

Notice to Shipowners Recognised Organisations and Certifying Authorities: 01 of 2022**ANNOUNCEMENT to SHIPOWNERS:****Interim arrangements pending revision of Jersey Code of Safety Practice.**

Pending completion of the current review and updating and the subsequent re-publication of the 'Jersey Safety Code', **The Registrar of Jersey Ships under the authority of Regulation 3 of the Shipping (Yachts and Small Ships) Regulations of 2013**; advises that the following additional UK Codes for small vessels are now being applied by the Jersey Register of Ships.

<https://cdn.ports.je/web/ID%20Jersey%20Code%20of%20Safety%20Practice%20for%20yachts%20and%20small%20ships%2020151111%20PB.pdf>;

The REG Yacht Code, (Note: Part B of the REG Yacht Code replaces the former Passenger Yacht Code whilst Part A updates and replaces the Large Yacht Code (LY3) for new vessels and with respect to certain elements in section 1.6 for all vessels:)

[reg-yacht-code-january-2019-edition-part-a.pdf \(redesigngroup.org\)](http://redesigngroup.org/reg-yacht-code-january-2019-edition-part-a.pdf)

<https://www.redesigngroup.org/media/1095/reg-yacht-code-january-2019-edition-part-b.pdf>;

<https://www.redesigngroup.org/media/1093/reg-yacht-code-january-2019-edition-common-annexes.pdf>;

<https://www.redesigngroup.org/media/1155/reg-yc-january-2019-edition-corrigenda-no1.pdf>;

<https://www.redesigngroup.org/media/1410/reg-yc-january-2020-edition-corrigenda-no2.pdf>;

The Large Yacht Codes LY1, LY2 or LY3 remain applicable for existing vessels already certified under these codes (except where the provisions have been superseded for existing vessels in accordance with section 1.6 of the REG Yacht Code).

High Speed – Offshore service Code (HS-OSC code). This code replaces the draft code hitherto in force.

[HSOSC_Code_Condoc_2021.pdf \(publishing.service.gov.uk\)](https://publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/964276/HSOSC_Code_Condoc_2021.pdf):

Workboat Code Edition 2

This code, from the date of publication should be used for new workboats and pilot boats

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/964276/The_Workboat_Code.pdf;

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/827913/The_Workboat_Code_Edition_2_-_Amendment_1.pdf;

Vessels certificated in accordance with the Workboat Code Industry Working Group Technical Standard should phase into the Workboat Code Edition 2 in accordance with the requirements stated in UK publication MSN 1892.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/441389/Workboat_Code_IWG_Tech_Std_14-06-09-sgs.pdf;

The following codes are included in the current edition of the 'Jersey Safety Code and remain applicable for existing vessels:

- "The Safety of Small Workboats and Pilot Boats – A Code of Practice", published by the Maritime and Coastguard Agency in 1998, (the Brown Code)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/828281/brown_tagged8.pdf;

- The provisions of MGN 280.

<https://www.gov.uk/government/publications/mgn-280-small-vessels-in-commercial-use-for-sport>;

Existing workboats and pilot boats may also use the Workboat Code Edition 2. If this option is chosen, such existing vessels must comply fully with the requirements for construction, equipment and operation set out in the Workboat Code Edition 2. Alternatively, such existing vessels may continue to be operated and issued with Certification under the previous standards mentioned above. It should also be noted that, where any existing vessel upgrades, and phases-in, to the Workboat Code Edition 2 regime, it must do so fully. A vessel cannot meet a combination of the Workboat Code Edition 2 standards and those of earlier codes or standards.

New and existing commercial vessels under 24m and in use for sport or pleasure may continue to be certificated in accordance with the requirements of MGN 280, or with the following codes (as applicable).

The Code of Practice for the safety of small commercial vessels (the Yellow code)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/830430/yellow.pdf;

The code of practice for the safety of small commercial sailing vessels (The Blue code)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/835951/blue.pdf;

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 Red code)

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/830938/red_code.pdf;

The Rescue Boat Code; (where applicable and combined, where necessary, with the applicable structural and equipment elements of the workboat code) may be used for these vessels.

https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/888526/Rescue_boat_code_-_Tagged.pdf;

Provisions relating to ILO Convention 180 (as amended):

Neither the ILO convention 180, nor the Fishing vessel equivalent ILO 188, has been adopted by Jersey. Those provisions relating to Seafarers Recruitment and Placement Agencies have been incorporated into Jersey Law by Regulation 4A of the Employment Agencies (Registration)(Code of Conduct) (Jersey) Order 1970.

[Employment Agencies \(Registration\) \(Code of Conduct\) \(Jersey\) Order 1970 \(jerseylaw.je\)](#);

Maritime Labour Convention

As Jersey is not a party to the convention Jersey Registered vessels are not required to hold a Maritime Labour Certificate. Further, as Jersey vessels are all under 400GT, there would in any case be no requirement for Jersey Registered vessels to have aboard a Declaration of Maritime Labour Compliance Part A or Part B.

The Jersey Maritime Administration encourages all Jersey shipowners to meet standards equivalent to the Maritime Labour Convention despite, except as stated above, it not having legal force in Jersey.

Jersey vessels trading internationally will be required to demonstrate equivalent compliance with the MLC. Where requested by the shipowner Jersey Recognised Organisations are authorised to inspect vessels for MLC compliance against a Jersey MLC checklist and issue a report demonstrating compliance with the mandatory regulations and Standards Part A.

The advisory Standards Part B of the Convention remain just that but need to be taken into consideration.

UK MSNs and MGNs and MIN's relating to the Maritime Labour Convention, are considered to provide guidance as to best practice and as guidance in developing compliance strategies



William Sadler

Registrar of Jersey Ships and Harbourmaster