



The Wonderful World of Coding

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Technical & Racing Services

Racing activities

- Handicap Racing
- Race Officials
- RYA Events
- Certification and Classes
- Offshore Racing Group

Technical activities

- Coding small commercial vessels
- ISO Standards development
- Tonnage surveys



WHAT

WHERE

HOW

WHY



What?





Small Commercial Vessel

- Up to 24m load line length and not more than 12 passengers and carrying cargo
- Engaged at sea in activities on a commercial basis
- Commercial defined as “non-pleasure” vessels



MCA and CA's

- MCA approves Certifying Authorities to issue certificates under the SCV codes
- MIN 514 details all CA's
- MCA is also a CA as well as auditing other CA's
- CA's may "code" for other Registrars



MSN, MGN, MIN, OAN/SAN

- **Merchant Shipping Note**

Used to convey mandatory information that must be complied with

- **Marine Guidance Note**

Used to give significant advice and guidance relating to the safety of ships and lives

- **Marine Information Note**

Intended for a limited audience or contain information which is valid for a shorter period of time

- **Operational Advice Note/Surveyor Advice Note**

Internal to MCA for their own use but useful to CA's and surveyors



Colour Codes

- **Red Code**
 - The Safety of Small Vessels in Commercial Use for sport or pleasure operating from a Nominated Departure Point (NDP)
- **Brown Code**
 - The Safety of Small Workboats and Pilot Boats
- **Yellow Code**
 - The Safety of Small Commercial Motor Vessels
- **Blue Code**
 - The Safety of Small Commercial Sailing Vessels



MGN 280

- Otherwise known as the Harmonised Code
- Range and Risk approach compared to Colour codes
- Combination of colour codes and update of new legislation
- **ALL ARE STILL APPLICABLE (!)**



The Future?

- Update of Brown Code (Workboats) is out for consultation – in use by some CA's
- RYA are working on the leftovers, the Recreational Craft Code
- Significant challenges ahead!



Where?





Categorised Waters

- MCA has categorised UK waters into A, B, C and D type waters
- Everything else is deemed to be “at sea”
- SCV Codes only apply when operating “at sea”
- MSN 1776 – read it carefully!



Largs?

- At sea? Moves between summer and winter
- Argyll and Bute have local licencing schemes
- Treated as Class IXa vessels with regards to manning
- Letter of approval/permit from Clydeport
- Any vessel may be inspected for HSE compliance by the MCA



Lymington?

- At sea? Operating straight into Categorised Waters
- New Forest Council operate a licencing scheme for passenger vessels – need a survey
- Treated as Class IXa vessels with regards to manning
- Any vessel may be inspected for HSE compliance by the MCA



Fowey?

- Operates directly to sea
- All vessels are required to be coded



Category of Operation

Category 0 - *Unrestricted*

Category 1 – *150 miles from a safe haven*

Category 2 – *60 miles from a safe haven*

Category 3 – *20 miles from a safe haven*

Category 4 – *20 miles from a safe haven, in favourable weather and daylight*

Category 5 – *20 miles from a Nominated Departure Point, in favourable weather and daylight*

Category 6 – *3 miles from a Nominated Departure Point, never more than 3 miles from land and in favourable weather and daylight*



How?





The Coding Process – Getting started

- Process defined within MGN 280
- SCV1 – Application for Examination
- Fee needs to be sent in with this
- RYA will put you in touch with surveyor who will offer advice on code specifics



The Coding Process – Decisions

- Number of persons?

Will effect stability, equipment and may limit the category of operation

- Level of operation – category?

Range and Risk – further from land means higher regulation

- Any issues with the vessel?

Modifications required to comply with the code?

- How much will it cost?

Depends on the above decisions and the CA you choose...



Decisions – Number of Persons

- Range and Risk

The more persons you carry, the greater the risk

- Limit of 12 passengers – but may carry crew or trainees

16 or more is a trigger for increased regulation

- Check your stability

For motor vessels, there is a heel test and freeboard requirement

- Equipment perspective

Every additional person will add a cost to the on-going maintenance of the vessel



The Coding Process – SCV2

- SCV2 – Document of Compliance
- Part completed by owner, part by the surveyor
- Requires both in water and out of water inspection
- Vessel cannot be signed off until ALL parts of the vessel comply
- Date of survey is date of certificate



The Coding Process – Renewal

- SCV2 completed and Certificate issued
- + 1 year – Owner / agent declaration
- + 2 years – Owner / agent declaration
- + 3 years – Mid Term inspection
- + 4 years – Owner / agent declaration
- + 5 years – Survey



The Coding Process – OAN 678

- Most cases no additional survey required
- Onus put on operator to provide compliance
- Continues Range and Risk approach
- Additional limitations shown on certificate



The Coding Process – OAN 678

Figure 1. Acceptance Matrix for Restricted Category 3 RIBs without a Permanent Substantial Enclosure.

Daylight & Favourable Weather (Lower Service Area)		RESTRICTED CATEGORY 3 24/7 (without a Permanent Substantial Enclosure)				Distance from a safe haven	Un-restricted operation (Higher Service Area)
		Distance from a safe haven	Favourable Weather ¹ & Seasonal Restrictions ²	Favourable Weather ¹ & NO Seasonal Restrictions	NO Weather Restriction & NO Seasonal Restrictions		
From a Nominated Departure Point CATEGORY 5	From a Safe Haven CATEGORY 4	Up to 20nm	NOT PERMITTED	NOT PERMITTED	NOT PERMITTED	Up to 20nm	CATEGORY 3
		Up to 10nm	<ol style="list-style-type: none"> Carrying of personal exposure protection clothing. To be worn at the discretion of the skipper. Wearing of lifejackets. 	<ol style="list-style-type: none"> All vessels to have a secondary means of propulsion with totally independent systems. Full Risk Assessment. Carrying of personal exposure protection clothing. To be worn at the discretion of the skipper. Wearing of lifejackets. 	NOT PERMITTED	Up to 10nm	
Up to 3nm	<ol style="list-style-type: none"> Carrying of waterproof and warm clothing. To be worn at the discretion of the skipper. Wearing of lifejackets. 	<ol style="list-style-type: none"> Carrying of waterproof and warm clothing. To be worn at the discretion of the skipper.. Wearing of lifejackets. 	<ol style="list-style-type: none"> All vessels to have a secondary means of propulsion with totally independent systems. Full Risk Assessment. Carrying of personal exposure protection clothing. To be worn at the discretion of the skipper. Wearing of lifejackets. 	Up to 3nm			



- Who was paying attention?

- Number of the MSN dealing with Categorised Waters?
- What was the big change between Colour Codes and MGN 280?
- What are the restrictions for Category 4 operation?
- Number of OAN dealing with Cat 3R for RIBs?
- Minimum length of vessel permitted by MGN 280?



Why?





The Law...

Merchant Shipping Act 1995

- Section 58 – Conduct endangering ships, structures or individuals
- Section 100 – Owner liable for unsafe operation of ship
- Applies to all UK flagged vessels and all vessels operating within the UK



Why the RYA?

- Aim to reduce risk by applying the standard in a safe and practical manner
- High levels of scrutiny to ensure standards are maintained
- Pricing is fixed – no hidden costs
- We work for you, not the surveyor
- All surveyors are RYA trained
- Strong engagement with MCA to ensure standard is fit for purpose



Holes?







Other common issues

- Bilge alarms
- Fuel cut off systems
- MLC requirements
- Guard rail heights (Motor vessels)
- Transom height (RIB)
- Stability (swamp test for RIBs)
- Fire suppression systems



- Questions?
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