POLICY
FOR
PLEASURE CRAFT
MANAGEMENT SYSTEM

01 September 2016
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# ANNEXES

1 Policy for Pleasure Craft Construction  
2 Policy for Pleasure Craft Operation
1 Objective

The objective of this paper is to revamp the regulatory framework for the licensing and operation of pleasure crafts in line with Government vision and customers’ expectations.

The two priority pillars are:

1. A Quality Assurance Policy for the construction and design of pleasure crafts;
2. The operation of pleasure crafts as per international standards.

2 Context

The existing regulatory framework was designed in 2006 with subsequent changes introduced as and when required. To meet customers’ expectation and taking into consideration the changes on the international market and climatic conditions, it became important to reconsider in-depth the regulatory framework for licensing pleasure crafts for both private and commercial use.

The current policy has been worked out with the aim to standardise procedures starting from the construction stage of a pleasure craft to the time the craft is being operated at sea.

3 Existing Methodology at the Tourism Authority

The existing method used by the Tourism Authority (TA) to issue pleasure craft licences is currently not in line with international best practices.

Some of the shortcomings of the current methodology are listed hereunder:

1. Boat Construction and Quality Assurance Certificate

The TA is presently accepting a Boat Construction Certificate without ensuring that all the required information in terms of the craft’s
construction parameters are mentioned therein. A Quality Assurance Certificate is not presently a prerequisite.

2. Owner’s Manual

The TA does not impose the need for an Owner’s Manual containing minimum user information when a newly constructed craft is delivered to its buyer.

3. Recommended propulsion devices

The TA does not require the boat constructor to recommend the minimum and maximum engine capacities for the craft and size of maximum sail.

4. Carrying capacity

The current formula in use by the Tourism Authority to calculate the carrying capacity of crafts is the multiplication of the craft’s length by its width in feet, divided by 15.

The flaws arising out of this methodology are listed below.

- It overlooks the requirement for a craft to have a safe freeboard margin when cruising;
- It does not recommend any safety margin deduction to cater for adverse weather and rough seas;
- It cannot be applied to a craft which has a second deck or a fly bridge; and
- It cannot be applied to crafts of more than 20 feet in length.

5. Respect for environment

Presently, the TA does not require pleasure craft operators to explain the way they are going to treat / dispose of sewage and garbage. As a result the majority of pleasure crafts:

- Have no provision for disposal of sewage and garbage; and
- Have no provision for storage of grey and black water.
6. Protection from falling and Man Overboard Recovery

No consideration is presently being given to whether the craft is actually fitted with security arrangements like handrails and guardrails to prevent occupants from falling overboard.

4 Areas for improvement

The following have been identified as areas for improvement:

1. The integrity and structural requirement for construction design of the craft taking into consideration buoyancy/floatation materials and elements;
2. The strength of underwater hull to resist the pressure of sea waves;
3. The stability of the craft;
4. The availability of a safe freeboard margin;
5. The resistance to down flooding;
6. The arrangement for Deck Drainage;
7. The methodology for determining carrying capacity;
8. The recommended engine capacity for the type of craft;
9. Environmental respect;
10. The categorisation of craft; and
11. The owner’s information manual and certification.

5 Proposed Methodology

It was agreed that ISO 12217 is the best internationally available option.

Upon manufacturing and delivery of any pleasure craft, an Owner’s Manual will be issued. This will be a guarantee certificate that the craft has been built as per ISO12217 standard.
6 Measure for Existing Pleasure Craft

As an interim measure to determining the carrying capacity of those existing crafts which do not have an ISO 12217 certification, the Australian Method will be applicable.

It would be the responsibility of the skipper to reduce the number of persons on board by 25 percent in case of adverse weather and rough seas when navigating outside lagoon.

Australian Method for determining Carrying Capacity

The Australian method provides two options that can be used for determining the carrying capacity of craft which are less than 10 metres in length. For craft exceeding 10 metres in length, two formulae are provided.

The Australian method is used for crafts in 2 categories:

(i) 10 metres or more in length; and  
(ii) Less than 10 metres in length

(i) For craft of up to 10 metres in length, the following tables are used:

- Single deck boat (no flybridge):

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(ii) Craft of 10 metres or more in length and when navigating in calm waters under normal conditions:

- For single-deck boats (no flybridge):
  
  Maximum capacity (adults) = \(0.75 \times \text{Length} \times \sqrt{\text{Breadth}}\)

- For boats fitted with flybridge:

  Maximum capacity (adults) = \(0.6 \times \text{Length} \times \sqrt{\text{Breadth}}\)

  (Unit for length and width in meters)

Appeals

Pleasure craft operators wishing to appeal against the allocated carrying capacity may do so by applying to the Ministry of Tourism and External Communications, giving full reasons to support the appeal.
7 Way Forward

1. As from 01 August 2016, the Tourism Authority is recalculating the carrying capacity and applying a new methodology for all existing pleasure crafts. The Australian Method of calculating the seating capacity shall be applied. The skipper of all commercial pleasure crafts licensed to proceed outside the lagoon, will have the responsibility of reducing the number of persons on board by a safety margin of 25 percent in case of adverse weather and rough seas.

2. With effect from 01 January 2017, the Tourism Authority shall only accept applications in respect of commercial pleasure crafts which have been constructed as per ISO 12217 standards.

3. With effect from 01 January 2017, all existing commercial pleasure crafts fitted with toilet facilities will comply with the procedures for disposal of sewage (MARPOL Convention).

4. As from August 2016 the Tourism Authority will provide a training course by an international expert for craft builders in accordance with ISO 12217.

5. Training courses recognised by international nautical training institutions will be provided by the Tourism Authority for skippers of category A to C and crew members of Categories E and D as explained below. Exemptions will be given to foreign and local mariners who hold a certificate of competency for ocean navigation by an internationally recognised body.

   (a) Category A – Oceangoing skipper’s licence

   The Oceangoing course is the most advanced Skipper Course that qualifies a skipper to take a pleasure craft on ocean passage from one country to another.
(b) Category B – Up to 24 nautical miles

This Course prepares the skipper to fulfil the requirements to be able to navigate on high seas since all waters beyond the 12 nautical miles limit are international waters.

Skippers therefore need to be able to navigate using compasses, GPS and navigational charts. Holders of skipper’s licence category C with at least 1 year experience will also be entitled to register for this course in order to be eligible to navigate up to 24 nautical miles.

(c) Category C – Up to 12 nautical miles

The syllabus for Category C (Navigation up to 12 Nautical miles) has been revised to include subjects that further promote the skipper’s ability to handle emergencies at sea.

This includes abandon ship drills through the launching of life rafts, the ability to fight fires on board and actions to mitigate risk of craft sinking at sea following collisions and/or groundings. Greater emphasis has also been laid on skipper’s ability to understand the effect of rough seas on the stability of crafts and boat handling skills in heavy weather.

(d) Category D and E for crew members (Helpers)

A training programme has also been devised to impart the required knowledge in seamanship, navigation and in emergency preparedness to crew members so that they can assist the skipper in dealing with emergencies at sea. This also includes training in swimming, life saving and first aid.

(e) Refresher course for skippers

The Tourism Authority is intensifying its refresher course campaign so as to update skippers on new regulation/policies and review skipper’s training program every 2 years.

6. Monitoring will be carried out by the Tourism Authority in collaboration with the National Coast Guard.
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ANNEX 1

POLICY
FOR
PLEASURE CRAFT CONSTRUCTION
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1. Introduction

To enable traceability and categorisation of Pleasure Crafts, all new crafts will require an ISO 12217 certification, including an owner’s manual.

2. Owner’s Manual

The owner’s manual will contain all the details crucial for the operation of the pleasure craft, relating *inter alia* to:

1. General Requirements

   a. Information required

   *The owner’s manual for the craft shall provide all necessary information for the safe operation of the craft, equipment and systems with due consideration for the environment.*

   *The information does not need to include servicing information other than routine checks intended to be carried out for operating the craft. The owner’s manual may contain a check list of actions to be undertaken before use.*

   b. Format

   *The owner’s manual shall be produced in hard copy in English or French.*

   *A generic owner’s manual, i.e. one that may be used for more than one model or type of craft, may be used, provided it is modified, if necessary, to meet the requirements of the appropriate International Standard for each craft type. This may be done with supplements.*

   *The manual shall contain an index or table of contents referenced with page numbers, if it is more than four pages long.*

   *Information may be presented in words, symbols or pictograms.*

   *Where symbols are used, ISO 8999 and ISO 11192 shall be used, if symbols are used, and may be explained in words.*
Where practicable, related texts and illustrations should be arranged so that they can be studied together.

c. Units and definitions

SI units shall be used in the owner’s manual in accordance with ISO 1000; other units may be added in brackets.

d. Illustrations

Drawings, schematics, photographs and diagrams may be used. Drawings need not be to scale

2. Content of owner’s manual

a. Introduction to the manual

Each manual shall have an introductory paragraph informing the owner of his responsibility concerning the intended use of the craft.

If safety labels are used, their meaning shall be explained in the owner’s manual.

b. General information and craft data

The following information shall be listed in the owner’s manual. List only the relevant items:

i. Name of craft manufacturer, company or individual responsible for putting the craft on the market,

ii. Name of the model and/or type;

iii. Craft design category/categories, as marked on the builder’s plate, and statement explaining the design category(ies) as follows:

1. Category A: This craft is designed to operate in winds that may exceed wind force 8 (Beaufort Scale) and in significant wave height of 4m and above (see note 1 below), and is largely self-sufficient. Abnormal conditions such as cyclones are excluded. Such conditions may be encountered on extended voyages, for example across oceans, or inshore
when unsheltered from the wind and waves for several hundred nautical miles

2. Category B: This craft is designed to operate in winds up to Beaufort force 8 and the associated wave heights (significant wave height up to 4m, see note 1 below). Such conditions may be encountered on offshore voyages, or on unsheltered coastal waters of several dozens of nautical miles.

3. Category C: This craft is designed to operate in winds up to Beaufort force 6 and the associated wave height (significant wave height up to 2m, see note 1 below).

Note 1 (To be added in owner’s manual, where relevant): The significant wave height is the mean height of the highest one third of the waves, which approximately corresponds to the wave height estimated by an experienced observer. Some waves will be double this height.

Note 2: Craft of only categories B and C will be allowed to navigate outside lagoon. Craft of Category C may be allowed to navigate up to 6 nautical miles from the nearest shore provided the builder certifies that the craft can navigate outside the lagoon up to 6 nautical miles or the skipper undertakes the responsibility that the craft is seaworthy to proceed up to that limit. The Australian method will be applicable to determine carrying capacity.

iv. The Mass of the craft in the unladen condition denominated in Kg according to ISO 8666.

For craft with outboard engines, it should be stated that this mass includes the mass of the heaviest recommended outboard engine.

v. The maximum recommended load, according to ISO 14946, plus a note saying “see section loading”.

vi. The Mass of the craft in fully loaded condition (kg); which is the sum of the craft’s mass, in the light craft condition, plus the maximum recommended load, a breakdown of the fully loaded mass as calculated is recommended.
vii. The Main dimensions of the craft: L(H), B(H), L(MAX), B(MAX), and the definition of the dimensions given; these dimensions shall be in accordance with ISO 8666:2002.

viii. Drafts:

1. Maximum height (air draft) if relevant, in the light craft condition;
2. Maximum draft(s) in the fully loaded condition;

ix. Type of main propulsion [power, sail, other (give details)]; and

x. If the craft is a sailboat, basic information on the sail and rigging

Note 2: information such as main dimensions of sails, reefing system, storm sail dimensions, etc. may be given.

c. Tank capacity

i. Nominal fixed fuel tank(s) capacity (litres), with a cautionary note mentioning that all of its capacity may not be usable as this is also dependant on trim and loading and that 20% reserve should be kept. Also state the type of fuel to be used and the position of refuelling point(s) and draining point (if fitted)

ii. The fixed fresh water tank(s) capacity (litres), with a statement mentioning that all of its capacity may not be usable as this is also dependant on trim and loading, and position of refuelling point(s) and draining point (if fitted)

iii. The fixed holding tank(s) capacity (litres), and position of through hull or deck fitting(s) and draining point (if fitted)

iv. The fixed oil tank(s) capacity (litres), clean and used, and position of filling and emptying point(s)

d. A statement stating: “Builder’s plate – Part of the information is given on the builder’s plate affixed on the craft. A full explanation of this information is given in the relevant sections of this manual”

3. Maximum number of persons

State the maximum recommended number of adult occupants and/or combination of adults/children, determined in accordance with ISO
4. Loading

Give information that the maximum recommended load includes the weight of all occupants onboard, all provisions and personal effects, any equipment not included in the light craft mass, cargo (if any) and all consumable liquids (water, fuel, etc.)

Give information that the total weight of liquids, when all permanently installed tanks are full, is X (kg).

Include the following warning note: “WARNING – When loading the craft, never exceed the maximum recommended load. Always load the craft carefully and distribute loads appropriately to maintain design trim (approximately level). Avoid placing heavy weights high up. ”

Give any other loading information relevant to the craft.

5. Engine information

Give the following information:

- Maximum recommended engine power (kW)
- Maximum recommended engine mass (if relevant)

6. Information connected with the risk of flooding and stability

The following information shall be given in the owner’s manual:

a. Opening in the hull

Give the following information:
i. Location of seacocks and through-hull fittings, by a plan, sketch or any convenient means;

ii. Advice on keeping seacock, cockpit drains, bungs and other opening/closing devices in the hull closed or open, as appropriate, to minimize the risk of flooding. If necessary, operating instructions for any such devices; and

iii. Advice on keeping portlights, windows, washboards, doors, hatches or ventilation openings closed when appropriate, e.g. in rough weather or at planning speed. If necessary, provide operating instructions.

b. Bilge pumps and bailing

Give the information required by ISO 15083, including the following:

i. Add warning note: “WARNING – The bilge pumping system is not designed for damage control.” This note is not required if the craft is specially designed for that purpose or has flotation;

ii. Location of each bilge pump, and its capacity, as rated by the pump manufacturer;

iii. Operating instructions, if relevant;

iv. Routine survey and maintenance instructions;

v. For craft where ISO 15083 requires only a bucket or a bailer, add note stating that it is the responsibility of the owner/operator to have at least one bucket/bailer on board, secured against accidental loss; and

vi. Add a warning note: “SAFETY PRECAUTION – Check the function of all bilge pumps at regular intervals. Clear pump inlets from debris. If seacocks are fitted in the fore and aft peak bulkheads, they shall be kept closed and shall only be opened to let water drain into the main bilges”.

c. Stability and Buoyancy

Give the stability information specific to the type of craft when required by the relevant part of ISO12217, and including the
following statement, if relevant:

i. any change in the disposition of the masses aboard (for example the addition of a fishing tower, a radar, a stowing mast, change of engine, etc.) may significantly affect the stability, trim and performance of the craft;

ii. Bilge water should be kept to a minimum;

iii. Stability is reduced by any weight added high up;

iv. In rough weather, hatches, lockers and doorways should be closed to minimize the risk or flooding;

v. Stability may be reduced when towing or lifting heavy weights using a davit or boom;

vi. Air tank shall not be punctured; and

vii. Breaking waves are a serious stability hazard.

d. Capsize recovery

Give capsize recovery information specific to the type of craft when required by the relevant part of ISO 12217.

If relevant, give the recommended technique for subsequent bailing.

e. Risk of capsize for sailing multihulls

Give capsize information when required by the relevant part of ISO 12217.

State the position and operation of escape hatches, if fitted, of sailing multihulls in the event of inversion.

f. Information connected with the risk of fire or explosion

The following information shall be given in the owner’s manual.

i. Propulsion engines, generator sets, etc.

Give instruction for safe operation of the engine, including,
where relevant:

1. Requirement to run the engine compartment fan for prescribed time; if relevant (petrol engines); explain the signification of labels as required by ISO 11105;

2. Requirement to ensure flow of cooling water;

3. Requirement to ensure that ventilation ducts are free;

4. Precaution when refuelling, e.g., non-smoking and treatment of fuel spillage in craft;

5. Prevention of damage to fuel lines;

6. Avoidance of contact of flammable materials with hot engine parts; and

7. Advice not to store equipment containing petrol (outboard engines, tanks, petrol generators, etc.) in compartment not designed for this purpose.

ii. **Gas system**

Give instruction for safe operation and inspection of gas systems with description as appropriate, including information required by ISO 10239, including the following, where relevant:

1. Operating instructions for appliances;

2. Instruction for inspection of the system;

3. Requirement that gas cylinders shall be stored only in specific lockers or housing;

4. Location of gas lockers or housing;

5. Procedure for changing gas cylinders;

6. Precaution to avoid contact of materials with naked flames and other hot areas;
7. Advice to shut off the gas valve in the event of an LPG leak or fire from LPG tank; and

8. Advice to ensure proper ventilation in order to prevent asphyxiation

iii. Other fuel-burning systems

Give instructions for safe operation and inspection of systems with descriptions as appropriate, including the following, where relevant:

1. Operation instructions for appliances;

2. Precaution when refuelling appliances;

3. Instructions for safe storage of fuel containers;

4. Precautions to avoid contact of material with naked flames and other hot areas; and

5. Advice to ensure proper ventilation in order to prevent asphyxiation.

iv. Fire prevention and fire-fighting equipment

Reproduce the relevant information required by ISO 9094 in the owner’s manual.

v. Means of fire escape

Identify the position of hatches, doors and other openings intended to be a means of escape from the interior in case of fire, where required by ISO 9094, and explain their operation procedures, if relevant.

g. Electrical systems – Risk of fire, explosion or electric shocks

Give information on

– the fire or explosion hazards that may result from improper use of electric DC and AC systems, and

– the electric-shock hazards that may result from improper use of
electric AC systems.

Give instruction for safe operation of electrical systems with description as appropriate, including information required, where relevant, by normative annexes of ISO 13297 (AC) and ISO 10133 (extra-low-voltage DC), for example:

i. Operation and position of battery selector switches;

ii. Description of switch panel(s);

iii. Procedure for changing fuses and diagram indicating fuse position, type and capacity;

iv. Requirement, if relevant, not to obstruct battery ventilating ducts;

v. Precaution when recharging and disconnecting battery;

vi. **WARNING – Do not work on an energized AC system**;

vii. Precaution when connecting/disconnecting shore supply; and

viii. If a shore supply is fitted, information about the risk of swimming close to a craft connected to shore power.

h. Handling characteristics

i. **Motor craft**

Give information on safe handling of the craft under power.

Give information required by ISO 11592, where relevant.

Include the following information where relevant:

- Do not operate the craft with an engine of rated power greater than the maximum recommended power;

- Avoid sudden manoeuvre at speed;

- For comfort and safety, reduce speed in waves;

- Do not sit in the bow cockpit when the boat is moving fast; and
Always use the dead-man switch if provided.

i. Engine starting

Give the instruction for safe operation when starting an engine to prevent craft movement and/or propeller rotation. For outboard engines and if relevant, the information required by ISO 11547 shall be used.

j. Emergency steering

Indicate the location and operation of emergency steering device, where applicable.

7. Proper operation – other recommendations and information

a. Man overboard prevention and recovery

In accordance with ISO 15085, give the following:

i. Information (if relevant) on parts of the outside of the craft that are not considered as belonging to the working deck and which shall not to be used when under way, with illustrations, if necessary; and

ii. Identification of the means of recovery of man overboard (e.g. location and deployment of ladder and how to re-board without swamping or capsizing the boat).

b. Liferaft stowage

On craft where life raft stowage area needs to be identified, give information on its location.

c. Danger from moving parts of machinery

Give the following information, if relevant:

i. Instructions to avoid moving parts of engine, propeller shafts, etc.; and
ii. If relevant, details concerning guards fitted and instruction for use.

d. Ventilation when using a combustion device

Give the following information or instruction, where relevant, including information required by ISO 10239:

i. WARNING – Fuel-burning open-flame appliances consume cabin oxygen and release products of combustion into the craft. Ventilation is required when appliances are in use. Open designated vent openings while appliances are in use. Never obstruct ventilation openings and ensure that flued appliances are operating correctly;

ii. Information on risks from exhaust gases (e.g. CO and other gases);

iii. Instruction for mitigating CO on petrol-powered craft; and

iv. The relevant safety label.

e. Securing of loose equipment

Give recommendations to secure loose equipment safely when underway.

f. Respect for the environment

Give the following information or instruction, if relevant:

i. Advice to be aware of local environment laws, and to respect codes of good practice;

ii. Instruction not to discharge toilets or holding tanks close to shore or in any prohibited zone, and to use harbour or marina pump-out facilities to empty the holding tank before leaving the harbour; and

iii. Advice to be aware of international regulations against marine pollution (Marpol) and to respect it as much as possible.
g. Use of holding tanks

If a holding tank is fitted, give information required by ISO 8099, including:

i. Operation and maintenance;

ii. Y-valve use;

iii. Capacity of holding tanks, in litres;

iv. Chemicals acceptable for use: cleaning materials, deodorants, anti-freeze solutions;

v. Pump-out procedure, including use of the manual relief valve, if applicable;

vi. Instructions that the system should be empty during storage at freezing temperatures;

vii. Note to observe local regulations on discharge; and

viii. Location of discharge shutoff seacocks and methods of securing these sealed shut.

h. Anchoring, mooring and towing

Give identification of “strong points” in accordance with ISO 15084, required for anchoring, mooring, towing and being towed.

i. Trailering (if relevant)

Give, if relevant, the mass in the trailering condition. Provide a warning to use a trailer suitable for the craft and its mass.

j. Other information

Any other information that is relevant for the safe operation of the craft shall be included in the owner’s manual.
3. Categorization of craft

**Category A**: This craft is designed to operate in winds that may exceed wind force 8 (Beaufort scale) and in significant wave heights of 4m and above and is largely self-sufficient. Abnormal conditions such as cyclones are excluded (Outside Lagoon).

**Category B**: This craft is designed to operate in winds up to force 8 (Beaufort scale) and wave heights up to 4 m (Outside Lagoon).

**Category C**: This craft is designed to operate in winds up to force 6 (Beaufort scale) and the wave heights up to 2 m (Inside Lagoon).

*Craft of Category C may be allowed to navigate up to 6 nautical miles from the nearest shore provided the builder certifies that the craft can navigate outside the lagoon up to 6 nautical miles or the skipper undertakes the responsibility that the craft is seaworthy to proceed up to that limit. The Australian method will be applicable to determine carrying capacity.*

4. Requirement for registration

The following documents will have to be submitted upon application of a new pleasure craft licence:

- Registered sales deed;
- Owner’s manual;
- Builder’s certificate indicating the category of craft.

5. Hull Identification Number (HIN)

The Hull Identification Number (HIN) is a 12 to 14 character serial number that uniquely identifies a craft’s hull. Henceforth, all crafts must have a HIN, which shall be mentioned in the application form for a pleasure craft licence. The HIN will be displayed on a metal plate, typically on the transom, gunwale, or hull/deck joint. On vessels without transoms, or where it is impractical to use transoms, the HIN will be affixed to the starboard (right) outboard side of hull, aft, within one foot of the stern and within two inches of the top of the hull side, gunwale or hull/deck...
joint. On catamarans and pontoon crafts, the HIN must be affixed to the aft crossbeam, within one foot of the starboard (right) hull attachment.

Example of HIN as per ISO 12217

a. Country Code
Mauritian boat manufacturers have to add the Mauritian country code prefix “MU” (block letters and hyphen) in front of the HIN.

b. Manufacturer’s Identification Code (MIC)
The MIC consists of three characters displayed as block capitals forming the first three characters of the HIN.

Information note: The boat manufacturers must apply to the Tourism Authority to obtain a Manufacturer’s Identification Code (MIC).

c. Manufacturer’s Serial Number
The fourth through to the eighth characters of the HIN are the individual manufacturer’s serial number, as defined by the manufacturer.

The manufacturer’s serial number consists of capital letters of the alphabet or Arabic numerals, or both, excluding the letters “I”, “O” and “Q”.

d. Date of Manufacture
The ninth through to the twelfth character of the HIN indicate the date of manufacture. The ninth character is a capital letter of the alphabet indicating the month during which the vessel’s fabrication has started:

A = January
B = February
C = March
D = April
E = May
F = June  
G = July  
H = August  
I = September  
J = October  
K = November  
L = December  

The tenth is an Arabic numeral designating the last digit of the year of manufacture.

e. Year of manufacture  
Characters eleven and twelve are Arabic numerals marking the model year of the craft.

Example of a fourteen digit Hull Identification Number (HIN)

<table>
<thead>
<tr>
<th>Country Code</th>
<th>Manufacturer’s Identification code</th>
<th>Manufacturer’s Serial Number</th>
<th>Commencement of construction</th>
<th>Model Year</th>
</tr>
</thead>
<tbody>
<tr>
<td>MU</td>
<td>ABC</td>
<td>2AB41</td>
<td>G0</td>
<td>91</td>
</tr>
</tbody>
</table>

The above is a typical example of a complete 14 digit HIN for a craft where fabrication commenced in July 1990 (G0) for the 1991 model year (91)

6. Boat Manufacturer's Certificate

Upon delivery of a pleasure craft, the manufacturer shall issue a Boat Manufacturer’s Certificate to the buyer certifying that the craft has been constructed in compliance with ISO 12217 standards. The certificate shall give the following minimum information:

1. Strength test

The strength test of such craft will depend on the construction plan, list of materials being used, sandwich schedule, details of laminated construction/procedures, details of carpentry and its degree of water tightness.
2. Stability test

The stability of such craft will be deduced by its ability to resist wave and winds, heel test due to wind, heel test due to movement of live load, maximum permitted heel angle and its righting moment.

3. Freeboard and downflooding test

The pleasure craft will have to go through a series of tests such as water tight integrity test, offset load test, downflooding calculation, including hatches and openings above water line and seacock, free board margin and determination of the load line.

4. Provisions and effectiveness of Deck drainage

A pleasure craft has to be designed in a way that water can easily be drained from its upper deck by way of scupper and proper deck inclination that will prevent ponding of water. The craft shall also be equipped with bilge pumps suited for its size.

5. Carrying capacity

The certificate must contain precise information on the carrying capacity of the craft as per the builder’s calculation using worksheets in ISO 12217. The Tourism Authority shall assign the same carrying capacity to the craft upon registration as certified by the builder.

6. Toilet waste retention system

As per ISO 8099 (requirements for the design, construction, and installation of systems for temporary retention of sewage for subsequent disposal for crafts of hull length up to 24 m), toilet waste will have to be retained to protect the marine environment and ecosystem, and be disposed of in accordance with the “MARPOL” convention, as detailed in PCMS/OPERATIONS. The number of toilets to be installed on board shall depend on the carrying capacity and is as follows:

a. For a craft operating inside and outside lagoon with a carrying capacity of more than 11 occupants but not exceeding 21, there has to be at least 1 toilet when the number of occupants is more than 15.

b. For a craft operating both inside and outside lagoon with a carrying capacity of more than 21 occupants but not exceeding 41, there have to be a minimum of 2 toilets.
c. Toilets are exempted on ferry/taxi boats that are engaged in a trip of less than one hour from one land based point to another; or where the structure of the craft does not allow installation of toilets.
ANNEX 2

POLICY
FOR
PLEASURE CRAFT
OPERATION
1 Pleasure Craft Management System

The new sub-subcategories of pleasure crafts are defined as hereunder:
A. Pleasure Craft Category A & B: Outside Lagoon

A.1 Carrying Capacity up to 11 occupants including the crew

A.2 Carrying Capacity between 12 and 21 occupants including the crew

A.3 Carrying Capacity between 22 and 31 occupants including the crew

A.4 Carrying Capacity between 32 and 41 occupants including the crew

A.5 Craft proceeding outside territorial limits

B. Pleasure Craft Category A, B & C: Inside Lagoon

B.1 Carrying Capacity up to 11 occupants including the crew

B.2 Carrying Capacity between 12 and 21 occupants including the crew

B.3 Carrying Capacity between 22 and 31 occupants including the crew

2 Crew categorization

2.1 Categorisation of Skippers

The existing policy caters for three categories of skippers:

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1 Craft of Category C may be allowed to navigate up to 6 nautical miles from the nearest shore provided the builder certifies that the craft can navigate outside the lagoon up to 6 nautical miles or the skipper undertakes the responsibility that the craft is seaworthy to proceed up to that limit. The Australian method will be applicable to determine carrying capacity.
Category A – Ocean going skippers
Category B – Skippers allowed to navigate up to 24 Nautical miles
Category C – Skippers allowed to navigate up to 12 Nautical miles

2.2 Category of Helper

The provisions will also categorise helpers as follows:

    Category A – Helper having an ocean going skipper’s licence
    Category B – Helper having a skipper’s licence for up to 24 Nautical Miles
    Category C – Helper having a skipper’s licence for up to 12 Nautical Miles
    Category D – Helper having attendance certificate for skipper’s training
    Category E – Helper with more than 3 years proven experience
    Category F – Helper without 3 years proven experience nor skipper’s training

3 Life Saver

A person who has undergone a lifesaving course from a recognised institution and has been certified as a competent life saver.

4 First Aid

At least one of the crew members should have undergone first aid training. It is mandatory to have a First Aid Kit on board containing the following:

<table>
<thead>
<tr>
<th>Item</th>
<th>No of persons</th>
</tr>
</thead>
<tbody>
<tr>
<td>Individually wrapped sterile adhesive dressing</td>
<td>1-11  12-51  52-101  Above 102</td>
</tr>
<tr>
<td>Small sized sterile dressings (approx. 6cm * 4 cm)</td>
<td>8   10   12   15</td>
</tr>
<tr>
<td>Medium sized dressings (approx. 13cm * 9 cm)</td>
<td>6   8   10   12</td>
</tr>
<tr>
<td>Large sterile dressings (approx. 28cm * 17.5 cm)</td>
<td>2   4   6   10</td>
</tr>
<tr>
<td>Triangular bandages</td>
<td>2   4   6   8</td>
</tr>
<tr>
<td>Sterile eye pads with attachment</td>
<td>2   4   6   8</td>
</tr>
<tr>
<td>Safety pins</td>
<td>6   12  12   12</td>
</tr>
<tr>
<td>Cotton wool in balls or packs</td>
<td>100 g 200 g 200 g 200 g</td>
</tr>
<tr>
<td>Adhesive strapping tape</td>
<td>25   50  50   50</td>
</tr>
<tr>
<td>Adhesive dressing strips (assorted)</td>
<td>1    1    1    1</td>
</tr>
<tr>
<td>Item</td>
<td>Quantity</td>
</tr>
<tr>
<td>----------------------------------------------------------------------</td>
<td>----------</td>
</tr>
<tr>
<td>Liquid skin antiseptic, minimum 200ml bottle</td>
<td>1 1 1 1</td>
</tr>
<tr>
<td>Scissors with blunt ends</td>
<td>1 2 2 2</td>
</tr>
<tr>
<td>Sterile gauze squares (packs)</td>
<td>1 1 1 1</td>
</tr>
<tr>
<td>Clean square piece of white linen kept in a polythene bag</td>
<td>1 2 2 2</td>
</tr>
<tr>
<td>Sterile eye cleansing solution, minimum 250ml bottle</td>
<td>1 1 1 1</td>
</tr>
</tbody>
</table>

5 Food Handler’s Certificate

Where food and beverages are being handled by members of the crew, such crew member/s shall have a food handler’s certificate. This will ensure that food and beverages are being handled in hygienic conditions.

6 Firefighting Awareness

Commercial pleasure craft skippers must have a fire fighting awareness training and records of bi-yearly drills which will be kept for verification purposes by the relevant authorities.

7 Skipper’s training and qualifications

It is the craft owner’s duty to keep a record of the skipper’s licence and other qualifications required, such as a life saver’s certificate and/or food handler’s certificate. The owner is to make sure that the skipper is properly trained, qualified and fit for duty. The owner of the pleasure craft must be fully conversant with the following training and qualifications in force before employing a skipper and whether he would be skipper’s qualifications are appropriate.

The Tourism Authority intends to enlist the services of internationally recognised nautical training institutions to assist in delivering the training. Exemptions will be given to foreign and local mariners who hold a certificate of competency for ocean navigation by an internationally recognised body as explained in Annex 1 para. 7 section 5.

The categories and skipper’s licence are listed below:

(a) Category A – Oceangoing skipper’s licence
(b) Category B up to 24 Nautical miles
(c) Category C up to12 Nautical miles
(d) Category D and E – Training for crew members Helper
8 Refresher course for skippers

The Tourism Authority is intensifying its refresher course campaign so as to update skippers on new regulation/policies and review skipper’s training program every 2 years.

9 Pleasure Craft Registration Mark

Upon registration with the Tourism Authority, a Pleasure Craft shall be allotted a Registration Mark to be displayed on both sides of the craft, except at the transom and the bow. The pleasure craft registration mark is an 11 to 12 alphanumeric identification that uniquely identifies it.

A. The first two to three characters of the registration mark describe the category of craft.
   - PC: Pleasure Craft for commercial use
   - PPC: Pleasure Craft for private use

B. The fourth to seventh characters are a combination of Arabic numerals which is unique to the pleasure craft.

C. The eighth to eleventh characters are two alphabets in block letters indicating whether the craft is licensed to operate inside the lagoon or both inside and outside the lagoon or outside the lagoon only:
   - IL: Inside Lagoon
   - OL: Both inside and outside lagoon
   - OLO: Outside Lagoon only

D. The last Arabic numerals indicates the maximum number of occupants that can be carried on the craft including the crew.

E. Example of a pleasure craft registration mark

<table>
<thead>
<tr>
<th>Category</th>
<th>Registration number</th>
<th>Licensed to operate</th>
<th>Maximum number of occupants</th>
</tr>
</thead>
<tbody>
<tr>
<td>PC</td>
<td>1234</td>
<td>IL</td>
<td>15</td>
</tr>
</tbody>
</table>

The example above describes a commercial pleasure craft (PC) which is registered with the number 1234, licensed to operate Inside Lagoon (IL) and having 15 as the maximum number of occupants that it can carry.
10 Notice to be affixed inside a commercial pleasure craft

The Tourism Authority directs all commercial pleasure craft to affix a notice inside the pleasure craft so that the public/tourists embarking the craft are aware of the maximum number of occupants including the crew that the craft is allowed to embark. Such a notice reads as follows:

```
THIS PLEASURE CRAFT IS AUTHORISED TO CARRY A MAXIMUM OF 18 INCLUDING CREW.
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The letterings shall be 4cm in height and 3cm in width and shall be of Font **Arial**.

11 Waste Management

The waste water from black or grey tank must be disposed of in accordance with the “MARPOL” convention, always outside lagoon and not less than 3 nautical miles from shorelines.

Such waste if not disposed outside lagoon in accordance with the “MARPOL” convention, shall be pumped and carted away for disposal in line with existing waste management authority’s policy.

Garbage produced during operations shall be stored on the pleasure craft and disposed of and carted away in line with the existing Waste Management Authority’s policy. Such waste, even if of organic nature, shall not be disposed of at sea in order to protect the ecosystem.

12 Receipt of Transaction

The issuance of a receipt in respect of a transaction between a client and the licensee of a commercial pleasure craft shall be mandatory. This receipt will include the following information:

i. Receipt number
ii. Date and time
iii. Names of passengers
iv. Trip details
v. Price
vi. Trade name
vii. Registration number

The receipt shall clearly mention:

(1) The authority of the skipper as the captain of the craft, and the obligation of the passengers to comply with all such instructions that he may give to ensure the safety and security of all passengers on board.

(2) The rights of the skipper not to embark a passenger who appears to have consumed excessive alcohol and is misbehaving.

(3) The right of the skipper to alter a trip to reach the nearest safe haven as a result of adverse sea conditions.

(4) The right of the skipper to report to the Police / National Coast Guard an act of misbehaviour of any passenger on board which is likely to adversely affect the safety of the craft at sea and its remaining passengers and crews.
### Pleasure Craft Operation Minimum Requirements

#### INSIDE LAGOON (CATEGORY A, B or C)

<table>
<thead>
<tr>
<th>Carrying capacity (75kg pax)</th>
<th>B1 (Not exceeding 11 pax)</th>
<th>B2 (12 to 21 pax)</th>
<th>B3 (22 to 31 pax)</th>
</tr>
</thead>
<tbody>
<tr>
<td>CREW</td>
<td>1 skipper of category A, B or C</td>
<td>1 skipper of category A, B or C and 1 helper of at least category D or E</td>
<td>1 skipper category A, B or C and 2 helpers of at least category D or E</td>
</tr>
<tr>
<td>Propulsion (Craft Engine)</td>
<td>1 inboard or outboard engine or sails</td>
<td>Any two of the propulsion devices: inboard or outboard engines or sails</td>
<td>Any two of the propulsion devices: inboard or outboard engines or sails</td>
</tr>
<tr>
<td>Life saving equipment</td>
<td>Life jacket or PFD, as per carrying capacity, must be readily available. Wearing of a personal floatation device is compulsory for passengers in crafts cruising at speeds above 20 knots.</td>
<td>1 life buoy with line</td>
<td>2 life buoys with line</td>
</tr>
<tr>
<td>Fire fighting equipment</td>
<td>Equivalent of 5kg dry chemical powder fire extinguisher</td>
<td>The equivalent of 10kg dry chemical powder fire extinguisher</td>
<td>Equivalent of 15kg dry chemical powder fire extinguisher</td>
</tr>
<tr>
<td>Navigation lights</td>
<td>Navigation lights - side lights, stern light and mast headlight</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sanitation facilities</td>
<td>At least one toilet (Does not apply to pleasure craft and pontoons having a carrying capacity of not more than 15 pax). Exemption may be given to existing licensed pleasure craft where the structure does not allow installation of toilets.</td>
<td>At least 2 toilets</td>
<td></td>
</tr>
<tr>
<td>Accessories</td>
<td>First aid kit</td>
<td>First aid kit</td>
<td>First aid kit</td>
</tr>
<tr>
<td></td>
<td>One anchor with cable</td>
<td>One anchor with cable</td>
<td>One anchor with cable</td>
</tr>
<tr>
<td></td>
<td>At least one torch light</td>
<td>At least one torch light</td>
<td>At least one torch light</td>
</tr>
<tr>
<td>3rd Party Liability Insurance</td>
<td>Rs 500,000 per person</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Pleasure Craft Operation Minimum Requirements

<table>
<thead>
<tr>
<th>OUTSIDE LAGOON (PLEASURE CRAFT CATEGORY A or B)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carrying Capacity (75kg pax)</td>
</tr>
<tr>
<td>A1 (Not exceeding 11)</td>
</tr>
<tr>
<td>A2 (12 to 21 pax)</td>
</tr>
<tr>
<td>A3 (22 to 31 pax)</td>
</tr>
<tr>
<td>A4 (32 to 41 pax)</td>
</tr>
<tr>
<td><strong>Crew</strong></td>
</tr>
<tr>
<td>1 skipper category C, A or B and 1 helper of at least category D or E (not applicable for craft carrying less than 8 passengers)</td>
</tr>
<tr>
<td>1 skipper category A, B or C and 2 helpers of at least category D or E</td>
</tr>
<tr>
<td>2 skippers of category A, B or C and 1 helper of at least category D or E</td>
</tr>
<tr>
<td>2 skippers category A, B or C and 2 helpers of at least category D or E</td>
</tr>
<tr>
<td><strong>Propulsion (Craft Engine)</strong></td>
</tr>
<tr>
<td>Any two of the propulsion devices: inboard or outboard engine or sails</td>
</tr>
<tr>
<td><strong>Life saving equipment</strong></td>
</tr>
<tr>
<td>fluorescent life jacket or PFD as per carrying capacity. Must be worn from the moment of departure when craft is to proceed outside lagoon</td>
</tr>
<tr>
<td>fluorescent life jacket or PFD as per carrying capacity. Must be worn from the moment of departure when craft is to proceed outside lagoon</td>
</tr>
<tr>
<td>fluorescent life jacket or PFD as per carrying capacity. Must be worn from the moment of departure when craft is to proceed outside lagoon</td>
</tr>
<tr>
<td>fluorescent life jacket or PFD as per carrying capacity. Must be worn from the moment of departure when craft is to proceed outside lagoon</td>
</tr>
<tr>
<td>one life buoy with line readily available</td>
</tr>
<tr>
<td>two life buoys with line readily available</td>
</tr>
<tr>
<td>three life buoys with line readily available</td>
</tr>
<tr>
<td>four life buoys with line readily available</td>
</tr>
<tr>
<td>life raft/s to accommodate persons as per carrying capacity</td>
</tr>
<tr>
<td>life raft/s to accommodate persons as per carrying capacity</td>
</tr>
<tr>
<td>life raft/s to accommodate persons as per carrying capacity</td>
</tr>
<tr>
<td>life raft/s to accommodate persons as per carrying capacity</td>
</tr>
<tr>
<td><strong>Fire fighting equipment</strong></td>
</tr>
<tr>
<td>Equivalent of 5 kg dry chemical powder</td>
</tr>
<tr>
<td>Equivalent of 10 kg dry chemical powder</td>
</tr>
<tr>
<td>Equivalent of 15 kg dry chemical powder</td>
</tr>
<tr>
<td>Equivalent of 20 kg dry chemical powder</td>
</tr>
<tr>
<td><strong>Navigation Lights</strong></td>
</tr>
<tr>
<td>GPS</td>
</tr>
<tr>
<td>GPS</td>
</tr>
<tr>
<td>GPS</td>
</tr>
<tr>
<td>GPS</td>
</tr>
<tr>
<td><strong>Navigation equipment for crafts proceeding up to 24 Nautical miles (Skipper Category A or B)</strong></td>
</tr>
<tr>
<td>GPS Navigation Charts with plotting instruments</td>
</tr>
<tr>
<td>Echosounder Barometer One magnetic compass</td>
</tr>
<tr>
<td>GPS Navigation Charts with plotting instruments</td>
</tr>
<tr>
<td>Echosounder Barometer One magnetic compass</td>
</tr>
<tr>
<td>GPS Navigation Charts with plotting instruments</td>
</tr>
<tr>
<td>Echosounder Barometer One magnetic compass</td>
</tr>
<tr>
<td>GPS Navigation Charts with plotting instruments</td>
</tr>
<tr>
<td>Echosounder Barometer One magnetic compass</td>
</tr>
<tr>
<td><strong>Communication for crafts proceeding up to 24 Nautical miles</strong></td>
</tr>
<tr>
<td>VHF radio set Mobile phone</td>
</tr>
<tr>
<td>VHF radio set Mobile phone</td>
</tr>
<tr>
<td>VHF radio set Mobile phone</td>
</tr>
<tr>
<td>VHF radio set Mobile phone</td>
</tr>
<tr>
<td><strong>Communication for crafts proceeding beyond 24 Nautical miles or on ocean passages (Skipper Category A only)</strong></td>
</tr>
<tr>
<td>VHF radio set Satellite Phone</td>
</tr>
<tr>
<td>Automatic Identification System</td>
</tr>
<tr>
<td>VHF radio set Satellite Phone</td>
</tr>
<tr>
<td>Automatic Identification System</td>
</tr>
<tr>
<td>3 red hand flares</td>
</tr>
<tr>
<td>3 red hand flares</td>
</tr>
<tr>
<td>3 red hand flares</td>
</tr>
<tr>
<td>3 red hand flares</td>
</tr>
<tr>
<td><strong>Rescue craft</strong></td>
</tr>
<tr>
<td>One rescue craft for pleasure craft having sails as primary means of propulsion</td>
</tr>
<tr>
<td><strong>Sanitation facilities</strong></td>
</tr>
<tr>
<td>At least 1 toilet (Does not apply to pontoons and pleasure craft having a carrying capacity of not more than 15 pax. Exemption may be given to existing licensed pleasure craft where the structure does not allow installation of toilets.)</td>
</tr>
<tr>
<td>At least 2 toilets</td>
</tr>
<tr>
<td>At least 3 toilets</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Accessories</th>
</tr>
</thead>
<tbody>
<tr>
<td>First aid kit</td>
</tr>
<tr>
<td>Fresh water supply (1 litre of water per person)</td>
</tr>
<tr>
<td>One torch light</td>
</tr>
<tr>
<td>Anchor and cable</td>
</tr>
<tr>
<td>Sea Anchor</td>
</tr>
<tr>
<td>3rd party liability insurance</td>
</tr>
<tr>
<td>Rs 500,000 per person</td>
</tr>
</tbody>
</table>

Craft of Category C may be allowed to navigate up to 6 nautical miles from the nearest shore provided the builder certifies that the craft can navigate outside the lagoon up to 6 nautical miles or the skipper undertakes the responsibility that the craft is seaworthy to proceed up to that limit. The Australian method will be applicable to determine carrying capacity.