
Small Vessels in Commercial Use for Sport or Pleasure, Workboats and Pilot Boats – Alternative Construction Standards

Notice to all Owners & Operators of Small Commercial Code Vessels; Boat Builders, Designers and Surveyors

This notice should be read in conjunction with the Blue, Yellow, Brown and Red Codes

Summary

The Maritime and Coastguard Agency in co-operation with members of the Small Vessel Codes Working Group has been engaged in a harmonisation and rationalisation exercise of the existing small vessel codes:

- The Safety of Small Commercial Motor Vessels - A Code of Practice
- The Safety of Small Commercial Sailing Vessels - A Code of Practice
- The Code of Practice for the Safety of Small Workboats & Pilot Boats
- The Code of Practice for the Safety of Small Vessels in Commercial Use for Sport or Pleasure Operating from a Nominated Departure Point (NDP)

The outcome of this exercise is that the Small Commercial Vessel and Pilot Boat (SCV) Code will come into force.

This guidance note, **in its electronic version**, contains the SCV Code text as an annex and advises how the standards of the SCV Code may be used in the context of vessels already coded or in the process of coding to the existing Codes

Introduction	2	These existing Codes are:
1	The Maritime and Coastguard Agency and its predecessors have, over the last 10 years, developed and implemented a number of codes of practice to address a family of small ¹ commercial vessel types.	<ul style="list-style-type: none">• The Safety of Small Commercial Motor Vessels - A Code of Practice²• The Safety of Small Commercial Sailing Vessels - A Code of Practice³• The Code of Practice for the Safety of Small Workboats & Pilot Boats⁴

¹ Being under 24 metres Load Line Length

² ISBN 0-11-551185-7

³ ISBN 0-11-551184-9

⁴ ISBN 0-11-552006-6

ONLY TO BE USED IN CONJUNCTION WITH MGN 280

using Options 1 or 2 of Section 5.3 - 'Test and calculations to be applied', may as an alternative, after verification of the stability assessment by the Certifying Authority, be assigned an area of operation in accordance with Section 11.3.9.

11.3.9 Permitted areas of operation.

Permitted Area of Operation	MCA Code Category	ISO 12217 Design Category
Unrestricted	0	A
Up to 150 miles from a safe haven	1	A
Up to 60 miles from a safe haven	2	B
Up to 20 miles from a safe haven	3	B
Up to 20 miles from a safe haven in favourable weather and daylight	4	C
Up to 20 miles from a nominated departure point in favourable weather and daylight	5	C
Up to 3 miles from a nominated departure point in favourable weather and daylight	6	C

11.4 Motor Vessels Complying with Section 11.1.1.3

11.4.1 A vessel should be tested in the fully loaded conditions (which should correspond to the freeboard assigned) to ascertain the angle of heel and the position of the waterline which results when all persons which the vessel is to be certificated to carry are assembled along one side of the vessel. (The helmsman may be assumed to be at the helm.) Each person may be substituted by a mass of 75kg for the purpose of the test.

The vessel will be judged to have an acceptable standard of stability if the test shows that:-

- .1 the angle of heel does not exceed 7 degrees; and
- .2 in the case of a vessel with a watertight weather deck extending from stem to stern, as described in Section 4.1.1, the freeboard to deck is not less than 75mm at any point.
- .3 The angle of heel may exceed 7 degrees, but should not exceed 10 degrees, if the freeboard in the heeled condition is in accordance with that required by Section 12 in the upright condition.

11.4.2 Additionally, for vessels over 15 metres in length, the heeling moment applied during the test described in 11.4.1 should be calculated. Using the formula below, the vessel should attain a value of initial GM not less than 0.5m if using an estimated displacement, or 0.35m if the displacement of the vessel is known and can be verified by the Certifying Authority.

$$GM = \frac{57.3 \times HM}{\theta \times \Delta}$$

TABLE 1 - Deck Manning Requirements Small Vessels in Commercial Use

CATEGORY	6	5	4	3	2	1	0
CATEGORY SKIPPER QUALIFICATION ACCEPTABLE FOR GIVEN	Certificate of Competency - Yachtmaster Ocean (MCA Accepted)	✓	✓	✓	✓	✓	✓
	Certificate of Competency or Service - Yachtmaster Offshore (MCA Accepted)	✓	✓	✓	✓	✓	✓
	MCA Boatmasters Licence Grade 1,2 & Modified Grade 3	✓	✓	✓	✓	✓	
	RYA/DfT Certificate of Competency or Service - Coastal Skipper	✓	✓	✓	✓		
	RYA/DfT Advanced Powerboat Certificate	✓	✓	✓	✓		
		✓					
	Certificate of competence for appropriate area issued by Competent Authority	✓	✓	✓	✓		
		✓					
	RYA/DfT Day Skipper Theory & Practical Certificate	✓	✓				
	Local Authority Licence for appropriate area	✓					
RYA/DfT Day Skipper Practical Certificate	✓						
RYA/DfT Powerboat Level 2 Certificate	✓						
ADDITIONAL REQUIREMENTS	Unless operating in the single-handed mode in accordance with Paragraph 7 of this Annex, a second person capable of assisting the Skipper in an emergency should also be on board	✓	✓	✓	✓		
	There should also be on board a second person deemed by the skipper to be experienced.				✓		
	There should also be on board a second person holding at least an RYA/DfT Certificate of Competency or Service as Coastal Skipper.					✓	
	There should also be on board another person holding at least an RYA/DfT Certificate of Competency as either Yachtmaster Ocean or Yachtmaster Offshore.						✓