



## Guidelines for the equipment of Swiss seagoing yachts

### General remarks

The skipper is responsible for carrying the following equipment aboard every Swiss seagoing yacht, in accordance with these guidelines, according to the area of operations and the number of persons aboard. The equipment must be well maintained and kept in sound order. The skipper is responsible for familiarisation and use of the equipment as required, by him or herself and by the crew.

### A. Minimum equipment required (Pt. I. – V.)

#### I. Safety equipment

- Device(s) for detection and rescue of persons over board
- Three red pyrotechnic flares, three distress parachute rockets, two smoke signals
- Signalling mirror
- Distress horn and whistle
- One or several life rafts designed for all persons aboard and tailored to the area of operation, type approved according to ISO 9650-1 (> 24h) easily accessible and deployable. The raft(s) must be examined and maintained according to the manufacturer's specifications.
- One life jacket with a minimal buoyancy of 150 N per person aboard
- One life belt per person aboard, may be combined with a life jacket
- One waterproof light per person (for POB detection, can be combined with a life jacket)
- Possibility to climb aboard easily, permanently installed
- Search light
- First aid kit with instructions for use
- Flags B, C und N according to the international code of signals
- Visual instructions for use of distress signals

#### II. Fire prevention and firefighting equipment

- At least two portable fire extinguishers of at least 2 kg each
- Fire blanket close to the galley

#### III. Bailing equipment

- Manual bailing pump, operable from the cockpit and designed to bail all sections
- Automatic bailing system, capable of bailing all sections
- Further bailing equipment (bucket, scoop, sponge etc.)

#### IV. Steering, navigation, signalling and communication equipment

- Navigation lights according to the convention on the international regulations for preventing collisions at sea [COLREG, SR 0.747.363.321]
- Emergency navigation lights with batteries



- Radar reflector
- Fog horn
- Device for the reception of marine weather forecasts
- Permanently fitted magnetic compass, visible from the cockpit and illuminated at night
- Updated paper or electronic navigational charts as required for the area of navigation, for electronic systems an additional independent system or the relevant paper charts must be available.
- Further documentation as required for the area of navigation: e.g. pilot books, tide tables, list of lights etc.
- Equipment to plot and monitor a course (e.g. an independent, manual bearing device to take bearings on 360 and means to compensate these for deviation and variation).
- Automatic position indicating device, permanently capable of receiving and displaying terrestrial or satellite position information during the whole course of navigation.
- International Regulations for Preventing Collisions at Sea [COLREG]
- Logbook (mentioning the working language aboard) / speed- and distance log / depth finder
- For vessels with an enclosed wheelhouse: device to detect acoustic signals from outside
- Emergency steering gear
- Means of communication between wheelhouse and emergency steering stand, if not in voice range

Electrical and electronic equipment close to the wheelhouse / steering position and /or communication systems must be tested and approved for no electromagnetic interference; it must be installed in such a way that the correct functioning of all navigational equipment and systems is permanently guaranteed.

## V. Anchoring, towing and salvage equipment

- Boathook and oars
- Two anchors tailored to the boat's displacement with adequate length of chains/rope
- Towing rope of at least 5x the boat's length (may also be used as anchoring rope)
- Sea anchor
- Salvaging tools and equipment according to the area of operation
- Only for sailing vessels:
  - Cutting tool suitable to cut any wiring of the rig.
  - Ability to reef the sails. In the case of a furling foresail or genoa, it must be possible to hoist a storm sail without lowering or opening the former.

## B. Recommended equipment for boats below 150 GT

The SMNO strongly recommends carriage of the following equipment to all boats:

- VHF radio
- EPIRB (406-MHz Emergency Position Indicating Radio Beacon)
- International Code of Signals



Further, carriage of the following equipment may be advisable:

- Automatic Identification System (AIS, perhaps for passive reception only)
- Search- and daylight signalling lamp
- Autopilot
- Radar

### **C. Mandatory equipment for boats of 150 GT or above and 300 GT or above**

In accordance with rule 19.2.2 ff. of Chapter V of the International Convention for the Safety of Life at Sea [SOLAS, SR 0.747.363.33] all vessels **of 150 GT or above** must carry certain navigation and communication equipment. In particular this includes a spare compass, VHF radio, daylight signalling lamp, the International Code of Signals & IAMSAR Manual Part III and, for vessels **of 300 GT and above**: echosounder, 9 GHz radar and AIS.

### **D. Mandatory equipment for boats above 12 metres in length, over 100 GT or carrying 15 or more persons aboard**

All vessels of **12 m length or more** must carry and display a poster in accordance with rule 10 of annex V of the International Convention for the Prevention of Pollution from Ships [MARPOL, SR 0.814.288]. The poster must quote rules 3 and 5 of annex V and be available in the working language aboard as well as in French and English.

The poster can be obtained from the Cruising Club of Switzerland (CCS). ([www.cruisingclub.ch](http://www.cruisingclub.ch))

Vessels of **100 GT or above** and vessels **carrying 15 or more persons** must carry aboard a designated plan for the disposal and management of garbage. ("Garbage Management Plan") All persons must adhere to the regulations stipulated in the plan.

Vessels of **400 GT or above** and vessels **carrying 15 or more persons** must further carry aboard a designated logbook for garbage management ("Garbage Record Book") which has to be filled out by the persons in charge and signed by the skipper.