “Must be kept closed at sea, use only for access” shall be placed at doors and closures. Doors of sliding structure shall be fitted with a safety device precluding the possibility that the doors close on their own.

52. Each hull of multihull recreational crafts of Categories A, B, and C in which living quarters have not been arranged shall be divided into watertight compartments the length of which does not exceed four metres.

53. For multihull recreational crafts of Categories A, B, and C, corresponding watertight bulkheads and compartments shall be intended in each hull which may be permanently filled, with non-sinking materials in order to ensure that the craft is unsinkable and able to swim in a stable state at least when one of the hulls has been filled with water up to half of the hull length. The requirements of the following standards shall be applied in relation to bulkheads and compartments (if complete conformity with any of the requirements of such standards cannot be ensured due to the structure or task of the craft, the conformity of the craft with other requirements of the craft, as close to the requirements coordinated with the Inspectorate, shall be ensured):

53.1. LVS EN ISO 12217-:1:2016, Small craft – Stability and buoyancy assessment and categorization – Part 1: Non-sailing boats of hull length greater than or equal to 6 m;

53.2. LVS EN ISO 12217-:2:2016, Small craft – Stability and buoyancy assessment and categorization – Part 2: Sailing boats of hull length greater than or equal to 6 m;

53.3. LVS EN ISO 12217-3:2016, Small craft – Stability and buoyancy assessment and categorization – Part 3: Boats of hull length less than 6 m.

[*4 April 2017*]

**4.5. Pulpits, Pushpits, Rails, and Stanchions**

54. If the hull length of a recreational craft is 24 metres and less, the requirements of the standard LVS EN ISO 15085:2009, Small craft – Man-overboard prevention and recovery, (hereinafter – the standard ISO 15085) shall be applied to its pulpits, pushpits, rails, and stanchions.

[*4 April 2017*]

55. The openable upper part of pulpit of a sailing vessel shall be safely closed during the voyage.

56. Rails and rail ropes shall be made of stainless steel wire. The strength of rails and rail rope shall be such that, when applying force of 50 N in the middle part of the rope between two fixed mountings, the deviation does not exceed 50 mm. Rails and rail ropes shall be without a cover, the mounting points are not covered with sleeves, and their minimum diameter shall be at least as follows:

56.1. 4 mm – for a recreational craft with hull length from 8.5 m to 13 m;

56.2. 5 mm – for a recreational craft with hull length more than 13 m.

57. All elements forming the rail (for example, ropes, couplers, tighteners) shall form a closed set the strength of which at any point is at least equal to the strength of the rail rope referred to in Paragraph 56 of this Regulation.

58. The requirements of the standard ISO 15085 shall be conformed to on a multihull recreational craft. If it is not possible to ensure complete conformity with any of the requirements of this standard due to the structure or task of the craft, the conformity of the craft with other (close to the requirements of the standard) requirements coordinated with the Inspectorate shall be ensured in a way that the risk for people to fall overboard is reduced to the minimum.

59. A pulpit shall be installed in the foremost part of a trimaran on the main hull and rail ropes shall be drawn around the main hull on stanchions. Ropes may be discontinued in places where the net or crossbeam is protruding outside the main hull.

60. Rail ropes from the foremost part to the aftermost part shall be drawn on each hull of a catamaran. Transverse rails along the front or rear end of trampoline may also be installed on a catamaran which is not fitted with the front or rear crossbeam. Transverse rail ropes shall be attached to the pulpit and pushpit or superstructure. Transverse rail rope shall be connected with the net, using a band or rope, in a way to delimit the lower free part.

**4.6. Nets of Multihull Recreational Crafts**

61. Nets should be placed horizontally as far as practicable.

62. Nets shall be made of a solid band woven out of a water permeable material or out of a net with square openings (each edge of the opening is not longer than five centimetres).

63. Nets shall be attached to transverse and longitudinal lines with regular spacing and shall be securely sewn onto the rope.

64. Nets shall be able to withstand the full weight of the crew both in a normal state of the craft and when the craft is capsized.

65. The points for securing the nets to the structures of the craft shall be selected in a way as to avoid cutting through the net due to rubbing. The connection between the net and the structures of a recreational craft shall be such as to preclude the jamming of a foot.

66. Nets shall be installed on trimarans with two crossbeams on both sides in a way that they cover:

66.1. a rectangle restricted by crossbeams, central hull, and side hull (hereinafter – the outrigger);

66.2. triangles restricted by the pulpit’s rear edge, the middle point of front crossbeam, and the intersection point of crossbeam and the main hull;

66.3. triangles restricted by the furthest placed furthest point of the cockpit or steering position, the middle point of each rear crossbeam, and the intersection point of the rear crossbeam and the central hull.

67. The requirements prescribed in Paragraph 66 of this Regulation need not be met if the craft is fitted with a cockpit gunwale or rail ropes which have been drawn in two rows (the upper rope – not lower than 500 mm above the main deck, the lowest rope – not higher than 360 mm).

68. On trimarans with one crossbeam the net shall be installed between the central hull and each outrigger on each side between two straight lines from the intersection point of the crossbeam and the outrigger and the rear point of the pulpit of the central hull or to the furthest rear point of the cockpit or steering position (depending on which is the furthest).

69. The joint net area of a catamaran in width shall be restricted by hulls, but lengthwise – by the perpendicular line against the centreline via the forestay attachment and the rear crossbeam. The provisions for a trimaran may be applied to a catamaran with a centre console (not submerged).

**4.7. Deck Gunwale**

70. Deck gunwale with the minimum height of 25 mm on monohull recreational crafts of Categories A and B shall be located around the front deck from the mast abeam, shall be permanently fixed, except for places where deck fittings are attached. Deck gunwale may not be located further than one third of the length of the closest deck half-beam to the inside from the external edge of the deck.

**4.8. Handles Installed in the Hull**

71. Handles shall be attached in a manner that crew members would be able to move safely inside the craft.

72. Handles shall withstand external tractive force of 1500 N.

73. The requirements of the standard ISO 15085 shall be applied to recreational crafts with hull length of 24 metres and less. If it is not possible to ensure complete conformity with any of the requirements of this standard due to the structure or task of the craft, the conformity of the craft with other (close to the requirements of the standard) requirements coordinated with the Inspectorate must be ensured.

74. For a catamaran with the centre console, handles of the corresponding size shall be placed around the console on its lower part so that any person on board the craft could safely hold on or secure himself or herself if the craft is capsized.

**4.9. Protection against External Weather Conditions**

75. Recreational crafts shall be designed and constructed in a way to preclude the entry of sea water inside the hull.

76. The requirements of the standard LVS EN ISO 12216:2009, Small craft – Windows, portlights, hatches, deadlights and doors – Strength and watertightness requirements, shall be applied to recreational crafts with hull length of 24 metres and less.

[*4 April 2017*]

**4.9.1. Hatches and Covers**

77. Hatches which are intended for entering spaces under the deck shall be fitted with safe means of closure which ensure watertightness of the hatch in a closed position.

78. Hatch covers shall be fixed in hinges or guiding devices or fixed with a permanent construction and fitted with efficient locks in order to maintain the hatch in a closed position.

79. Hinges on hatches which are located in the front part of the craft shall be installed in the front part of the cover in order to protect against opening due to water flow which reaches the deck. When the craft is at sea, hatches shall be tightly closed.

80. The requirement referred to in Paragraph 79 of this Regulation shall not apply to hatch covers of such small technical tanks which have the direct drainage overboard, for example, a chain locker.

81. It shall be possible to open hatches which are used for the purpose of rescue from both sides.

82. When the craft is at sea, hatches shall be closed.

83. If due to any reason hatches have to remain open for a long period of time, the following requirements shall be conformed to:

83.1 the opening of the hatch shall be as small as possible but not larger than 1 m2;

83.2. the hatch shall be located on the centreline of the craft or as close to it as possible;

83.3. the height of the hatch coaming shall be at least 300 mm above the main deck.

84. All openings in the hull of recreational crafts with hull length of 24 metres and more shall conform to the requirements of Regulation II-1/25-10 of the SOLAS Convention.

**4.9.2. Doors**

85. The doors for entering spaces under the deck shall be watertight.

86. Doors shall be tightly attached to the constructions of the craft and shall open to the outside only.

87. The dimensions of doors shall be such as to cover the opening completely. Doors shall be fitted with an opening mechanism which can be used from both sides.

88. Doors shall be located on the centreline of the craft or as close to it as possible. If doors are located on the side of the craft, hinges shall be attached on the side of the foremost part of the craft.

89. Doors oriented forward or sideways of the craft shall be fitted with an edge of at least 300 mm in height. The edge may be removable or tightly attached to the construction of the craft, or may be temporarily attached while the craft is at sea.

90. If hull length of recreational crafts of Categories A and B is more than 24 m, the doors oriented forward or sideways of the craft and are located in the front part of the craft (approximately within one third of the total length of the craft) and are used when the craft is at sea shall have a sill of at least 600 mm in height.

**4.9.3. Cockpit Hatches**

91. A hatch intended for access under the deck shall be fitted with a coaming or a removable plank the upper edge of which is at least 300 mm above the lowest place of the cockpit or recess.

92. The plank which is used for closing vertical hatches shall be installed in a way that it is impossible to accidentally knock it out.

93. The maximum width of the opening of the hatch shall not exceed one metre.

**4.9.4. Skylights**

94. The construction of skylights shall be watertight.

95. A skylight shall be located on the centreline of the craft or as close to it as possible, except for the case if it is intended to use it as an emergency exit from a space below the deck.

96. A skylight that can be opened shall be fitted with an efficient latch for latching the skylight in a closed position.

97. It shall be possible to open skylights which can be used as emergency exits from both sides.

98. The constructions, frames, and glazing of a skylight shall be made of a material which, in terms of strength, conforms to the part of the hull in which the hatch has been built.

99. For recreational crafts with hull length of 24 metres and more, the lowest edge of the side skylight shall be at least 500 mm or 2.5 % of the height of the freeboard of the craft above the all season waterline specified for the craft (the highest one shall be used).

**4.9.5. Portlights and Windows**

100. Portlights or windows in spaces under the deck, in steps, recesses, elevations, structures, or superstructures shall be constructed in a way to ensure watertightness and the strength of hull constructions necessary in the intended trading area.

101. If portlights or windows are located in the hull of the craft below the main deck, their glazing, material of the frame, and the method of fixation in the frame must ensure strength that is equivalent to the strength of the construction in which the portlights or windows have been built.

102. Portlights which are located below the main deck and have not been ensured with deadlights shall be fitted with special shields (in terms of number, at least half of the portlights on each side of the craft) which may be fixed on the portlight, ensuring watertightness corresponding to the intended trading area.

**4.9.6. Wheelhouse Windows**

103. Windows and their frames shall be certified, the strength of glass shall conform to the trading area.

104. Polarised or tinted glazing, also portable tinted guards, shall not be used for windows intended for navigation visibility.

105. All windows of Category A crafts which are directed forward and sideways of the craft shall be ensured with deadlights.

**4.9.7. Ventilators and Outlet of Ducts**

106. Ventilation ducts placed on the main deck shall be fitted with closing appliances of watertight construction which prevent entry of water and also exhaust gases and fumes (vapour) from the machinery space into internal spaces of the craft. It shall be possible to hermetically seal the closing appliances at any time.

107. Ventilators shall be placed inside the hull of the craft.

108. The height of the ventilator duct above the deck shall be such that, when the craft heels to the angle of flooding, water does not enter it.

109. Permanently open ventilation ducts (for example, for ensuring of air supply into the machinery space of the craft) shall be located in such height above the deck that, upon reaching the largest craft’s operational heel, entering of water into the craft is prevented. Such ventilation ducts shall be fitted with watertight closing appliances which prevent the water from entering into the internal spaces of the craft.

110. Exhaust ports of engines which are located below the main deck shall be constructed in a way to prevent water from entering into engines.

**4.9.8. Air Pipes**

111. The air pipes placed on the main deck shall be installed as close to the centreline of the craft as possible in such height that, when the craft heels (the heel may not exceed 15 ° up to the downflooding angle), entering of water is prevented.

112. The air pipes intended for ventilation of fuel tanks or other tanks the internal diameter of which exceeds 10 mm shall be fitted with permanent watertight closing appliances which prevents water from entering into the tanks. Tanks shall be fitted with devices which preclude the occurrence of excessive pressure or rarefaction therein.

113. For recreational crafts of Categories A and B with hull length of 24 metres and more, the air pipes for ventilation of tanks on the main deck shall be at least 760 mm in height, in other places – at least 450 mm in height.

114. For recreational crafts with hull length of 24 metres and more, the openings of air pipes shall be located at least 760 mm higher than the highest point of the pipe for filling the tank or higher than the upper edge of the overflow tank.

**4.9.9. Openings in the Hull of the Crafts below the Main Deck**

115. Openings shall be fitted with closing appliances.

116. If an opening is intended for intake or discharge and is located below the maximum load waterline, the opening shall be fitted with a valve or a closing appliance which can be used without delay in a case of emergency.

117. If an opening is intended for a log or another sensor the replacement of which during operation is possible, watertightness of the construction shall be ensured and corresponding closing appliances which are used when the sensor is not in its place shall be intended.

118. The intake and discharge pipes intended for lavatories shall be fitted in accordance with the requirements referred to in Paragraph 116 of this Regulation. For recreational crafts with hull length of 24 metres and less and the toilet seat being located lower than 300 mm above the waterline, the pipeline shall be fitted with an anti-syphon device if the manufacturer has not specified otherwise.

119. On sailing vessels the intake and discharge pipes of overboard water from lavatories or sewage holding tanks inside the hull shall form a loop in the upwards direction to the main deck.

**4.9.10. Materials for Making Pipes and Valves**

120. Valves and other parts attached to the external plating below the waterline shall be made of steel, bronze, or other fireproof material.

121. Only the use of such plastic pipes shall be permitted which are appropriate for the intended purposes.

122. Flexible pipes made of non-metallic material which may cause the risk of flooding in the craft shall be fitted with fireproof isolation or made of fireproof material.

**4.9.11. Freeing Ports**

123. Freeing ports shall be installed in bulwarks where applicable on recreational crafts in order to ensure efficient drainage of water from the deck.

124. The area of freeing ports on motorcrafts shall not be less than 4 % of the area of the bulwark and they shall be placed as close to the surface of the deck as possible in the lower third of the bulwark.

125. The area of freeing ports on sailing vessels shall be not less than 10 % of the area of the bulwark provided that the edge is at least two thirds of the whole hull length of the craft. Freeing ports shall be placed as close to the surface of the deck as possible in the lower third of the bulwark. If the length of the bulwark is less than two thirds of the hull length of the craft, freeing ports need not be installed.

126. If the height of the bulwark does not exceed 150 mm and an efficient water drainage system has been installed, freeing ports need not be installed.

127. If there are relatively small areas on the deck where water may accumulate, the area of freeing ports shall be reduced.

128. The construction of freeing ports shall ensure free opening and closing of the ports. The port axles or hinge pins shall be made of non-corrodible material.

129. If the construction of the craft does not provide for freeing ports, the craft shall be fitted with such an appliance for efficient drainage of water from the deck which has been coordinated with the Inspectorate.

130. If it is intended to carry cargo on the deck, it shall be secured in a way that the cargo does not hinder efficient drainage of water from the deck.

**5. Mechanical Equipment**

131. Mechanisms and electrical equipment of motor yachts and sailing yachts shall conform to the requirements laid down in the laws and regulations regarding the safety of crafts.

132. Engines which are intended to be installed on crafts or which have been rebuilt after 1 January 2000 and the power of which is 130 kW or more shall have the Engine International Air Pollution Prevention Certificate or a conformity certificate which has been issued by a recognised organisation or the administration of the country of manufacture of the engine in accordance with the requirements laid down in the laws and regulations regarding the construction, conformity assessment, and making available on the market of recreational crafts and personal watercrafts.

[*4 April 2017*]

133. Recreational crafts with hull length of 24 metres and less shall not be fitted with the means of communication for ensuring communication between the wheelhouse and the console in the engine room.

134. Recreational crafts of Categories A and B with hull length of 24 metres and less shall be fitted with emergency steering gear, except for the following cases:

134.1. if the main steering gear is an unbreakable metal tiller;

134.2. if the crew has good knowledge of alternative methods for steering a recreational craft which can be used in any weather conditions in relation to damage to the steering equipment and at least one of the methods has been examined in operation on the recreational craft and demonstrated in the presence of an inspector.

135. The following may be an emergency steering gear:

135.1. a tiller which can be put on the rudderstock;

135.2. a rod which can be added to Z-drive;

135.3. an oar for steering;

135.4. power distribution between propellers if the craft has been fitted with two propellers.

136. Recreational crafts with hull length of 24 metres and less shall be fitted with an efficient pumping system which ensures pumping out of water from all compartments of the craft.

137. Recreational crafts of Category A with hull length of 24 metres and more shall be fitted with at least one portable and manually operated discharge pump and one discharge pump powered from the main engine or with another independent mechanical driving force. Pumps shall be placed in separate watertight compartments or spaces. Each pump may pump out water from all compartments of the craft.

138. Recreational crafts of Category A with hull length of 24 metres and less and all recreational crafts of Categories B, C, and D, except for open recreational crafts, shall be fitted with at least two discharge pumps one of which can be mechanically driven. Pumps shall be placed in two different watertight compartments or spaces, if possible. Each pump may pump out water from all compartments of the craft. For motorised crafts, the operation of the pumping system shall be ensured if the heel of the craft is up to 10 ° to any side.

139. For recreational crafts with hull length of 24 metres and less, the minimum productivity of each drainage pump shall be:

139.1. 10 litres per minute – for crafts with hull length up to 6 metres;

139.2. 15 litres per minute – for crafts with hull length from 6 to 12 metres;

139.3. 30 litres per minute – for crafts with hull length from 12 to 24 metres.

140. If a drainage pump with automatic control has been installed, sound or light signalling shall be installed in the steering position of the craft, starting to operate when the pump turns on and turns off. If the automatic turning-on signal for a pump may be transmitted from several places, the possibility of immediate visual detection of the origin of the signal must be ensured.

141. If the total quantity of fuel stored on a recreational craft is less than 30 litres, a portable fuel tank appropriate for the storage of fuel may be used. Portable reserve tanks shall be used if it is necessary for ensuring safe operation of the craft.

142. If reserve fuel is stored in portable fuel tanks, the quantity thereof must be minimum. Tanks must be clearly marked, they shall be stored on an open deck so that, in case of fire, they could be thrown over board and in case of leakage – the fuel would leak over board.

143. Closed-type accumulator batteries shall be used for sailing vessels so that, when the craft heels, they would not leak electrolyte.

144. Recreational crafts shall be ensured with protection against lightning.

145. Cylinders for gas welding and metal cutting equipment and also gas cylinders to be used for other needs shall be safely secured on an open deck or a special space intended for the storage of cylinders with efficient ventilation discharged from internal spaces of the craft (as far from the potential source of fire as possible), ensuring the possibility to throw the cylinders over board as fast as possible in case of fire.

**6. Stability**

146. Recreational crafts with hull length of 24 metres and less shall conform to the requirements of the following standards:

146.1. motorised ships – the requirements of the standard referred to in Sub-paragraph 53.1 or 53.3 of this Regulation;

146.2. sailing vessels – the requirements of the standard referred to in Sub-paragraph 53.2 or 53.3 of this Regulation.

[*4 April 2017*]

147. A monohull sailing recreational craft shall be designed and constructed in a way that after capsizing it would be able to return to the initial position. This requirement shall not be applied to boats with drop keel of Categories C and D.

148. If icing of the hull is possible in the intended trading area of a recreational craft, there shall be an opinion of the Inspectorate or a recognised organisation on-board on sufficient stability of the craft upon icing of the hull.

149. If the construction of a self-built recreational craft is supervised by the Inspectorate, the calculation of stability shall be submitted to the Inspectorate for evaluation and coordination or to a recognised organisation for evaluation and provision of an opinion (the opinion shall be coordinated with the Inspectorate).

150. Information on damage stability and flotation in case of the occurrence of damages shall be on crafts of Category A with hull length of 12 metres and more.

151. If the hull length of a motorised recreational craft is more than 24 metres, its stability shall conform to the requirements laid down in the laws and regulations regarding the safety of crafts.

152. If the hull length of a monohull sailing recreational craft is more than 24 metres, its stability shall conform to the following requirements:

152.1. the curve of static stability (hereinafter – the GZ curve) for the following load has been calculated for each craft:

152.1.1. 100 % of the quantity of the stocks to be used – for departing from the port;

152.1.2. 10 % of the quantity of the stocks to be used – for entering the port;

152.2. the GZ curves referred to in Sub-paragraph 152.1 of this Regulation have a positive value up to a 90 ° angle. For crafts of more than 45 metres in length, the value of the GZ curve may be negative if the angle is 90 °, and it may be the grounds for coordinating the trading area with the Inspectorate;

152.3. in addition to the requirements prescribed in Sub-paragraph 152.2 of this Regulation, the angle of steady heel exceeds 15 ° according to the figure (Annex 2). The angle of steady heel shall be determined upon the curve of the “derived wind heeling lever” crossing the curve of the GZ curve referred to in Sub-paragraph 152.1 of this Regulation.

153. All openings regularly used for accessing the hull and for ventilation shall be taken into account when determining the downflooding angle. Not one opening (regardless of the size) can be endangered by the entry of water if the angle of heel is less than 40 °. Ventilation air pipes need not be taken into account.

154. If the hull length of a multihull sailing recreational craft is more than 24 metres, the methods of a recognised organisation for the calculation of the stability information of multihull sailing vessels shall be used for the calculation of stability.

**6.1. Damage Stability**

155. Information on damage stability shall not be mandatory for recreational crafts of Categories C and D with hull length of 24 metres and more.

156. crafts which conform to all the requirements of the LL 66 Convention shall not require full conformity with the criteria for damage stability.

157. If the hull length of a recreational craft is more than 24 metres, the watertight bulkheads shall be placed in the craft in a way that, when water enters any of the compartments of the craft due to damage and the compartment fills up, the craft remains on water and the waterline is at least 75 mm lower than the main deck. It shall be assumed that damage may occur at any place in the whole length of the craft, except for places where watertight bulkheads are located.

158. For recreational crafts of Category A with hull length of 24 metres and less, a watertight collision bulkhead shall be placed inside the hull (within such distance from the foremost part of the craft which is not less than 15 % of the length of the hull of the craft) or a closed compartment filled with foam shall be placed inside the hull (in the foremost part of the craft) (the length of the compartment shall be equivalent with 30 % of the length of the hull of the craft).

159. Upon assessing the damage stability, the following permeability shall be used (in percentage):

159.1. lockers – permeability in the amount of 60 %;

159.2. lockers the filling up of which does not have a significant impact on the stability of the craft – permeability in the amount of 90 %;

159.3. living quarters – permeability in the amount of 95 %;

159.4. machinery space – permeability in the amount of 85 %.

160. The stability reserve for the damages referred to in Paragraph 157 of this Regulation shall be as follows – the roll angle shall not exceed 7 ° of the upright position, the resulting curve of positive righting lever shall not approach the downflooding angle closer than 15 ° in any roll angle, the maximum righting level within these limits shall be less than 100 mm, and the area below the curve shall not be less than 0.015 m × radian.

**6.2. Heel Test**

161. The coordinates of the centre of gravity of an empty craft shall be determined, using a heel test approved by the Inspectorate which is carried out in the presence of a representative of the Inspectorate.

162. The results of a heel test and the derived basic values of the craft before their use for further calculation of stability shall be coordinated with the Inspectorate.

**6.3. Stability Documentation for Recreational Crafts with Hull Length of 24 Metres and More**

163. Stability information for the master of a craft coordinated with the Inspectorate shall be on the craft.

164. If the mass of the craft has changed by at least 2 % or the horizontal centre of gravity has changed by at least 1 % (measuring from the aftermost part perpendicular of the craft), or the calculated vertical centre of gravity has increased by 0.25 % (measuring from the keel line of the craft), new stability information shall be developed.

165. One may become familiarized with the information on the curves of the maximum stable heel for the prevention of downflooding due to a wind breeze or with the criteria for the maximum strength of wind recommended for a multihull sailing vessel at the steering position of the craft.

166. The total area of sails and the dimensions of rigging spars shall be such as indicated in the documentation of the stability information of the craft. Any changes in the total area of sails or rigging shall be entered in the documents of stability information and coordinated with the Inspectorate.

**7. Life-saving and Safety Appliances**

**7.1. Liferafts**

167. Recreational crafts of Categories A and B and a recreational craft of Category C used for commercial activity with hull length of 9 metres and more shall be fitted with one or several liferafts which can accommodate all the intended persons from the craft.

[*11 February 2014 / The new wording of Paragraph shall come into force on 1 January 2016. See Paragraph 2 of Amendments*]

168. For recreational crafts of Category A, a liferaft shall be made in accordance with the requirements of the SOLAS Convention and ensured with “A PACK” supply.

169. For recreational crafts of Categories B and C, a liferaft shall be made in accordance with the requirements of the SOLAS Convention and ensured with “B PACK” supply or the liferaft shall conform to Part I or II of Annex A to the Special Regulations of the International Sailing Federation (Part I of Annex A applies to liferafts made before January 2003 if their term of validity has not expired yet and Part II of Annex A is the mandatory standard for all other liferafts).

170. A recreational craft with hull length of 24 metres and more but less than 85 metres shall be fitted with such number of liferafts as in the case if the liferaft stowed on one side has been lost or is not operational, the capacity of the remaining rafts would be sufficient for the intended number of persons on the craft. If portable rafts are used, the time period necessary for transferring them from one side to another may not exceed five minutes. A raft which can accommodate no more than 15 persons shall be carried by two persons but a raft which can accommodate more than 15 persons shall be carried by four persons.

**7.1.1. Launching of a Liferaft**

171. Free access to a liferaft and the possibility to deliver or launch each raft into water without delay must be ensured.

[*4 April 2017*]

172. Rafts which are more than 40 kg in weight shall be placed in a way for them to be easy to be dragged or pushed into the sea without lifting.

173. For recreational crafts with hull length of 24 metres and more, the end of the painter of a liferaft shall be permanently fixed in a safe place on the craft.

174. A liferaft on a multihull recreational craft shall be located in such a place that the raft would be easy to move and launch into water regardless of whether the craft has or has not capsized.

**7.1.2. Maintenance and Inspections of Liferafts**

175. Unless the manufacturer of the raft has specified otherwise, the inspection of the raft shall be carried out once a year in accordance with the requirements laid down in the laws and regulations regarding the equipment of seagoing ships. If the raft is damaged or other signs of deterioration in its state have been detected, the raft shall be immediately transferred for repair.

**7.2. Lifebuoys**

176. Lifebuoys shall conform to the requirements of the SOLAS Convention.

177. Recreational crafts of all categories with hull length of 7 metres and less shall be fitted with one lifebuoy to which a buoyant line and a lifebuoy with self-igniting light are attached.

178. Recreational crafts of all categories with hull length from 7 to 24 metres shall be fitted with at least two lifebuoys. A buoyant line secured to the craft and a self-igniting light shall be attached to at least one lifebuoy.

179. Recreational crafts of all categories with hull length of 24 metres and more shall be fitted with at least four lifebuoys. Of which:

179.1. a buoyant line which is at least 30 metres long and is secured to the craft shall be attached to at least two lifebuoys;

179.2. a lifebuoy with self-igniting light shall be attached to at least two lifebuoys.

180. Recreational crafts of all categories with gross tonnage of more than 500 or of more than 85 metres in length shall be fitted with at least eight lifebuoys. Of which:

180.1. a buoyant line which is at least 30 metres long and is secured to the craft shall be attached to at least two lifebuoys;

180.2. a lifebuoy with self-igniting light shall be attached to at least two lifebuoys.

**7.3. Lifeboats (for Recreational Crafts with Hull Length of 85 Metres and More)**

181. A recreational craft with hull length of 85 metres and more, in addition to liferafts, shall be fitted with lifeboats which are placed in an appropriate place for them and fitted with appliances for launching of such boats into water.

182. If the craft is fitted with one lifeboat, its capacity shall be such as for the boat to be able to accommodate all the intended persons on the craft.

183. If lifeboats are placed on both sides of the craft, the capacity of each lifeboat shall be such as for the boat to be able to accommodate all the intended persons on the craft.

184. Instead of lifeboats, the craft may be fitted with a sufficient number of liferafts which can be davit-launched. The number and capacity of liferafts must be such as for the rafts to be able to accommodate all the intended persons on the craft if any of the rafts is not operational or it is not possible to launch or use it.

185. In addition to liferafts the craft shall be fitted with at least one rescue boat.

186. A lifeboat may be used as a rescue boat if it conforms to the requirements of the SOLAS Convention.

**7.4. Additional Requirements for Recreational Crafts with Hull Length of 24 Metres and More**

187. Recreational crafts of Categories A and B shall be fitted with at least one immersion suit per person who is present on the craft (except for the crafts which are fitted with closed-type lifeboats or davit-launched liferafts).

188. Recreational crafts the gross tonnage of which is less than 500 shall use a craft’s whistle or horn as the distress signal provided that it can be heard at any place on the craft.

189. The craft the gross tonnage of which is 500 and more, in addition to the requirements referred to in Paragraph 188 of this Regulation, shall be fitted with an electric bell which is controlled from the master control panel and is connected to emergency energy sources.

**7.5. Lighting**

190. The lighting of internal spaces, corridors, internal and external stairs, exits (also those leading to the emergency muster station) shall be ensured from emergency energy sources.

191. The locations of life-saving appliances, the places of davits (if any), and also the places over board where launching of life-saving appliances occurs shall be lighted. Emergency lighting shall be ensured from emergency energy sources.

**7.6. Pyrotechnic Signals**

192. Recreational crafts shall be supplied with pyrotechnic signalling devices in accordance with the requirements of the SOLAS Convention. The term of validity of visual signalling devices shall be indicated on the packaging. If the term of validity is not indicated, they may not be more than four years old.

193. The number of pyrotechnic signalling devices is indicated in Annex 3 to this Regulation.

**7.7. Heaving Line and Cockpit Knife**

194. Recreational crafts of Categories A, B, and C shall be supplied with a heaving line that is 15–30 m long and easy to reach from the cockpit.

195. A strong, sharp knife, sheathed and securely restrained in a line, shall be provided on recreational sailing vessels of Categories A, B, and C, readily accessible from the deck or a cockpit.

**7.8. Life Jackets**

196. A recreational craft shall be fitted with a life jacket for each person who is on the craft. The life jacket shall meet the following requirements:

196.1. it has CE conformity marking;

196.2. it has tapes of retro-reflective elements;

196.3. it is clearly and legibly marked with the name and registration port of the recreational craft;

196.4. its buoyancy, if it is intended for a person whose weight is 32 kg and more, is not less than 150 N;

196.5. it conforms to the weight of a child and the dimension of the body if it is intended for a child.

[*4 April 2017*]

197. An inspection shall be carried out for inflatable life jackets once every 12 months according to the requirements stipulated by the manufacturer.

[*4 April 2017*]

198. [4 April 2017]

199. In addition to the requirements prescribed in Paragraph 196 of this Regulation, at least two life jackets corresponding to the SOLAS Convention which are intended for the crew using a lifeboat or inflatable boat present on the deck shall be present on a recreational craft of more than 24 metres in length.

[*4 April 2017*]

**7.9. Life-saving Appliances**

200. The instructions for the use of life-saving appliances and information on inspections of life-saving appliances shall be present on a recreational craft.

201. Recreational crafts with hull length of 24 metres and more shall be ensured with life-saving appliances (Annex 4).

202. Life jackets, oars, lifebuoys, and life-belts shall be marked with the name and registration port of the recreational craft.

203. Retro-reflective (sea-type) material shall be applied on life jackets, lifebuoys, and life-belts.

**8. Emergency Exits**

204. At least two emergency exits shall be arranged on monohull sailing yachts with hull length of 6 metres and more and on recreational crafts with hull length of 12 metres and more. One of the exits shall be arranged in the foremost part of the craft. For sailing vessels, if possible, it shall be arranged forwards of the foremast.

205. For multihull recreational crafts, there shall be at least two exits in each hull of living quarters.

206. For multihull recreational crafts with more than nine metres in hull length, an emergency hatch via which the hull can be exited and entered if the craft has capsized shall be present in each living hull.

207. If a multihull recreational craft has capsized, all emergency hatches must be above the waterline.

208. All emergency hatches of a multihull recreational craft shall be located in the middle part of the craft or, as far as possible, close to the middle part.

209. Multihull recreational crafts with hull length of 9 metres and less shall conform to the requirements prescribed in Paragraph 206 of this Regulation or also there are tools, ready for immediate use, in each hull of living quarters of such crafts next to the intended site of breaking out an emergency exit intended for breaking out an exit.

210. Tools for breaking out an exit shall be safely secured using a line or cleat.

211. The limits of the emergency exit shall be clearly indicated, using lines, in sites where an emergency exit may be broken out inside and outside the hull and an inscription *AVĀRIJAS EJU IZSIST ŠEIT* [emergency exit to be broken out here] shall be placed.

212. If at least two emergency exits are required, they shall be placed not further than five metres from any place in a space so that, in case of fire, both exits would not be blocked simultaneously.

213. In an exceptional case, if only one emergency exit is structurally possible, the craft shall be fitted with an efficient fire alarm and fire detectors shall be placed in a way to inform the crew of the fire as quickly as possible.

**9. Fire Safety**

**9.1. General Provisions**

214. Combustible materials and liquids shall not be stored in machinery spaces. Objects which are stored in the machinery space shall be secured and placed in a way for them not to endanger the operation of mechanisms and not to hinder access to the machinery space or leaving it.

215. Leakage of oil and petroleum products outside the machinery spaces shall not be permissible.

216. For crafts constructed of wood, the possibility for the leaked liquids to soak into the structural elements of the craft shall be structurally eliminated.

217. A drip tray for the collection of leaks of oil and petroleum products shall be present under the engine. If it is structurally not possible to install such drip tray, free access to the space under the engine shall be ensured for maintaining cleanness.

218. A recreational craft shall be fitted with devices for the collection of leaks of oil and petroleum products.

219. The machinery space shall be kept clean (without leaks of oil and petroleum products).

220. Stoves for cooking and other appliances in which open flame is used shall be made of fireproof materials.

221. Materials which are located near a gas appliance and also horizontal surfaces in the distance of not less than 400 mm above the flame and vertical surfaces in the distance of at least 125 mm from the flame shall be fire-proof in accordance with the standard LVS EN ISO 9094:2003, Small craft – Fire protection.

222. Curtains and other flammable materials shall be located not less than 600 mm from open flame in accordance with the standard LVS EN ISO 9094:2003, Small craft – Fire protection.

223. Pipelines which are used for gas supply to appliances shall be fitted with valves for discontinuation of gas supply. Valves shall be located in a place which is easy to access from an open deck.

224. The padding of upholstered furniture of new recreational crafts shall be made of fire-proof or non-combustible material.

225. Such material shall be used for covering upholstered furniture which does not ignite from a cigarette coal or other open flame with temporary action.

**9.1.1. Structural Fire Safety for Recreational Crafts with Hull Length of 24 Metres and Less**

226. The structurally intended hatches and covers of machinery spaces shall ensure non-distribution of fire.

227. Ventilation trunks which are intended for air admission into the machinery space shall be fitted with closing appliances.

228. If the engine is located outside the machinery spaces, it shall be inserted in a container the structure of which conforms to the requirements prescribed in Paragraph 226 of this Regulation.

229. Thermal and acoustic insulation shall be made of non-combustible material.

230. Insulation shall be protected from flammable vapours and liquids absorbing into it.

231. Bulkheads, hatches and covers which are structurally intended in machinery spaces shall ensure non-distribution of fire.

232. Ventilation trunks which are intended for air admission into the machinery space shall be fitted with closing appliances.

233. Recreational crafts the total propulsion power of which is more than 750 kW shall be fitted with fire detectors in the machinery space.

234. Recreational crafts of Category A to be used commercially and recreational crafts of Category B to be used commercially which are carrying more than eight persons shall be fitted with fire detectors in machinery spaces and spaces where open flame is used.

**9.1.2. Structural Fire Safety for Recreational Crafts with Hull Length of 24 Metres and More**

235. For recreational crafts with hull length of 24 metres and more, structural fire safety shall conform to the provisions of a recognised organisation.

**9.2. Fire Equipment**

**9.2.1. General Requirements for Recreational Crafts with Hull Length of 24 Metres and Less**

236. A recreational craft shall be fitted with an efficient fire equipment which conforms to the requirements referred to in Sub-chapter 9.2 of this Regulation. Equipment shall be maintained in working order according to the requirements of the manufacturer of the equipment.

237. A craft of Category D with hull length of 6 metres and less, without the main deck or with an open main deck (provided that the craft is not fitted with cooking appliances) shall be fitted with one fire extinguisher which is intended for extinguishing fire in the machinery space or engine compartment. A carbon dioxide fire extinguisher shall conform to the volume of the particular machinery space but shall not be smaller than 3.5 kg (34B).

238. A sailing vessel of Category D without a built-in engine, without the main deck or with a partial main deck if the hull length of the craft is less than 6 metres (provided that the craft is not fitted with cooking appliances and an engine) need not be fitted with a fire extinguisher.

239. Sailing vessels of Categories A, B, and C shall be fitted with at least two dry powder or foam fire extinguishers which are located in places of easy access on the craft. The volume of fire extinguishers shall be at least 7.0 l of foam or 3.8 kg of dry powder (Class 13A/113B fire extinguishing capability) or less if the same fire extinguishing capability can be ensured.

240. All recreational crafts shall be supplied with one bucket (fitted with a line) which is used only for the suppression of fire.

241. Crafts with hull length of 15 metres and less which are not referred to in Paragraphs 237, 238, and 239 of this Regulation shall be fitted with one multifunctional fire extinguisher the minimum volume of which is 7.0 l of foam or 3.8 kg of dry powder (Class 13A/113B fire extinguishing capability) or a smaller appliance if it is able to ensure the same fire extinguishing capability and at least one multifunctional fire extinguisher which has been secured inside the hull at the exit and the minimum volume of which is 3.0 l of foam or 2 kg of dry powder (Class 5A/34B fire extinguishing capability).

242. Crafts with hull length from 15 to 24 metres which are not referred to in Paragraphs 237, 238, and 239 of this Regulation shall be fitted with:

242.1. two multifunctional fire extinguishers the minimum volume of which is 7.0 l of foam or 3.8 kg of dry powder (Class 13A/113B fire extinguishing capability) or smaller appliances if they are able to ensure the same fire extinguishing capability;

242.2. one bucket (fitted with a line) which is used only for the suppression of fire;

242.3. a fixed fire-extinguishing system for the machinery space or a portable fire extinguisher of appropriate size. If it is intended to use any of the fire extinguishers referred to in Sub-paragraph 242.1 of this Regulation instead, it must be of the appropriate size and intended for the use for the suppression of Class B fire. The fire extinguisher shall be located in a place of easy access and it may be immediately used for the suppression of fire in the machinery space.

**9.2.2. Fire Equipment for Crafts with Hull Length of 24 Metres and More but with Gross Tonnage of Less than 500**

243. The type of fire equipment and the quantity of equipment of a recreational craft shall be coordinated with the Inspectorate.

244. The fire equipment present on the craft shall be clearly marked.

245. The craft shall be fitted with two fixed independent fire pumps. One of them shall be the main pump, the other one – the backup pump. One of the pumps may be operated by the main engine. The pumps shall have a direct connection to the seawater via an independent opening in the hull of the craft and they shall be connected with a fire main, using non-return valves that can be opened from a place located outside the machinery spaces.

246. The minimum productivity of the main fire pump shall be determined, using the following formula:

2.5 × (1 + 0.066 × (L(B + D))0.5)2, m3/h where

L – length of the craft;

B – the largest beam;

D – height of the craft in the middle part.

247. The productivity of the backup fire pump shall be at least 80 % of the productivity of the main pump.

248. If the pump is simultaneously ensuring water supply to two hydrants, the water pressure before each hydrant shall not be less than 0.2 MPa with attached fire hoses and open branch pipes which conform to the dimensions of the craft.

249. The craft shall be fitted with a fire main, three hydrants, three hoses, and three branch pipes.

250. The water main, hoses, and hydrants, in terms of structure, shall be heat-proof and protected against corrosion.

251. The connections of the fire main with hoses shall be of such size as to ensure maximum productivity of fire pumps.

252. One-type connections of hydrants, hoses, and branch pipes shall be used on the craft, and they shall be fitted with auxiliary devices for the connection of hoses and opening of hydrant valves.

253. Hydrants shall be located in places of easy access in a way that, upon using a fire hose, any place on the craft is accessible.

254. Fire hoses and the equipment belonging to them shall be stored at a place of easy access, close to hydrants and connections.

255. The length of fire hoses shall not exceed 18 metres and the diameter of hoses shall not be less than 45 mm.

256. If hydrants are located in internal spaces of the craft, the fire hoses shall be permanently connected to hydrants, if possible. The diameter of hoses to be used in spaces may be smaller than the diameter referred to in Paragraph 255 of this Regulation.

257. The number, type, volume, and location of fire extinguishers shall be determined, taking into account the potential risk of fire at each particular place on the craft.

258. Fire extinguishers shall be located on the deck so that they would not be further than 10 metres from any potential place of use.

259. Fire extinguishers shall be stored close to exits, in designated places of easy access.

260. The craft shall be fitted with fire extinguishers of a recognised type and volume of one type to the extent possible.

261. Carbon dioxide fire extinguishers shall not be installed in living quarters to the extent possible.

262. At least one portable fire extinguisher shall be located in galley in a place of easy access.

263. Portable fire extinguishers the type, volume, number, and location of which is chosen, taking into account the risk of occurrence of fire in each particular space, shall be installed in the machinery space. The following shall be located in the machinery space:

263.1. at least two portable fire extinguishers – in the vicinity of an oil-fired boiler;

263.2. two portable fire extinguishers – in each space where ignition of fuel is possible;

263.3. one portable fire extinguisher – in other spaces.

264. The craft shall be supplied with at least two spare fire extinguishers so that, upon utilising the filling of any fire extinguisher, it would be possible to replace the extinguisher with a fire extinguisher of the same type and volume.

265. If machinery spaces are fitted with oil-fired boilers, oil settling tanks, and fuel systems of another kind, such machinery spaces shall be ensured with fixed fire-extinguishing systems in accordance with the requirements of the SOLAS Convention. One portable fire extinguisher intended for the suppression of fuel fire per each 74.6 kW of the total power of engines or two portable fire extinguishers intended for the suppression of fuel fire together with one portable foam fire extinguisher (volume – 45 litres) or one portable carbon dioxide fire extinguisher (volume – 16 kg) may be installed instead of a fixed fire-extinguishing system in addition to the fire equipment referred to in Paragraph 263 of this Regulation.

266. A fire blanket shall be placed near an oil-fired boiler.

267. A fire blanket shall be placed in galley in a place of easy access.

268. If the gross tonnage of the craft is 500 and more, the requirements of the SOLAS Convention shall be applied to the fire equipment.

**10. Radio Equipment and Navigation Equipment**

[4 April 2017]

**10.1. General Provisions**

[4 April 2017]

269. [4 April 2017]

270. [4 April 2017]

271. [4 April 2017]

272. [4 April 2017]

273. [4 April 2017]

274. [4 April 2017]

275. [4 April 2017]

276. [4 April 2017]

277. [4 April 2017]

**10.2. Maintenance of Radio Equipment**

[4 April 2017]

278. [4 April 2017]

279. [4 April 2017]

280. [4 April 2017]

281. [4 April 2017]

282. [4 April 2017]

**10.3. Radar Transporter**

[4 April 2017]

283. [4 April 2017]

284. [4 April 2017]

**10.4. Navigation Lights and Signals**

[4 April 2017]

285. [4 April 2017]

286. [4 April 2017]

287. [4 April 2017]

288. [4 April 2017]

289. [4 April 2017]

**10.5. Navigation Equipment**

[4 April 2017]

290. [4 April 2017]

291. [4 April 2017]

292. [4 April 2017]

293. [4 April 2017]

**11. Anchor and Anchor Cables**

294. A recreational craft shall be fitted with corresponding anchoring equipment according to the requirements of the Inspectorate or a recognised organisation.

295. All recreational crafts with hull length of 24 metres and more and recreational crafts of Categories A and B with hull length of 24 metres and less shall be fitted with at least two anchors one of which is always ready for use. The anchor gear shall be operated from an emergency power source or manually.

296. Recreational crafts of Categories C and D with hull length of 24 metres and less shall be fitted with one anchor.

**12. Living Quarters and Sanitary Rooms**

297. The living conditions on recreational crafts shall conform to the requirements laid down in the laws and regulations regarding the safety of crafts.

298. Recreational crafts with hull length of 24 metres and more and recreational crafts of Category A with hull length of 24 metres and less shall be fitted with stationary lavatories.

299. Recreational crafts of Categories B, C, and D with a deck shall be fitted with stationary or portable lavatories.

[*4 April 2017*]

300. Recreational crafts on which a biological sewage treatment plant has not been installed shall be fitted with a sewage accumulation tank.

301. Recreational crafts shall be fitted with a fixed fresh water pump and tanks which ensure:

301.1. the distribution of water reserves in at least three separate compartments – for crafts of Category A;

301.2. the distribution of water reserves in at least two separate compartments – for crafts of Category B.

302. Crafts of Category A, upon leaving the port, shall have at least the following reserves of fresh water:

302.1. nine litres per person per 1000 miles – if there is no water evaporator;

302.2. three litres per person per 1000 miles – if there is a water evaporator.

303. There shall be not less than nine litres of fresh water on crafts of Category B in a separate tightly closed tank for emergency cases.

**13. Documents on Board a Recreational Craft**

304. The following shall be on board a recreational craft:

304.1. the trade certificate with annex – on recreational crafts with hull length of 24 metres and more and gross tonnage of less than 400 and on all recreational crafts used for commercial activity in accordance with the requirements of this Regulation;

304.2. load line certificate – on recreational crafts to which the LL 66 Convention applies in accordance with the requirements of this Convention;

304.3. tonnage certificate – on recreational crafts with hull length of 24 metres and more in accordance with the requirements laid down in the laws and regulations regarding the tonnage of crafts;

304.4. documents certifying the term of validity of life-saving appliances;

304.5. the Engine International Air Pollution Prevention Certificate or a conformity certificate in accordance with the requirements laid down in the laws and regulations regarding the construction, conformity assessment, and making available on the market of recreational crafts and personal watercrafts – for engines which are intended to be installed on crafts or which have been rebuilt after 1 January 2000 and the power of which is 130 kW or more;

304.6. a permit of the craft’s radio station issued by *valsts akciju sabiedrība “Elektroniskie sakari”* [State stock company Electronic Communications Office of Latvia];

304.7. the EPIRB registration card if the craft has been fitted with an emergency position-indicating radio beacon;

304.8. the registration certificate of the recreational craft;

304.9. certificates which are provided for in the international legal acts applicable to the recreational craft and in national laws and regulations regarding the safety of crafts and regarding radio and navigation equipment.

[*11 February 2014; 4 April 2017*]

**14. Closing Provisions**

305. Paragraph 8 of this Regulation shall come into force on 1 May 2008.

306. The requirement referred to in Sub-paragraphs 3.2, 3.3, 3.15, and 3.23 and Paragraph 42 of this Regulation regarding conformity with the requirements of the standard shall come into force on 1 January 2009.

307. Paragraphs 46, 53, 54, 73, 76, 146, 222, and 284 of this Regulation shall come into force on 1 January 2009.

Prime Minister I. Godmanis

Acting for the Minister for Transport –

the Minister for Children and Family Affairs A. Baštiks

**Annex 1**

Cabinet Regulation No. 201

25 March 2008

[*11 February 2014*]

**Sample Recreational Craft Trade Certificate**

LATVIJAS JŪRAS ADMINISTRĀCIJAS

KUĢOŠANAS DROŠĪBAS INSPEKCIJA

MARITIME ADMINISTRATION OF LATVIA

MARITIME SAFETY INSPECTORATE

**ATPŪTAS KUĢA**

## **KUĢOŠANAS SPĒJAS APLIECĪBA**

**(ar pielikumu)**

**RECREATIONAL CRAFT**

**TRADE CERTIFICATE**

**(With Annex)**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | | Kuģa vārds | | |  | |  | | |
| Name of ship | | |  | |
| Pieraksta osta | |  | | | | Kuģa tips | | | |  | |
| Port of registry | |  | | | | Type of ship | | | |  | |
| Bruto tilpība | |  | | | | Korpusa identifikācijas Nr. | | | |  | |
| Gross tonnage | |  | | | | Hull identification Nr. | | | |  | |
| SJO numurs | |  | | | | Latvijas Kuģu reģistra  reģistrācijas numurs | | | |  | |
| IMO number | |  | | | | Number of registration in  Latvian Ship Register | | | |  | |
| Kuģis ir pārbaudīts saskaņā ar Latvijas Republikā spēkā esošajiem normatīvajiem aktiem un atzīts par derīgu kuģošanai (norādīt kuģošanas rajonu) | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | |
| The ship has been surveyed in accordance with the laws and regulations of the Republic of Latvia and found seaworthy for use in (indicate trade area) | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | |
|  | | | | |  | | | | | | | | |
| Papildnosacījumi | | | | |  | | | | | | | | |
|  | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | |
| Special conditions | | | | |  | | | | | | | | |
|  | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | |
|  | | | | | | | | | | | | | |
| Maksimāli pieļaujamais cilvēku skaits uz kuģa | | | | | | | |  | | | | | |
| Maximum allowed number of persons on board the ship | | | | | | | |  | | | | | |
|  | | | | |  | | | | |  | | | | |
| Apliecība derīga līdz | | | | |  | | | | | ar nosacījumu, ka tā tiek | | | | |
| apstiprināta noteiktajos termiņos un ir spēkā pielikumā noteiktās apliecības un dokumenti | | | | | | | | | | | | | | |
| This Certificate is valid until | | | | | |  | | | | subject to the periodical | | | | |
| confirmation and provided the Certificates specified in Annex are valid | | | | | | | | | | | | | | |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Z.v. | | | Vieta |  | Datums |  | |
| Seal | | | Place |  | Date |  | |
|  | | | | | | | |
| Nr. |  | Pilnvarotās personas paraksts, uzvārds | | | | |  |
| No |  | Signature, name of duly authorized official | | | | |  |

**Periodiskā apstiprināšana**

Periodical confirmation

|  |  |  |
| --- | --- | --- |
| Pamatojoties uz ceturto apskati (akts Nr. |  | ), šī apliecība tiek apstiprināta |
| On the basis of the 1st survey (Report No. |  | ) the Certificate is confirmed |

|  |  |  |  |
| --- | --- | --- | --- |
| Vieta |  | Datums |  |
| Place |  | Date |  |

|  |  |
| --- | --- |
| Zīmogs vai spiedogs |  |
| Seal or stamp | (pilnvarotās amatpersonas paraksts, uzvārds/  Name and signature of duly authorized official) |
|  | |

|  |  |  |
| --- | --- | --- |
| Pamatojoties uz ceturto apskati (akts Nr. |  | ), šī apliecība tiek apstiprināta |
| On the basis of the 2nd survey (Report No. |  | ) the Certificate is confirmed |

|  |  |  |  |
| --- | --- | --- | --- |
| Vieta |  | Datums |  |
| Place |  | Date |  |

|  |  |
| --- | --- |
| Zīmogs vai spiedogs |  |
| Seal or stamp | (pilnvarotās amatpersonas paraksts, uzvārds/  Name and signature of duly authorized official) |
|  | |

|  |  |  |
| --- | --- | --- |
| Pamatojoties uz ceturto apskati (akts Nr. |  | ), šī apliecība tiek apstiprināta |
| On the basis of the 3rd 1 survey (Report No. |  | ) the Certificate is confirmed |

|  |  |  |  |
| --- | --- | --- | --- |
| Vieta |  | Datums |  |
| Place |  | Date |  |

|  |  |
| --- | --- |
| Zīmogs vai spiedogs |  |
| Seal or stamp | (pilnvarotās amatpersonas paraksts, uzvārds/  Name and signature of duly authorized official) |
|  | |

|  |  |  |
| --- | --- | --- |
| Pamatojoties uz ceturto apskati (akts Nr. |  | ), šī apliecība tiek apstiprināta |
| On the basis of the 4th survey (Report No. |  | ) the Certificate is confirmed |

|  |  |  |  |
| --- | --- | --- | --- |
| Vieta |  | Datums |  |
| Place |  | Date |  |

|  |  |
| --- | --- |
| Zīmogs vai spiedogs |  |
| Seal or stamp | (pilnvarotās amatpersonas paraksts, uzvārds/  Name and signature of duly authorized official) |
|  | |

Piezīme. Dokumenta rekvizītus "paraksts", "datums" un "zīmoga vieta" neaizpilda, ja elektroniskais dokuments ir sagatavots atbilstoši normatīvajiem aktiem par elektronisko dokumentu noformēšanu.

Note. Requisites of this Certificate "signature", "date" and "seal" are not filled out, if this Certificate is issued electronically and drafted according to the laws and regulations for drafting electronically signed documents.

Apliecība zaudē spēku šādos gadījumos:

1. ir beidzies tās derīguma termiņš;
2. kuģis nav savlaicīgi uzrādīts apskatei;
3. kuģis nav uzrādīts ārpuskārtas apskatei sakarā ar negadījumu, kurš var izsaukt kuģošanas spējas zaudējumu;
4. pēc veiktās rekonstrukcijas, modernizācijas vai izmaiņām aprīkojumā, kas nav saskaņotas ar inspekciju;
5. netiek ievēroti inspekcijas nosacījumi.

The Certificate shall cease to be valid in the following cases:

1. after the expiry of its validity;
2. if the ship has not been subjected to a required survey in due time;
3. after an accident which may cause loss of its seaworthiness unless the ship presented for an extraordinary survey;
4. after carrying out structural alternations, modernization or equipment's alternations not agreed with the Inspectorate;
5. if requirements of the Inspectorate which are laid down in the Certificate have not been complied with.

Latvijas Jūras administrācijas Kuģošanas drošības inspekcija

Maritime Safety Inspectorate of Maritime Administration of Latvia

ANNEX

##### ATPŪTAS KUĢA

##### KUĢOŠANAS SPĒJAS APLIECĪBAI

**Nr.**

**ANNEX TO THE TRADE CERTIFICATE**

**OF RECREATIONAL CRAFT**

**No**

###### *Vispārējais raksturojums*

General

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Kuģa vārds |  | | Korpusa ID Nr. |  |
| Name of ship |  | | Hull ID number |  |
| Kuģa tips |  | | LKR Nr. |  |
| Type of ship |  | | Registered number |  |
| Pieraksta osta |  | | SJO Nr. |  |
| Port of Registry |  | | IMO number |  |
| Kuģa īpašnieks | |  | | |
| Shipowner | |  | | |

**Korpuss**

**Hull of ship**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Būves gads un vieta | | |  | | | | | | | | | | | | |
| Year and place of build | | |  | | | | | | | | | | | | |
| Buru laukums | |  | | | | | | | | | | m2 | | | |
| Square of sail | |  | | | | | | | | | | m2 | | | |
| Lielākais korpusa garums | | | |  | | m Lielākais platums | | | |  | | | | | m |
| Overall Length | | | |  | | m Extreme breadth | | | |  | | | | | m |
| Sānu augstums |  | | | | m Iegrime pilna (vidusdaļā) | | | | | |  | | m | | |
| Depth |  | | | | m Draft at midship | | | | | |  | | m | | |
| Brīvsānu augstums | | |  | | | | | | | | | | | m | |
| Freeboard | | |  | | | | | | | | | | | m | |
| Bruto tilpība |  | | | | | | Neto tilpība | |  | | | | | | |
| Gross Tonnage |  | | | | | | Net tonnage | |  | | | | | | |
| Dedveits |  | | | | | | | | | | | | t | | |
| Deadweight |  | | | | | | | | | | | | t | | |
| Mastu skaits | | | | | | | |  | | | | | | | |
| Number of masts | | | | | | | |  | | | | | | | |
| Korpusa materiāls | | |  | | | | | | | | | | | | |
| Material of hull | | |  | | | | | | | | | | | | |

**Stūres iekārta**

**Steering gear**

|  |  |  |
| --- | --- | --- |
| Stūres mašīnas tips, skaits | |  |
| Type and number of steering engine | |  |
| Stūres pievads |  | |
| Steering gear |  | |
| Rezerves stūres pievads |  | |
| Emergency steering gear |  | |

**Enkura iekārta**

# **Anchor gear**

|  |  |  |
| --- | --- | --- |
|  | Kreisais sāns  Port side | Labais sāns  Starboard side |
| Enkura tips  Type of anchor |  |  |
| Enkura svars, kg  Weight of anchor |  |  |
| Ķēdes/troses garums, m  Length of chain cable/wire rope |  |  |

**Glābšanas līdzekļi**

**Life-saving appliances**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Kopējais cilvēku skaits uz kuģa, kam paredzēti glābšanas līdzekļi | | | | | | | | |  |
| Total number of persons for which life saving appliances are provided | | | | | | | | |  |
| Kopējais glābšanas laivu skaits | | | | | | | |  | |
| Total numbers of lifeboats | | | | | | | |  | |
| Kopējais cilvēku skaits, kam aprēķinātas glābšanas laivas | | | | | | | |  | |
| Total number of persons accommodated by them | | | | | | | |  | |
| Tips | |  | | | | | | | |
| Type | |  | | | | | | | |
| Dežūrlaivas (skaits, izvietojums) | | | |  | | | | | |
| Rescue boats (number, position) | | | |  | | | | | |
| Glābšanas plosti (tips, skaits, izvietojums) | | | | | | |  | | |
| Liferafts (type, number, position) | | | | | | |  | | |
| Kopējais cilvēku skaits, kam aprēķināti glābšanas plosti | | | | | | | |  | |
| Total number of persons accommodated by them | | | | | | | |  | |
| Kopējais glābšanas riņķu skaits | | | |  | | | | | |
| Total number of lifebuoys | | | |  | | | | | |
|  | ar gaismas boju | |  | | | | | | |
|  | With self-igniting light | |  | | | | | | |
|  |  | |  | | | | | | |
|  | ar peldošu līni | |  | | | | | | |
|  | With buoyant lifeline | |  | | | | | | |
|  | ar dūmu signālu | |  | | | | | | |
|  | With smoke signal | |  | | | | | | |
| Glābšanas vestu skaits | | | | |  | | | | |
| Number of lifejackets | | | | |  | | | | |
| Hidrotērpu skaits | | | | |  | | | | |
| Number of immersion suits | | | | |  | | | | |
| Līnmetējs (skaits, tips) | | | | | |  | | | |
| Line throwing appliance (number, type) | | | | | |  | | | |

**Signāllīdzekļi**

**Signal appliances**

|  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Navigācijas ugunis: | | | | | | | | | | | | | | | | | | | |  | | | | |  | | | |  | | | | | |  | | |  | | | | | |  | | | | |
| Number of navigational lights | | | | | | | | | | | | | | | | | | | |  | | | | |  | | | |  | | | | | |  | | |  | | | | | |  | | | | |
| topuguns | | |  | | | | | gab. | | |  | |  | | | | | | |  | | | | | | | | |  | | | | | |  | | |  | | | | | |  | | | | |
| Masthead light | | |  | | | | |  | | |  | |  | | | | | | |  | | | | | | | | |  | | | | | |  | | |  | | | | | |  | | | | |
| bortu ugunis: zaļa | | | | | | | |  | | gab. | | | | | | | sarkana | | | | | | |  | | | gab. | | | | | | | pakaļgala | | | | | | | | |  | | gab. | | | |
| Side lights green | | | | | | | |  | |  | | | | | | | red | | | | | | |  | | |  | | | | | | | stern lights | | | | | | | | |  | |  | | | |
| riņķugunis: balta | | | | | | | |  | | gab. | | | | | | | sarkana | | | | | | |  | | | gab. | | | | | | | zaļa | | | | | | | | |  | | gab. | | | |
| all-round lights: white | | | | | | | |  | |  | | | | | | | red | | | | | | |  | | |  | | | | | | | green | | | | | | | | |  | |  | | | |
| Signāllampas:  Signalling lamps | | | | | | | |  | | | | |  | | | | | |  | | | | | | | | | | | | | | | | | |  | | | | | | | |  | | | |
| dienas signāllampas | | | | | | | | |  | | | | | gab. | | | | | skaņu signāla dublētājlampas | | | | | | | | | | | | | | | | | | | |  | | | | | | gab. | | | |
| Day light signaling lamps | | | | | | | | |  | | | | |  | | | | | sound signals repeating lamps | | | | | | | | | | | | | | | | | | | |  | | | | | |  | | | |
| Signālzīmes:  Signal shapes | | | |  | | |  | | | | | | | |  | | | | | | | |  | | | | | | |  | | |  | | | | | | | |  | | | | | |  | |
| lode |  | | | | gab. rombs | | | | | | | |  | | | | | gab. konuss | | | | | | | | | |  | | | | gab. cilindrs | | | | | | | |  | | | | | | gab. | | |
| balls |  | | | | diamonds | | | | | | | |  | | | | | cones | | | | | | | | | |  | | | | cylinders | | | | | | | |  | | | | | |  | | |
| Skaņu signālierīces: | | | | | | | | | | | | |  | | |  | | | | |  | | | | |  | | | | |  | | | | |  | | | | | |  | | | | | |  |
| Sound signal appliances | | | | | | | | | | | | |  | | |  | | | | |  | | | | |  | | | | |  | | | | |  | | | | | |  | | | | | |  |
| svilpe | |  | | | | | | | gab. | | | | zvans | | | | | | | | |  | | | | | gab. | | | | | | | gongs | | |  | | | | | | | | gab. | | | |
| whistles | |  | | | | | | |  | | | | bells | | | | | | | | |  | | | | |  | | | | | | | gongs | | |  | | | | | | | |  | | | |
| Pirotehniskie līdzekļi: | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Pyrotechnic aids: | | | | | | | | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| izpletņraķetes | | | | | | (gab.) | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| parachute rockets | | | | | | (number) | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| signāllāpas | | | | | | (gab.) | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| hand flares | | | | | | (number) | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| dūmu signāls | | | | | | (gab.) | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| smoke signal | | | | | | (number) | | | | |  | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |

**Navigācijas aprīkojums**

**Navigational equipment**

|  |  |  |  |
| --- | --- | --- | --- |
| Žirokompass |  | | |
| Gyro compass |  | | |
| Galvenais magnētiskais kompass | | |  |
| Standard magnetic compass | | |  |
| Magnētiskais kompass stūres mājā | | |  |
| Steering magnetic compass | | |  |
| Radiolokācijas stacija | |  | |
| Radar installation | |  | |
| Skaņas atbalss lote | |  | |
| Echo sounder | |  | |
| Rokas lote | |  | |
| Hand lead | |  | |
| Aneroīda barometrs | |  | |
| Aneroid-barometer | |  | |
| Binoklis | |  | |
| Binoculars | |  | |
| Cits aprīkojums | |  | |
| Other equipment | |  | |

**Ugunsdzēsības aprīkojums un līdzekļi**

**Fire protection equipment and appliances**

|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| Ugunsdzēsības sūkņi (skaits, tips, spiediens, ražība) | | | | | | | |  | |
| Fire pumps (number, type, pressure, capacity) | | | | | | | |  | |
|  | | | | | | | | | |
| Ugunsdzēsības krāni, šļūtenes un stobri | | | | |  | | | | komplekti |
| Fire hydrants, hoses and nozzles | | | | |  | | | | units |
| Putu ģeneratori (tips, skaits) | |  | | | | | | | |
| Air-foam generators (type, number) | |  | | | | | | | |
| Stacionārā ugunsdzēsības sistēma (tips, skaits) | | | | | | |  | | |
| Fixed fire-extinguishing system (type, number) | | | | | | |  | | |
|  | | | | | | | | | |
| Ugunsdzēsības vielas tips un daudzums | | | |  | | | | | |
| Type and quantity of fire-extinguishing substance | | | |  | | | | | |
| Pārnēsājamie ugunsdzēsības aparāti (tips, skaits) | | | | | | | |  | |
| Portable fire extinguishers (type and number) | | | | | | | |  | |
|  | | | | | | | | | |
| Automātiskā ugunsgrēka atklāšanas sistēma | | | | | |  | | | |
| Automatic fire detection system | | | | | |  | | | |
| Ugunsdzēsēju ekipējums |  | | | | | | | | |
| Fireman's outfit |  | | | | | | | | |
| Cits ugunsdrošības aprīkojums | | |  | | | | | | |
| Other fire protection equipment | | |  | | | | | | |

**Radioaprīkojums**

**Radio equipment**

|  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- |
| UĪV radioiekārta: | |  | | | | | | |
| VHF radio installation: | |  | | | | | | |
| CSI kodējošā iekārta | |  | | | | | | |
| DSC encoder | |  | | | | | | |
| CSI dežūruztvērējs | |  | | | | | | |
| DSC watch receiver | |  | | | | | | |
| Radiotelefona iekārta | |  | | | | | | |
| Radiotelephony | |  | | | | | | |
| VV radioiekārta: | |  | | | | | | |
| MF radio installation: | |  | | | | | | |
| CSI kodējošā iekārta | |  | | | | | | |
| DSC encoder | |  | | | | | | |
| CSI dežūruztvērējs | |  | | | | | | |
| DSC watch receiver | |  | | | | | | |
| Radiotelefona iekārta | |  | | | | | | |
| Radiotelephony | |  | | | | | | |
| Satelīttelefona iekārta | | |  | | | | | |
| Satellite phone | | |  | | | | | |
| Ierīces kuģošanas drošības informācijas uztveršanai: | | | | | |  | | |
| Facilities for reception of maritime safety information: | | | | | |  | | |
| uztvērējs NAVTEX | |  | | | | | | |
| NAVTEX receiver | |  | | | | | | |
| satelītu ARB: | | | | |  | | | |
| Satellite EPIRB: | | | | |  | | | |
| COSPAS - SARSAT |  | | | | | | | |
| COSPAS - SARSAT |  | | | | | | | |
| INMARSAT |  | | | | | | | |
| INMARSAT |  | | | | | | | |
| UĪV ARB |  | | | | | | | |
| VHF EPIRB |  | | | | | | | |
| Kuģa radiolokācijas atbildētājs | | | |  | | | | |
| Ship’s radar transponder | | | |  | | | | |
| Dežūruztvērējs avārijas radiotelefona frekvencē 2182 kHz | | | | | | |  | |
| Radiotelephone distress frequency watch receiver on 2182 kHz | | | | | | |  | |
| Iekārta radiotelefona trauksmes signāla noraidīšanai 2182 kHz frekvencē | | | | | | | |  |
| Device for generating the radiotelephone-alarm signal on 2182 kHz | | | | | | | |  |
|  | | | | | | | | |

**Galvenie dzinēji**

**Main engines**

|  |  |
| --- | --- |
| Tips, skaits |  |
| Type, number |  |
| Jauda (kW) |  |
| Power output (kW) |  |
| Būves vieta un gads |  |
| Year and place of build |  |

**Palīgdzinēji**

**Auxiliary engines**

|  |  |
| --- | --- |
| Tips, skaits |  |
| Type, number |  |
| Jauda (kW) |  |
| Power output (kW) |  |
| Būves vieta un gads |  |
| Year and place of build |  |

**Sistēmas**

**Systems**

|  |  |  |  |
| --- | --- | --- | --- |
| Sistēma  System | Sūkņi  Pumps | | |
| tips  type | skaits  number | ražība (m3/h)  capacity (m3 per hour) |
| Atsūknēšanas  Bilge pumping |  |  |  |
| Balasta  Ballast |  |  |  |

#### **Elektroiekārtas**

**Electrical installations**

|  |  |  |
| --- | --- | --- |
| Ģeneratoru tips un skaits |  | |
| Number and type of generating sets |  | |
| Jauda (kW) |  | |
| Power (kW) |  | |
| Spriegums, strāvas veids |  | |
| Voltage, type of current |  | |
| Akumulatoru skaits |  | |
| Number of battery |  | |
| Avārijas elektroenerģijas avots (tips, jauda) | |  |
| Emergency source of electrical power (type, power) | |  |

**Iekārtas nodrošinājumam pret piesārņošanu ar naftu, notekūdeņiem un atkritumiem**

## **Equipment for oil, sewage and garbage pollution prevention**

|  |  |  |  |
| --- | --- | --- | --- |
| Nr.p.k.  No |  | Naftu saturošo ūdeņu sistēma Oily water system | Notekūdeņu sistēma  Sewage water system |
| 1. | Savākšanas un uzkrāšanas tvertņu skaits  Number of collection and holding tanks |  |  |
| 2. | Savākšanas un uzkrāšanas tvertņu tilpums  Volume of collection and holding tanks |  |  |
| 3. | Savākšanas un uzkrāšanas tvertņu izvietojums  Position of collection and holding tanks |  |  |
| 4. | Pārsūknēšanas un nodošanas cauruļvada ar standartsavienojumu atrašanās vieta  Position of oily water transfer and discharging pipeline with standard discharge connection |  |  |

|  |  |  |
| --- | --- | --- |
| 1. | Atkritumu savākšanas un uzkrāšanas tvertņu skaits  Number of garbage collecting and holding devices |  |
| 2. | Plakāti par darbībām ar atkritumiem  Garbage management posters |  |
| 3. | Plāns par darbībām ar atkritumiem  Waste disposal plan |  |

**Apliecības un dokumenti, kuriem jāatrodas uz kuģa, lai kuģošanas spējas apliecība saglabātu spēku**

**Certificates and documents required to be carried on board the ship in order the Trade Certificate will remain in force**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| Nr. p.k.  No | Apliecības nosaukums  Title of document | Numurs  Number | Izsniegšanas datums  Date of issue | Derīguma termiņš  Date of expire |
| 1. | Kravas zīmes apliecība  Load Line Certificate |  |  |  |
| 2. | Kuģa stacijas atļauja  Ship Station Licence |  |  |  |
| 3. | Noturības informācija  Stability Booklet |  |  |  |
| 4. | Tilpības apliecība  Tonnage Certificate |  |  |  |

|  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| Z.v. | | Vieta | |  | Datums |  | |
| Seal | | Place | |  | Date |  | |
|  | | | | | | | |
| Nr.  No |  | | Pilnvarotās personas paraksts, uzvārds  Signature, name of duly authorized official | | | |  |
|  | |  |

Piezīme. Dokumenta rekvizītus "paraksts", "datums" un "zīmoga vieta" neaizpilda, ja elektroniskais dokuments ir sagatavots atbilstoši normatīvajiem aktiem par elektronisko dokumentu noformēšanu.

Note. Requisites of this Certificate "signature", "date" and "seal" are not filled out, if this Certificate is issued electronically and drafted according to the laws and regulations for drafting electronically signed documents.

**Izmaiņas un papildinājumi pēc kuģošanas spējas apliecības izsniegšanas**

**Changes and additions after the issuance of the Trade Certificate**

|  |  |  |
| --- | --- | --- |
| Nr. p.k.  No | Izmaiņu sastāvs  Changes and additions | Datums, pilnvarotā pārstāvja paraksts, zīmogs  Date, signature of authorized official, stamp |
|  |  |  |
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|  |  |  |
| --- | --- | --- |
| Šajā pielikumā apliecībai ir sanumurētas un cauršūtas |  | lpp. |
| This Annex to the Certificate consists of |  | numbered and sewed pages. |

Z.v.

Seal

|  |  |  |  |
| --- | --- | --- | --- |
| Paraksts |  | Datums |  |
| Signature |  | Date |  |

Piezīme. Dokumenta rekvizītus "paraksts", "datums" un "zīmoga vieta" neaizpilda un šā pielikuma lapaspuses netiek cauršūtas, ja elektroniskais dokuments ir sagatavots atbilstoši normatīvajiem aktiem par elektronisko dokumentu noformēšanu.

Note. Requisites of this Annex to the Certificate "signature", "date" and "seal" are not filled out and pages of this Annex are not sewed together, if this Annex of the Certificate is issued electronically and drafted according to the laws and regulations for drafting electronically signed documents.

Acting for the Minister for Transport –

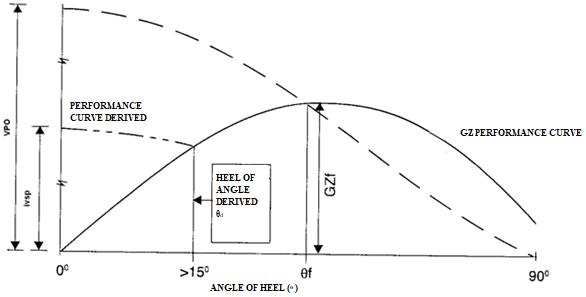
the Minister for Children and Family Affairs A. Baštiks

**Annex 2**

Cabinet Regulation No. 201

25 March 2008

**Angle of Steady Heel**



The figure depicts dwhl – the derived wind heeling lever at any angle θ°= 0.5 × WLO × cos1.3 θ where

|  |  |  |
| --- | --- | --- |
| WLO = | GZf | ; |
| cos1.3 θf |

WLO – the magnitude of the actual wind heeling lever at 0 ° which would cause the craft to heel to the downflooding angle θf or 60 ° (whichever is least);

Gzf – the lever of the crafts’s GZ curve at the downflooding angle θf or 60 ° (whichever is least);

θd – the angle at which the derived wind heeling curve intersects the GZ curve (if θd is less than 15 °, the craft will be considered to have insufficient stability for the purpose of this Regulation);

θf – the downflooding angle is the angle of heel when openings are immersed having an aggregate area, in square metres:

|  |  |
| --- | --- |
| Δ | where |
| 1500 |

Δ – craft’s displacement in tonnes.

Acting for the Minister for Transport –

the Minister for Children and Family Affairs A. Baštiks

**Annex 3**

Cabinet Regulation No. 201

25 March 2008

**Quantity of Pyrotechnic Signalling Devices on the Craft**

[*4 April 2017*]

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| No. | Red  parachute flares  (units) | Red hand flares  (units) | Orange smoke signal  (units) | Category of the craft |
| 1. | 6 | 4 | 2 | Category A |
| 2. | 12 | 4 | 2 | Category A,  gross tonnage > 500 |
| 3. | 4 | 4 | 2 | Category B |
| 4. | – | 4 | 2 | monohull,  Category C |
| 5. | 2 | 4 | 2 | multihull  Category C |

Note. Recreational crafts which are not used for commercial activity may use alternative light-signalling devices fulfilling equivalent functions instead of a red hand flare.

Acting for the Minister for Transport –

the Minister for Children and Family Affairs A. Baštiks

**Annex 4**

Cabinet Regulation No. 201

25 March 2008

**Life-saving Appliances**

|  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- |
| No. | Equipment | Dimensions of the craft | | | |
| Categories C and D | Categories A and B | | |
|  | > 24 m | > 24 m < 500 GT | > 85 m |
| 1. | Lifeboats | - | - | - | Yes |
| 2. | Liferafts | Yes | Yes | Yes | Yes |
| 3. | Life jackets | Yes | Yes | Yes | Yes |
| 4. | Immersion suits | Yes | Yes | Yes | Yes |
| 5. | Lifebuoys (in total) | 4 | 4 | 8 | 8 |
| 6. | Lifebuoys with a light signal | 2 | 2 | 2 | 2 |
| 7. | Lifebuoys with a buoyant line | 2 | 2 | 2 | 2 |
| 8. | Line-throwing appliances | 1 | 1 | 1 | 1 |
| 9. | Parachute flares | 6 | 6 | 12 | 12 |
| 10. | General alarm signalling devices | Yes | Yes | Yes | Yes |
| 11. | Lighting | Yes | Yes | Yes | Yes |
| 12. | Posters and signs indicating the location of life-saving appliances and the instructions for their use | Yes | Yes | Yes | Yes |
| 13. | Training instructions | Yes | Yes | Yes | Yes |
| 14. | Instruction for the maintenance of equipment | Yes | Yes | Yes | Yes |

Acting for the Minister for Transport –

the Minister for Children and Family Affairs A. Baštiks