



**BASIC SAFETY GUIDANCE FOR OCEANIC VOYAGES BY
NON-REGULATED CRAFT**

1 The Sub-Committee on Radiocommunications and Search and Rescue (COMSAR), at its ninth session (7 to 11 February 2005), developed Basic safety guidance for oceanic voyages by non-regulated craft, given in the annex.

2 The Maritime Safety Committee, at its eightieth session (11 to 20 May 2005), with a view to providing basic safety guidance for oceanic voyages by non-regulated craft to reduce those risks that could lead to loss of life or severe physical injuries to both crew and would-be rescuers, agreed to the annexed Guidance.

3 Member Governments are invited to bring the annexed Guidance to the attention of all parties concerned for consideration and action, as appropriate.

ANNEX**BASIC SAFETY GUIDANCE FOR OCEANIC VOYAGES BY
NON-REGULATED CRAFT****I PURPOSE**

The purpose of this circular is to provide basic safety guidance for oceanic voyages by non-regulated craft to reduce those risks that could lead to loss of life or severe physical injuries to both crew and would-be rescuers, and to reduce the need for extended and expensive SAR operations. Furthermore, these craft can, during their voyages, cross congested areas and create a risk for the safety of the traffic in these areas.

II BASIC SAFETY GUIDANCE**1 Type of craft**

1.1 The craft should be of suitable construction for the intended voyage, possess adequate buoyancy and stability and carry appropriate high visibility markings.

2 Provisions and safety equipment in the craft

2.1 Life-raft(s) of an approved type.

2.2 Sufficient life jacket(s) of an approved type for all crew members.

2.3 Electronic positioning system.

2.4 Pyrotechnics, hand flares and other signalling devices.

2.5 Radar reflector of an approved type.

2.6 Sufficient food, water and, if required, fuel for the voyage. (Emergency water making kit may be an advantage.)

2.7 Adequate medical equipment.

3 Radiocommunications

3.1 The craft should be equipped with adequate communications and distress alerting systems within the Global Maritime Distress & Safety System, for example:

.1.1 two types of alerting systems, e.g. long-range communications (radio or satellite) and a satellite EPIRB properly registered; and

.1.2 hand held radios capable of operating on maritime and aeronautical short-range frequencies.

4 Voyage planning

4.1 The person in charge of the craft should prepare a voyage plan and leave that plan with a responsible person ashore together with details of the craft. Normally, the responsible person ashore will be the primary contact with the craft for normal communications throughout the voyage. If the responsible person ashore becomes concerned for the safety of the craft, he/she should contact the appropriate MRCC. The person in charge of the craft should submit a voyage plan to the Maritime Administration at the port of departure, if required by that Maritime Administration.

5 Crew gear

5.1 Suitable clothing with high visibility markings and survival equipment appropriate for the voyage should be provided.

6 Crew training

6.1 All members of the crew should have satisfactorily completed appropriate:

- .1.1 training for the intended voyage, e.g. navigation and communications with appropriate certification where necessary;
- .1.2 survival course(s); and
- .1.3 first aid course(s).

III GUIDANCE FOR ADMINISTRATIONS

7.1 A Maritime Administration that becomes aware of a planned oceanic voyage by a non-regulated craft that does not meet the basic safety guidance herein should use its best endeavours to prevent the craft from departing.

7.2 If the craft does depart, then the Maritime Administration should ensure that the MRCC(s) responsible for the SAR Region(s) through which the craft is expected to pass are made aware of the particular voyage.

IV DETAILED GUIDANCE

8.1 Further detailed guidance can be obtained from:

- .1.1 ISAF Offshore Special Regulations – www.sailing.org
- .1.2 International Ocean Rowing Society – www.oceanrowing.com/index.htm