

**REGULATION OF THE MINISTRY OF TRANSPORT, CONSTRUCTION AND MARITIME
ECONOMY¹**

of 28 February 2012

on the safety of navigation by seagoing yachtsⁱ

Pursuant to Article 110 (4) of the Act of 18 August 2011 on maritime safety (Journal of Laws of 2016, item 281), the following is hereby ordered:

Chapter 1

General provisions

§ 1. The regulation defines the conditions for safe navigation of seagoing yachts, depending on their length and sailing area.

§ 2. 1. The provisions of the § 8-15 do not apply to:

- 1) racing yachts, understood as seagoing yachts intended exclusively for regatta and sport competitions, having a regatta class and a valid certificate issued by a Polish sports association or an entity competent for the flag state of the yacht and rowing regatta boats, participating in trainings or regatta in sea waters, in areas under constant observation and lifeguard supervision;
- 2) water bicycles, canoes, sailing boards, pneumatic pontoons without propulsion, regardless of size, and other similar vessels up to 5 m in length, sailing only during daytime, understood as the period from the sunrise to the sunset, in Polish maritime areas up to 2 nautical miles from the coastline;
- 3) recreational yachts up to 15 m in length which have not been voluntarily submitted for inspection;
- 4) personal watercraft used exclusively for sport or recreation.

2. Personal watercraft used for the purposes referred to in Article 5(9) of the Act of 18 August 2011 on maritime safety, herein- after referred to as "the Act", shall be subjected to the provisions on technical surveys.

§ 3. Wherever the regulation refers to:

- 1) length - is to be understood as the length of the hull, which means the length measured between the extremities of the hull at the stern and the bow, excluding any parts of the hull equipment such as the rudder, bowsprit, buffer rails, bow and stern baskets;
- 2) sailing under supervision - shall mean daytime sailing, understood as the period from sunrise to sunset, in the area in which continuous observation is carried out, ensuring the possibility of immediate rescue

¹ The Minister of Transport, Construction and Maritime Economy manages the department of government administration - maritime economy, pursuant to § 1 section 2 item 2 of the Regulation of the Prime Minister of 18 November 2011 on the detailed scope of activity of the Minister of Transport, Construction and Maritime Economy (Journal of Laws No. 248, item 1494).

action in this area with the use of a rescue boat and appropriate rescue equipment and technical equipment;

- 3) personal flotation devices — is to be understood as outfit or devices that, when properly put on and used in the water, provide the user with a certain buoyancy value increasing the probability of survival, including various types of lifejackets and buoyancy aids in accordance with the standards transposing the standards from the EN ISO 12402-1 series to EN ISO 12402-10 “Personal flotation devices”.

§ 4. Seagoing yachts shall navigate in the following areas:

1) Area T - navigation in training areas - navigation in ports and in areas determined by the competent director of the maritime office; navigation in the following areas is considered equivalent to navigation in training areas:

- a) the area of the Oder Bay, to the line of the parallel passing through the beacons of the Fairway Gate No. 4, on the Piast Channel, Stara Świna and Lake Wicko limited from the south by a line perpendicular to the axis of the Świnoujście - Szczecin fairway and passing through the beacons of the Fairway Gate No. 1,
- b) the waters of the Skoszewska Bay bounded on the west by the meridian passing through the beacon on the southern tip of the Row Peninsula,
- c) the Dziwna River and the Kamienski Lagoon to the bridge in Dziwnow,
- d) the Vistula Lagoon,
- e) the Puck Bay to the north of the line connecting Babie Doły with Jastarnia;

2) Area 1 - sheltered navigation - navigation in the waters of the Szczecin Lagoon, the Pomeranian Bay south of the line connecting the Niechorze lighthouse with the Nord Perd promontory on the Rugen Island and the Gdańsk Bay south of the line connecting the Hel lighthouse with the lighthouse in Krynica Morska or other sheltered waters of similar navigational conditions and the Baltic Sea or other closed sea within 6 nautical miles from the coastline;

3) Area 2 - inshore navigation - shipping within 20 nautical miles of a coastline in the Baltic Sea or any other closed sea with similar navigational conditions;

4) Area 3 - offshore navigation - shipping up to 200 nautical miles from the coastline;

5) Area 4 - ocean navigation - unlimited navigation.

§ 5. The yacht shall be used in sea-going navigation if it complies with the safety requirements in terms of technical condition, manning, life-saving equipment, signalling, navigation and fire protection equipment, radio communication equipment, on-board and emergency equipment and other requirements specified in the Regulation.

§ 6. In order to ensure the safety of navigation, the master of the yacht should:

- 1) plan the voyage taking into account the experience and qualifications of the crew, weather forecasts, navigational hazards possible to anticipate and other factors, that can affect the safety of the voyage;
- 2) prior starting the to navigate, check the technical condition of the yacht and it's equipment including life-saving appliances and means to call assistance in distress situations,
- 3) ensure that each crew member and passenger is made familiar with distress signals and emergency procedures including man over board, fire, leakage and the need to abandon the yacht, and ensure that each crew member and passenger is made familiar with the rules for the use of the lifesaving appliances and other safety related equipment on board;
- 4) ensure proper look-out as well as monitoring of hydrological, meteorological and navigational conditions throughout the voyage;
- 5) ensure all persons unable to swim are wearing personal flotation devices while they are on board;
- 6) ensure personal flotation devices or lifejackets are worn:
 - a) at night time;
 - b) on yachts, where, in the master's professional judgment, there is significant risk of capsizing, or
 - c) in heavy weather conditions;
- 7) take all measures resulting from the principles of good seamanship.

§ 7. Each sea-going yacht should be used in accordance with its intended use according to the registration document and safety card.

Chapter 2

Safety requirements for technical condition

§ 8. The yacht meets the safety requirements in terms of the technical condition, if it complies with technical regulations in the field of:

- 1) hull structure;
- 2) hull equipment;
- 3) anchor and mooring equipment;
- 4) sailing gear, masts and rigging (for the yachts concerned);
- 5) propulsion engines and machinery;
- 6) auxiliary mechanisms;
- 7) pressure tanks and their equipment;
- 8) piping systems;
- 9) propeller shafts and propellers or other means of propulsion;
- 10) electrical equipment and their installations;

- 11) fire protection;
- 12) stability, buoyancy and damage stability;
- 13) freeboard (for the yachts concerned);
- 14) galley and heating appliances;
- 15) environmental protection;
- 16) other equipment in the field of technical safety;
- 17) crew and passenger spaces.

§ 9. The Yacht, its devices and equipment shall be subject to technical supervision within the scope of requirements - referred to in § 8, which shall include construction, reconstruction, conversion, equipment, repairs and technical surveys.

§ 10. 1. A recognised organisation or entity authorised to carry out technical surveys on yachts up to 15 m in length shall, on the basis of positive results of the technical survey, issue a document certifying the seaworthiness of the seagoing yacht in technical terms.

2. In the document referred to in paragraph 1 the conditions under which the vessel may be engaged in navigation, shall be determined.

3. The document referred to in paragraph 1 shall be issued for a period not exceeding 5 years.

4. The document referred to in paragraph shall include at least the following information:

- 1) the name of the entity issuing the document;
- 2) the name of the sea-going yacht;
- 3) the registration number and the name of the register;
- 4) the name of the shipowner;
- 5) port of registry;
- 6) the name of the builder;
- 7) the shipyard (for the yachts concerned);
- 8) hull material and type of construction;
- 9) main dimensions (length, width, depth moulded, gross tonnage, maximum draught);
- 10) sail area (for the yachts concerned);
- 11) type of engine (manufacturer, type, power, serial number);
- 12) the possible maximum number of persons on board, including passengers;
- 13) restrictions on safe navigation;
- 14) the date and place of the survey;
- 15) the date and place of issuance of the document;
- 16) the expiry date and the dates of periodic surveys, where provided for in the classification rules of

the entity concerned;

17) signature of the authorised person.

§ 11. Recreational yacht with "CE" mark of conformity is exempted from technical supervision for 10 years from the date of issuing the Declaration of Conformity, provided that the yacht has not been damaged or that there has been no change in its hull, appliances or equipment in a way that may affect the safety of the yacht.

Chapter 3

Safety requirements for the yacht

§ 12. 1. Sea-going yachts shall be equipped with lifesaving appliances, signalling, navigation and fire protection equipment, radio communication equipment and on-board equipment, depending on the length of the yacht and the area of operation, as specified in Annexes 1 and 2 to the Regulation.

2. For sea-going yachts up to 24 m in length, the equipment from Annex 1 to the Regulation shall be used.

3. For sea-going yachts of 24 m or more, the equipment from Annex 2 to the Regulation shall be used.

§ 13. 1. A muster list shall be developed on a seagoing yacht according to the number of persons, life-saving appliances and rescue and fire-fighting devices, specifying the alarm signals, their characteristics and the behaviour and duties of crew members in the event of an alarm.

2. The muster list shall be prepared by the shipowner in accordance with the guidelines laid down in Annex 3 to the Regulation.

3. The muster list shall be in Polish and if the yacht is engaged in international navigation - also in English.

4. On yachts with a crew of less than 5 persons, the muster list may be replaced by the shipowner's own rules for dealing with emergency situations and the necessary drills.

§ 14. 1. On a sea-going yacht with a length of at least 24 m the following shall be determined:

1) a fire control plan specifying the number, type and location of the fire protection equipment,

2) a plan for the deployment of lifesaving appliances

- approved by the director of the maritime office competent for the yacht's port of registry.

2. The fire control plan shall:

1) be written in Polish, and if the yacht is engaged in international navigation - also in English;

2) be displayed in a visible and generally accessible place, and its copy is kept by the master together

with other documents; an additional copy of the plan shall be kept in a container placed and marked in accordance with the SOLAS Convention referred to in Article 5(33)(a) of the Act as a plan for rescue and fire-fighting units; the container shall also be marked in Polish in the case of ships engaged in domestic navigation;

3) enable the crew members, fire brigades and fire safety officers of the yard to become familiar with the types and locations of the yacht's:

- a) command and fire stations,
- b) vertical and horizontal fire protection divisions,
- c) doors and closures of openings in fire barriers,
- d) evacuation routes from areas and rooms of yachts,
- e) shut-off devices and ventilation systems cut off,
- f) fuel tanks and lubricating oils with remote shut-off valves,
- g) fire detection and alarm equipment,
- h) fire pumps with water-hydrant system valves,
- i) fire protection devices and equipment;

4) provide assistance in carrying out rescue and firefighting operations and training of yacht crews and fire brigades;

5) provide the basis for the proper placement of fire protection equipment on the yachts at the end of their construction and during their operation.

3. The fire control plan shall be drawn up by the Yacht Owner in accordance with the guidelines laid down in Annex 4 to the Regulation.

4. On a seagoing yacht up to 24 m in length, the director of the maritime office competent for the port of registry of the yacht shall determine a list of fire protection equipment, specifying the type and number of fire protection equipment and its deployment.

5. A plan for the deployment of life-saving appliances may be combined with a fire control plan to form a SAFETY PLAN.

§ 15. Owners of commercial yachts shall collect information on persons on board of a yacht in accordance with Article 103 section 6 of the Act, divided into a list of passengers and a list of crew members.

Chapter 4

Final provision

§ 16. The Regulation shall enter into force 14 days after its publication.

Annex 1

EQUIPMENT FOR SEA-GOING YACHTS UP TO 24 M IN LENGTH

I. Lifesaving appliances

- 1) The yacht in Areas 3 and 4 (offshore and ocean navigation) shall have:
 - a) pneumatic liferafts* that can accommodate everyone on board,
 - b) two lifebuoys, one with a light float and a flag pole and the other with a lifeline; a yacht of length 15 m or more in ocean navigation should have four lifebuoys,
 - c) lifejackets/lifevests** for each person on board;

- 2) The yacht in Areas T, 1 and 2 (navigation in training areas, sheltered navigation and inshore navigation) shall have:
 - a) two lifebuoys, one with a light-buoy and a flag pole and the other with a lifeline,
 - b) lifejackets/lifevests** for each person on board,
 - c) pneumatic liferafts* that can accommodate everyone on board;

- 3) Each yacht in Areas 1, 2, 3 and 4 (sheltered, inshore, offshore and ocean navigation) shall have safety belt (harness) for all persons on board and the yacht in Areas T (navigating in training areas) shall have safety belts (harnesses) for at least half of the persons on board. If the lifejackets are fitted with a harnesses as a safety belt, no additional harnesses are required;

- 4) The yacht in Areas 3 and 4 (offshore and ocean navigation) shall have:
 - a) 12 red rocket parachute flares,
 - b) 1 orange buoyant smoke signal;

- 5) The yacht in Area 2 (inshore navigation) shall have:
 - a) 6 red rocket parachute flares,
 - b) 1 orange buoyant smoke signal;

- 6) The yacht in Area T (navigating in training areas) during night and in Area 1 (sheltered navigation) shall have:
 - a) 3 red rocket parachute flares,
 - b) 1 orange buoyant smoke signal.

*Acceptable standards for liferafts

Item	Standard of liferaft	Navigation area			
		1 -sheltered	2 - inshore	3 - offshore	4 - ocean
1	SOLAS A-pack	yes	yes	yes	yes ¹⁾
2	SOLAS B-pack	yes	yes	yes	

3	ISO 9650-1 pack 1	yes	yes	yes	
4	ISO 9650-2 pack 1	yes	yes		

1) The use of ISO 9650-1 pack 1 rafts is permitted on boats up to 15 m in length, including Area 4 (ocean navigation).

****Approved standards for lifejackets and life vests**

Item	Standard of lifejackets	Navigation area			
		1 -sheltered	2 - inshore	3 - offshore	4 - ocean
1	SOLAS lifejacket	yes	yes	yes	yes
2	Meeting the standard transposing the EN ISO 12402-2 [275] standard	yes	yes	yes	yes
3	Meeting the standard transposing the EN ISO 12402-3 [150] standard	yes	yes		

General remarks:

1. For liferafts placed in a rigid container on an open deck, hydrostatic release fastening is recommended.
2. Hydrostatic release must have a valid certificate.
3. The liferafts must be certified and have a valid certificate.
4. Liferafts in Area T and 1 (training and sheltered areas) are recommended equipment.
5. Lifejackets and life vests for 24-hour voyages shall be fitted with lights complying with the requirements of the LSA Code referred to in Regulation 34 of Chapter III of the SOLAS Convention referred to in Article 14. 33(5)(a) of the Act of 18 August 2011 on Maritime Safety.
6. Suitable lifejackets/life vests must be provided for every person under 32 kg on board a yacht.
7. Inflatable life vests shall be capable of being activated automatically when they fall into the water.
8. For pneumatic life vests, 10% of the spare supply (or spare cartridge) is required in relation to the number of persons on board, but not less than 1.
9. Yachts engaged in navigation under supervision shall be exempted from the requirement to be fitted with the means of indication referred to in points 4, 5 and 6.

II. Signal equipment

- 1) The yacht shall have a lantern, day shapes and signal equipment in accordance with the requirements of the Convention for the Prevention of Collisions referred to in Article 4. 5(33)(a) of the Act of 18 August 2011 on Maritime Safety.
- 2) Yachts sailing under supervision shall be exempted from the obligation to display signal gear.

III. Navigation equipment

Item	Equipment name	Navigation area				
		1 shelterd	2 inshore	3 offshore	4 ocean	
		3	4	5	6	7
	Magnetic compass ¹⁾	1	1	1	1	pcs.
	Backup magnetic compass or bearing compass ¹⁾	-	-	R	1	pcs.
	Barometer - aneroid	-	1	1	1	pcs.
	Binoculars	1	1	1	1	pcs.
	Depth measurement equipment	-	-	1	1	pcs.
	Stopwatch	-	-	1	1	pcs.
	Sextant	-	-	-	R	pcs.
	Chronometer or clock	-	-	-	R	pcs.
	A set for working on maps	1	1	1	1	pcs.
0	Nautical charts or small craft charts ²⁾	1	1	1	1	set
1	Pilots books ^{2) 3)}	1	1	1	1	set
2	List of lights ^{2) 3) 4)}	1	1	1	1	set
3	Nautical charts	-	-	R	R	pcs.
4	Astronomical yearbook	-	-	-	R	pcs.
5	Tide tables ^{2) 5)}	-	1	1	1	set
6	Symbols and abbreviations used on charts	-	1	1	1	set
7	MPZZM - COLREG 72 ⁶⁾	1	1	1	1	pcs.
8	Port regulations, ICS ^{2) 3) 7)}	1	1	1	1	set
9	List of radio signals ²⁾	-	-	1	1	set
0	Satellite navigation system receiver, e.g. GPS	-	1	1	1	pcs.
1	Radar ⁸⁾	-	1	1	1	pcs.
2	Radar reflector ⁹⁾	1	1	1	1	pcs.
3	Automatic identification system AIS	R	R	R	R	pcs.

Explanations:

R - Recommended equipment.

1) The compass should have an approval or certificate (attestation) from its examination issued by a recognized testing station.

2) Nautical charts and small craft charts, nautical publications and port regulations - for the intended voyage, editions must be up-to-date and corrected. These requirements may be fulfilled by vector electronic maps, provided that the yacht has a paper version of maps or system duplication.

- 3) In Area 1 (sheltered navigation) the extract from the publications listed in items 11, 12 and 18 applies.
- 4) The list of lights is required for 24-hour sailing.
- 5) Tide tables required for tidal area voyages.
- 6) Convention on the International Regulations for Preventing of Collisions at Sea, referred to in Article 5(33)(a) of the Act of 18 August 2011 on Maritime Safety; publication of the Convention on the International Regulations for Preventing Collisions at Sea shall be available on board.
- 7) International Code of Signals - publication concerning ICS shall be included in the equipment of the yacht.
- 8) Applies to yachts at least 20 m long.
- 9) Applies to yachts with a gross tonnage of less than 200. Radar reflectors should be certified and installed in accordance with the regulations.

IV. Radiocommunication equipment

- 1) The yacht in Area 4 (ocean navigation) shall be equipped with at least:
 - a) Fixed VHF radiotelephone with DSC,
 - b) a ship's satellite terminal or MF/HF (medium-, short-wave) radiotelephone with DSC system, or a mobile satellite phone with access to the emergency number of the Maritime Rescue Centre,
 - c) Emergency Position-Indicating Radio Beacon (EPIRB), 406 MHz
 - d) a device for receiving weather forecasts and warnings,
 - e) search and rescue radar transponder (SART) or search and rescue AIS transponder (AIS SART);

- 2) The yacht in Area 3 (offshore navigation) shall be equipped with at least:
 - a) Fixed VHF radiotelephone with DSC,
 - b) Emergency Position-Indicating Radio Beacon (EPIRB) 406 MHz
 - c) a device for receiving weather forecasts and warnings,

- 3) The yacht in Area 2 and 1 (inshore and sheltered navigation) shall be equipped with at least VHF radiotelephone;
- 4) Every yacht should have the possibility of receiving weather forecasts and warnings
- 5) Emergency procedures should be placed near the installed devices, especially those for alarming.

General remark:

Emergency Position-Indicating Radio Beacon (EPIRB) shall be registered and recorded in the register of on-board and personal emergency signal transmitters.

V. Fire protection equipment

Item	Area / Space	Type of equipment
1	Main steering position or cockpit *	Fire extinguisher for group of fires ABC 2 kg – 1 pc
2	For every 20 m ² of accommodation area. Where an accommodation area (an area or group of cabins separated from the rest of the vessel by a fixed partitions, such as a deck or bulkheads, which may be fitted	Fire extinguisher for group of fires ABC 2 kg – 1 pc

	with doors or hatches), for each compartment	
3	Within each device with open flame ¹⁾	Fire extinguisher for group of fires ABC 2 kg – 1 pc, or: Fire blanket and fire extinguisher for group of fires ABC 1 kg – 1 pc
4	The vessel with outboard engine ²⁾	Fire extinguisher for group of fires ABC 2 kg – 1 pc
5	Outside the engine compartment, but no more than 2 m from the extinguishing aperture in the engine housing	For engines with a total power (propulsion and auxiliary) of up to 120 kW - fire extinguisher for group of fires ABC 4 kg – 1 pc (or alternatively - 2 pcs of 2 kg each). For engines with a total power (propulsion and auxiliary) of more than 120 kW - fire extinguisher for group of fires ABC 4 kg – 2 pc. If a fixed fire-extinguishing system is used under the supervision of a classifier, fire extinguishers are not required.

¹⁾ If the compartment has control stations or a cockpit and it serves as a living room with an open flame device, only one ABC 2 kg fire extinguisher is required.

²⁾ Where the outboard engine is located within the control station or cockpit, only one ABC 2 kg fire extinguisher is required.

General remarks:

1. Each fire-extinguishing equipment should be easily accessible and marked with the appropriate ISO symbol, and should undergo periodic inspections.
2. The yacht should be equipped with instructions for the captain and user, which should contain the following information:
 - fire protection equipment,
 - maintenance activities related to fire protection equipment,
 - additional warning notices for the yacht user.
3. The obligation to equip with fire protection equipment does not apply to yachts without an engine, without electrical installation and not equipped with a stove.

VI. On-board equipment

The yacht has to be equipped with at least:

- anchoring equipment with chain or rope, according to the size of the yacht,
- mooring equipment according to the size of the yacht,
- a set of tools and spare parts necessary to carry out repairs on the yacht, according to the size of the yacht and the type of propulsion,
- first aid kit*,
- shears to cut the rigging for sailing yachts with a length of at least 12 m.

* It is recommended that the equipment of the first-aid kit is in accordance with the requirements contained in the Regulation of the Minister of Health of 3 November 2003 on minimum requirements for safety and health protection in order to ensure a higher level of treatment on board vessels (Journal of Laws No. 194, item 1904), depending on the destination of the yacht and

navigation areas.

Annex 2

EQUIPMENT FOR SEA-GOING YACHTS AT LEAST 24 M LONG

I. Lifesaving appliances

- 1) Every yacht in Regions 3 and 4 (offshore and ocean navigation) should have:
 - a) pneumatic liferafts with SOLAS A-pack equipment, with hydrostatic release, capable of accommodating all persons on board the yacht,
 - b) a rescue boat complying with the requirements of the LSA Code, as referred to in Regulation 34 of Chapter III of the SOLAS Convention, referred to in Article 33(5)(a) of the Act of 18 August 2011 on Maritime Safety, hereinafter referred to as the "LSA Code", or another rigid, pneumatic or pneumatic boat with a rigid bottom which should accommodate not less than 4 persons, including one lying down. In addition, a device shall be provided to enable the boat to be launched within not more than 5 minutes and means shall be provided for the safe return of the boat crew to the side of the vessel, including the person to be rescued,
 - c) four lifebuoys, two of which shall be equipped with a smoke and light float and the other two with a lifeline,
 - d) lifejackets/life vests* for each person on board, plus two spare lifejackets or 10% of the total number of persons on board, whichever is the greater. All lifejackets/ life vests shall be equipped with lights and whistles meeting the requirements of the LSA Code,
 - e) 12 red rocket parachute flares,
 - f) line-throwing appliance (1 set);

- 2) Every yacht in Areas T, 1 and 2 (training, sheltered and inshore navigation) should have:
 - a) pneumatic liferafts with SOLAS B-pack equipment with hydrostatic release that can accommodate everyone on board,
 - b) a rescue boat complying with the requirements of the LSA Code, or other rigid, pneumatic or pneumatic boat with a rigid bottom which shall have a capacity of not less than 4 persons, including one lying down. In addition, a device shall be provided to enable the boat to be launched within not more than 5 minutes and means shall be provided for the safe return of the boat crew to the ship's side, including the person to be rescued, or other means for effectively recovering a shipwrecked person,
 - c) four lifebuoys, two of which shall be equipped with a smoke and light float (or two light and two smoke beacons) and the other two with a lifeline,
 - d) lifejackets/life vests for each person on board, plus two spare lifejackets or 10% of the total number of persons on board, whichever is the greater. All lifejackets/vests shall be equipped with lights and whistles meeting the requirements of the LSA Code,
 - e) 6 red rocket parachute flares,
 - f) line-throwing appliance (half of a set).

*Approved standards for lifejackets and life vests:

*Approved standards for life jackets and life vests:

Item	Standard of life jackets	Navigation area			
		1 - sheltered	2 - inshore	3 - offshore	4 - ocean
1	SOLAS life jacket	yes	yes	yes	yes
2	Meeting the standard transposing the EN ISO 12402-2 [275] standard	yes	yes	yes	yes
3	Meeting the standard transposing the EN ISO 12402-3 [150] standard	yes	yes		

General remarks:

1. During the ad hoc inspection, the minimum number of life jackets or life vests should be determined on the basis of the actual number of persons involved in the voyage, including 10% or 2 life jackets or life vests in spare. Where children are on board, adequate means of rescue shall be provided for each child on board.
2. If the yacht is sailing in areas above the parallel of 60° N or 60° S, the Director of the Maritime Office shall individually determine the additional equipment necessary for such voyages.
3. The set of line-throwing appliance includes 4 rockets and 4 ropes.

II. Signal equipment

Yacht signal equipment shall comply with the approved 'Plan of arrangement of navigation lights and signal signs' meeting the requirements of the Convention on the International Regulations for Preventing of Collisions at Sea, referred to in Article 5(33)(a) of the Act of 18 August 2011 on Maritime Safety.

Spare navigation lights shall be provided on board.

III. Navigation equipment

	Name accessories	Navigation area		Unit	Remarks
		1 and 2 sheltered and inshore	3 and 4 offshore and oceanic		
1	2	3	4	5	6
1	Magnetic compass ¹⁾	1	1	pcs.	
2	Gyro or magnetic back-up compass	-	1	pcs.	
3	Satellite navigation system receiver	1	2	pcs.	e.g. GPS

4	Anemometer	1	1	pcs.	
5	Inclinometer	1	1	pcs.	
6	Rudder angle indicator	1	1	pcs.	
7	Barometer - aneroid	1	1	pcs.	
8	Binoculars	1	2	pcs.	
9	Echo-sounder or depth gauge	1	1	pcs.	
10	Navigational instruments ²⁾	1	1	set	
11	Nautical charts ^{3A 4)}	1	1	set	
12	Pilots ⁴⁾	1	1	set	
13	List of lights ⁴⁾	1	1	set	
14	Tide tables ^{4) 5)}	-	1	pcs.	
15	COLREG 72 ⁶⁾	1	1	pcs.	
16	ICS ⁷⁾	R	1	set	
17	LIST OF NAUTICAL RADIO STATIONS ⁴⁾				
18	Radar	1	1	pcs.	
19	AIS ⁸⁾	R	1	pcs.	
20	Radar reflector- ¹	1	1	pcs.	
21	Sextant	-	R	pcs.	
22	Navigation boards and charts	-	R		
23	Astronomical Yearbook	-	R		
24	Stopwatch	-	R		

Explanations:

R - Recommended equipment.

1. The newly installed compass should meet the requirements of the Regulation of the Minister of Infrastructure of 30 April 2004 on the requirements for marine equipment (Journal of laws No. 103, item 1091, of 2009 No. 107, item 889, of 2010 No. 111, item 739 and of 2011 No. 119, item 689). The compass in use should have a valid certificate.

2. Navigational instruments are understood to mean the navigation triangle and parallel ruler or conveyor, ruler, navigational compass.

3. Each yacht shall have on board charts and nautical publications for the planning and monitoring of the yacht's position at all times during the voyage. The Electronic Chart Display and Information System (ECDIS) may fulfil these requirements provided that yacht navigates in areas covered by recognised vector electronic charts, has a paper version of the charts on board or has a duplicate system.

4. Nautical publications and charts, listed in points 11-14 and 17, should be updated for the voyage area in question.

5. Tide tables required for tidal area voyages.

6. Convention on the Prevention of Collisions, referred to in Article 5(33)(a) of the Act of 18 August 2011 The publication of the Convention for the Prevention of Collisions shall be in the equipment of the yacht.

7. The International Code of Signals (ICS) set includes the ICS publication for reading and completing signals and flags necessary for their transmission.

8. Applies to yachts with a gross tonnage of 300 and more, however, it is recommended to install it on smaller yachts.

9. Applies to yachts with a gross tonnage of less than 200. Radar reflectors should be certified and

installed in accordance with the regulations.

IV. Radiocommunications equipment

1) Every yacht in Areas 3 and 4 (offshore and ocean navigation) shall be equipped with at least:

- a) Fixed VHF radiotelephone with DSC,
- b) a ship's satellite terminal or MF/HF (medium-, short-wave) radiotelephone with DSC system or a mobile satellite phone with access to an emergency number,
- c) 406 MHz Emergency Position-Indicating Radio Beacon (EPIRB),
- d) a device for receiving weather forecasts and warnings,
- e) rescue radar transponder (SART) or rescue AIS transponder (AIS SAR),
- f) 2 radiotelephones for two-way communication;

2) Every yacht in Areas 1 and 2 (sheltered and inshore navigation) shall be equipped with at least:

- a) Fixed VHF radiotelephone with DSC,
- b) 406 MHz Emergency Position-Indicating Radio Beacon (EPIRB),
- c) Search and rescue transponder (SART) or search and rescue AIS transponder (AIS SAR),
- d) 2 radiotelephones for two-way communication,
- e) a radio receiver adapted to receive weather forecasts and navigation warnings in the area in which it is operating.

General remark:

The Emergency Position-Indicating Radio Beacon (EPIRB) shall be registered and recorded in the register of on-board and personal emergency signal transmitters.

V. Fire protection equipment

1. The provision of fire protection equipment and spare parts for yachts of 500 gross tonnage and more is specified in the SOLAS Convention referred to in Article 4(1). 5(33)(a) of the Act of 18 August 2011 on Maritime Safety.

2. Every yacht of less than 500 gross tonnage shall be provided with

- a powder or carbon dioxide extinguisher with a capacity of at least 5 kg or foam extinguisher with a capacity of at least 9 litres. The mass of any portable extinguisher shall not exceed 23 kg and its extinguishing capability shall be at least equivalent to that of a 9-litre liquid extinguisher. The extinguishing medium used in the extinguisher shall be appropriate to the group of fires that may occur in the room for which the extinguisher is intended. The number and type of fire extinguishers will be determined in the fire protection plan,
- pressure hoses, universal nozzles - in the number equal to the number of hydrant valves installed on the yacht,
- fire blanket - 2 pieces,
- fire axe and crowbar - 1 set,
- fireproof gloves - 1 pair,
- in case of lack of permanent extinguishing system in yacht engine room it is recommended to equip the yacht with transportable powder extinguisher (aggregate) 25 kg ABC.

General remarks:

1. Fire protection equipment shall comply with the rules of a recognised organisation.
2. Fire protection equipment shall be located in an easily accessible and visible place on board the

- yacht and marked with symbols made of photoluminescent material.
3. Equipment shall be maintained in good working order and ready for immediate use both at sea and while the yacht is in port. This equipment should only be used for rescue and firefighting operations and for training purposes.
 4. Extinguishers shall be so located and stored that their extinguishing efficiency is not impaired by weather conditions, vibration or other external influences (carbon dioxide extinguishers shall not be located in accommodation spaces).
 5. In control stations and other spaces containing electrical and electronic equipment or appliances essential to the safety of the yacht, fire extinguishers shall include a fire-extinguishing medium that is neither electrically conductive nor harmful to the equipment and appliances.
 6. Fire extinguishers shall be located in a room in an easily accessible position. One of the extinguishers in a given room should be located near the entrance to the room.
 7. A group of rooms with a total area of up to 50 m² may be equipped with one extinguisher per corridor provided that the entrances to the rooms lead from only one corridor.
 8. In machinery spaces of category A, extinguishers shall be so located as to be no more than 10 metres apart.
 9. Fire extinguishers shall not be located less than 1 m from a potential fire source.
 10. Each extinguisher shall have a structural component or a clip pin with a seal showing that it has been discharged after use.
 11. On yachts with a gross tonnage of 500 and more fire protection equipment shall be regularly checked and maintained in good working order ready for immediate use, by the officer designated by the master of the yacht in accordance with the maintenance and survey plan.
 12. On yachts of less than 500 gross tonnage, internal inspections of fire protection equipment shall be carried out by the master or the designated deck officer every 3 months. The fact that the inspection has been carried out should be recorded.

VI. On-board equipment

The yacht shall be additionally equipped with a first aid kit.*

* It is recommended that the equipment of the first-aid kit is in accordance with the requirements contained in the Regulation of the Minister of Health of 3 November 2003 on minimum requirements for safety and health protection in order to ensure a higher level of treatment on board vessels (Journal of Laws No. 194, item 1904), depending on the destination of the yacht and navigation areas.

Annex 3

GUIDELINES FOR MUSTER LIST ON SEA-GOING YACHTS

1. The following alarms apply to yachts:
 - 1) general alarm
 - a) general alarm signal shall consist of seven or more short beeps followed by one long beep: (..... _),
 - b) the abandonment command is the last phase of the general alarm, can be preceded by one long beep (_); the master, via the public address system or other internal communication means, orders to leave the yacht several times;
 - 2) fire alarm:
 - a) the fire alarm signal shall be two short beeps followed by one long beep: (.._).
2. The muster list should:
 - 1) define the characteristics of alarm signals;
 - 2) determine the means by which alarm signals will be transmitted;
 - 3) determine the manner in which the order to leave the yacht will be issued;
 - 4) define the duties of each crew member during an alarm;
 - 5) to set up fire-fighting section organizations;
 - 6) designate persons to perform radiocommunications during distress incidents.
3. The muster list shall specify which persons are responsible for keeping the life-saving appliances ready for immediate use.
4. The muster list should identify deputies in key positions in the event that they become incapable of performing their functions, bearing in mind that different emergencies may require different measures.
5. The muster list shall specify the commander and deputy commander and the crew for each lifeboat, the commander for each liferaft.
6. The muster list shall establish the tasks of the crew members in the field of emergency care for passengers, including:
 - 1) passenger warning;
 - 2) check that passengers have left the cabins and public areas and are adequately dressed and have worn their lifejackets properly;
 - 3) maintaining order in aisles and staircases and general surveillance of passenger traffic;
 - 4) gathering of passengers at designated assembly stations;
 - 5) the arrangement of passengers in liferafts.
7. The muster list shall specify the tasks to be performed by each member of the crew, depending on the type of emergency and in particular in relation to it:
 - 1) to deal with cases of:
 - a) the need to abandon the yacht,
 - b) to detect a fire,
 - c) man falling overboard;
 - 2) closing watertight and fire doors, portholes, valves, companionway covers, skylight covers and other similar openings on the yacht;
 - 3) the launching of liferafts and the preparation of other life-saving appliances;
 - 4) allocation and use of transponders, two-way radiotelephones, emergency radio beams;
 - 5) the composition, equipment and collection of the fire section;
 - 6) operation of fixed fire protection devices and fire protection equipment;
 - 7) switching off the electricity and ventilation in the endangered part of the yacht;
 - 8) evacuation of the crew and passengers from an endangered part of the yacht.

8. The muster list must be updated each time before the yacht goes to sea. The alarm schedule shall be dated and signed by the master.
9. The muster list shall be displayed in conspicuous places, in particular:
 - 1) in the control rooms;
 - 2) in the engine room;
 - 3) in the areas of the crew and passenger accommodation.
10. The muster lists shall be legible and properly illuminated.
11. For the remaining general alarm hazards, except for the “man overboard alarm”, it is not necessary to assign specific tasks to the crew members. The crew shall be divided into sections/groups as in the case of a fire alarm. The description of other threats and methods of counteracting them shall be available in the form of training manuals. Other threats include, but are not limited to:
 - a) oil spill,
 - b) collision,
 - c) acts of terrorism and piracy,
 - d) the shallow water,
 - e) loss of main drive,
 - f) loss of steering control,
 - g) the presence of water on the yacht which is hazardous to the safety of the yacht.
12. Each member of the crew shall be assigned an emergency number and emergency instructions which shall specify:
 - 1) the names of all alarms;
 - 2) the characteristics of the alarm signals;
 - 3) the means by which the alarm signals will be transmitted;
 - 4) muster stations;
 - 5) the action to be taken by each crew member when an alarm signal is heard;
 - 6) activities resulting from muster list.
13. A list of emergency numbers shall be kept up to date, including the surnames, forenames and positions of crew members to whom they have been assigned.
14. The instructions to passengers shall specify:
 - 1) the name of the general emergency alarm;
 - 2) the characteristics of the alarm signals;
 - 3) the means by which signals will be transmitted;
 - 4) the routes and the muster station that you should go to;
 - 5) what the passenger should take with him/her to the muster station (e.g. life jacket) and what kind of outfit it should wear;
 - 6) the number of the liferaft for which it has been designated and its location.
15. For training purposes, training drills for the crew and trial alerts for passenger shall be carried out on board of yachts. Each drill and trial alarm shall be adequately announced to passengers and crew well in advance. Any training alarms that should be recorded.
16. The master shall carry out the training drills for the crew and trial alerts for passengers in accordance with the applicable emergency schedule in such a way that passengers and crew members are aware and understand their assigned duties and responsibilities and are able to perform them quickly and efficiently.
17. Within the framework of the general emergency drill, a man overboard drill shall be carried out, including the following:
 - 1) summoning the crew to the muster station using an alarm system;
 - 2) checking that everyone has come to the muster station, that they are properly dressed and that they are familiar with the duties listed in the muster list;
 - 3) preparing the rescue boat for launching to the water;
 - 4) the preparation of equipment to draw a survivor out, in accordance with the International

- Air and Maritime Search and Rescue (IAMSAR) Manual¹⁾;
- 5) Preparation of measures for two-way communication;
 - 6) launch the rescue boat onto the water and manoeuvring it;
 - 7) to take a man overboard;
 - 8) recovery of the rescue boat;
 - 9) providing first aid;
 - 10) discussion and evaluation of the exercise.
18. Training of a crew member in the use of life-saving appliances, including survival craft equipment, shall be provided as early as possible, but not later than 24 hours after embarkation.

¹⁾ IMO Resolution A.894(21) - International Aviation and Maritime Search and Rescue (IAMSAR) (Official Journal of the Ministry of the Interior of 2011, No. 6, item 35).

Annex 4

GUIDELINES FOR THE DEVELOPMENT OF MARINE FIRE PROTECTION PLANS FOR SEAGOING YACHTS

I. Introductory provisions

1. This Guideline sets out the principles for drawing up a fire protection plan for the individual sea-going yachts, hereinafter referred to as 'the plan'.
2. The plan should be based on the yacht's documentation approved by a recognised organisation.
3. The graphic symbols included in the plan that define the elements of structural protection, fire protection devices and fire protection equipment should comply with Regulation 15, Chapters II-2 of the SOLAS Convention referred to in Article 5(33)(a) of the Act of 18 August 2011 on Maritime Safety.
4. The plan shall be made on a scale that ensures its practical use and the possibility of applying appropriate structural elements of the yacht, symbols of fire protection equipment and devices, as well as other signs and inscriptions.

II. Provisions in force for the establishment of fire protection plans

When drawing up the plans, particular consideration should be given:

- 1) length and construction of the yacht and the area of navigation;
- 2) the provisions of the SOLAS Convention referred to in Article 5(33)(a) of the Act of 18 August 2011 on Maritime Safety;
- 3) the rules of a recognised organisation exercising technical supervision over the yacht;
- 4) these guidelines.

III. Drawings of the fire protection plan

1. The plan should include a longitudinal section of the yacht in the plane of symmetry, top views of all decks and platforms and a view of the bottom fuel tanks.
2. The contours of the yacht's structure and its equipment, important for fire safety, should be drawn on the plan with black lines. The plan should not include details that do not illustrate the fire protection of the yacht, which could make the plan illegible or prevent the appropriate symbols, descriptions, etc. from being displayed in appropriate places.
3. They shall be marked as such on the longitudinal section or on each deck:
 - 1) the deployment of command and fire stations;
 - 2) the type and arrangement of the vertical and horizontal fire divisions dividing the hull and superstructure or deckhouse space into appropriate vertical and horizontal areas;
 - 3) doors in fire dampers and stairway trunks with their control stations;
 - 4) stairs, companionways, shafts of vertical lifts and transport hatches for access to the individual compartments, rooms and decks, with an indication of the corridors, doors and escape routes;

- 5) devices for remote shutdown of fans, closing ventilation duct openings, skylights, annular spaces around chimneys and other closures limiting draft and the passage of smoke and flames;
 - 6) arrangement of fire detection and signalling panels and their repeaters and protected spaces;
 - 7) the arrangement of fixed fire-extinguishing systems with their activation stations and the rooms to be protected by them;
 - 8) fire pumps with their starting positions and the arrangement of hydrant valves and international connectors;
 - 9) arrangement of fuel and lubricating oil tanks with remote closing stations for shut-off valves;
 - 10) deployment of fire protection equipment.
4. Housing, service and machinery spaces, including corridors adjacent to such spaces, shall be provided on each deck.
5. Main engines, steam boilers, incinerators, generator sets, compressed air tanks, fuel and lubricating oil tanks with a capacity of 1 m³ and main switchboards should be marked with contours in machinery spaces.
- The location of fire protection equipment warehouses should be marked on the plan. Warehouses for fire protection equipment may be in rooms from which exits lead to an open deck or a corridor which has a direct connection to the open deck.

IV. Marking of the fire protection plan

1. Graphic symbols should be displayed in the position in which they are located in the graphical symbol table, except for door symbols and arrows indicating the direction of escape.
2. Graphic symbols should be placed on the plan as accurately as possible in places corresponding to the actual location of the yacht's fire protection equipment or appliances, and the total number of such symbols shall be given in the symbol table.
3. Graphical symbols, which do not fit in a given room on the plan, can be placed next to this room on the links.
4. Where rooms protected by both fire-fighting and detection systems are present, they may be identified by individual fire detector symbols of the appropriate type in combination with the corresponding symbols of the protected areas.
5. It is required to put on the plan graphic symbols of fire-fighting equipment in the number not less than it results from the regulations on equipping yachts with fire-fighting equipment.
6. Partitions type A-0, forming transverse watertight bulkheads reaching to the bulkhead deck and dividing the yacht into watertight compartments, shall be drawn with a continuous line 1 mm thick. No additional marking of such bulkheads is required on the drawings and drawing plate of the plan.
7. Graphical symbols in the array of plan symbols should be marked in the order of numbers from bottom to top.
8. The contours of fuel tanks and lubricating oils should be framed by a brown line.

V. Description of the plan

1. On the plan should be placed a board of symbols with explanations of the meaning of symbols and characteristics of fire protection devices and equipment.
2. The following yacht data should be given on the plan:
 - 1) length;
 - 2) maximum width;
 - 3) altitude to main deck;
 - 4) gross tonnage;
 - 5) the power of the main engines;
 - 6) the number of crew and passengers;
 - 7) class symbol.
3. The plan should describe the living, service and machine rooms. Descriptions can be entered in the room outline, giving its name or identification number. Where rooms are identified by identification numbers, a separate table should be drawn up.
4. In a separate table, describe the fuel and lubricating oil tanks and their capacity. Instead of a separate table, it is permissible to describe tanks at their location, if possible.
5. In the case of yachts fitted with fixed gas extinguishing systems, a list of openings to be closed shall be drawn up in the fire control plan in order to seal the compartment to be protected by the system and the symbols of the equipment for internal, external and ventilation closing and doors shall be marked in the plan.
6. When describing fire protection rooms, tanks and equipment, one should follow the rule that all these elements lying on the right side of the symmetry plane should be marked with odd numbers, while those lying on the left side of the symmetry plane should be marked with even numbers.
7. All lists should be placed on the right side of the drawing on the left side of the drawing plate.
8. In the case of a plan for a yacht engaged in international navigation, the name shall be established:

"PLAN OCHRONY POŻAROWEJ - FIRE CONTROL PLAN."

When marking lifesaving appliances and appliances, the name shall be: 'PLAN BEZPIECZEŃSTWA - SAFETY PLAN'.
