

# SINGAPORE-REGISTERED PLEASURE CRAFT

GUIDEBOOK



Produced by:



**M P A**  
SINGAPORE

Produced for:



Part of:



**MARITIME**  
SINGAPORE



# PREFACE

## ABOUT THE GUIDEBOOK

The Merchant Shipping (Pleasure Craft) Regulations take effect from 1 July 2020. This guidebook sets out the new prerequisites for registration as well as survey requirements with effect from 1 July 2020. It also aims to create awareness of the basic requirements for the safe operation of a pleasure craft beyond the Port of Singapore. Readers are advised that updates to the guidebook may be made from time to time in response to changes in rules and regulations.

## Registration of Pleasure Craft with the Singapore Registry of Ships (SRS)

Pleasure craft plying beyond the Port of Singapore and in the high seas are required to be flagged with a Ship Registry. Registration will accord the pleasure craft a nationality. Pleasure craft owners may choose to register their pleasure craft with the Singapore Registry of Ships (SRS) or any other Ship Registries that offers the service. Pleasure craft registered with the SRS are to be used exclusively by the owner or his/her guests for sport or pleasure purposes only, and not for commercial purposes. For more information on the registrations with the SRS, please contact Registry Department at: [marine@mpa.gov.sg](mailto:marine@mpa.gov.sg) or TEL: 1800 272 7777 or +65 6272 7777. The Registry Department is located at 460 Alexandra Road, PSA Building Level 21, Singapore 119963.

## OTHER RELEVANT INFORMATION

### Licensed Pleasure Craft

Pleasure craft that ply solely within the Port of Singapore are not required to be flagged, but would require a pleasure craft licence. Applications for a pleasure craft licence can be submitted electronically through MPA's MARINET system. For more information, please contact Marine Licensing and Permits Department at: [mlp@mpa.gov.sg](mailto:mlp@mpa.gov.sg), or TEL: 1800 272 7777 or +65 6272 7777.

### Visiting Pleasure Craft

A visiting pleasure craft is any foreign or Singapore-registered pleasure craft plying within the Port of Singapore. Owners of visiting pleasure craft plying within the Port of Singapore must apply for a cruising permit through the MARINET system using the online application, "e-Permits –

Application for Visiting Yacht Cruising Permit". For more information regarding cruising permit, please contact Marine Environment and Safety Department (MESD) at [pms@mpa.gov.sg](mailto:pms@mpa.gov.sg) or TEL: +6563252488/2489.

Additionally, pleasure craft owners who do not have a valid Powered Pleasure Craft Driving Licence (PPCDL) / Advance Powered Pleasure Craft Driving Licence (APPCDL), are required to complete an "Online Self-Assessment for Eligibility to Apply for Visiting Yacht Cruising Permit" using the MARINET system before they can drive their pleasure craft in the Port of Singapore. Alternatively, they can engage the services of a steersman with a valid PPCDL/APPCDL.

For more information regarding fees and charges for visiting pleasure craft, please refer to the link in the QR code.



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# GENERAL REQUIREMENTS FOR SINGAPORE-REGISTERED PLEASURE CRAFT

## REGISTERING A PLEASURE CRAFT FOR USE BEYOND SINGAPORE PORT WATERS

### Purpose of Registration

Registration will accord the pleasure craft a nationality. Owners who wish to ply their pleasure craft beyond the Port of Singapore and in the high seas must register their pleasure craft with a Ship Registry. Owners who qualify can choose to register their pleasure craft with the SRS or any other Ship Registries for which they are eligible.

### Eligibility for Registration

Any qualifying pleasure craft owned by a person who is an ordinarily resident<sup>1</sup> in Singapore or an organisation based in Singapore may be registered with the SRS. Singapore-registered pleasure craft are to be used exclusively for sport or pleasure purposes and shall not be deployed for commercial use or reward. To qualify for registration under the SRS, the pleasure craft must meet the following requirements:

Be above 7 metres in length with an enclosed deck

Not be more than 17 years old at the point of registration

Not be constructed of wooden hulls or inflatable design (including an inflatable craft with a rigid board)

Not a passenger ship and not allowed to carry more than 12 passengers

### Registration and Renewal

An application for the registry or renewal of the registry of a pleasure craft may be made by its owner or by a person duly authorised by the owner to make the application.

Applicants who wish to register their pleasure craft with the SRS must furnish the following documents:

Full coloured photographs displaying the name of pleasure craft, profile view of the entire craft and its enclosed compartments
Identity document of owner(s) & proof of residence <sup>2</sup> or Accounting and Corporate Regulatory Authority (ACRA) (for business entities)
Proof of ownership of craft <sup>3</sup>
Policy of insurance held by the owner of the pleasure craft with respect to the use or navigation of the pleasure craft
Evidence of cancellation of any foreign registry in respect of the pleasure craft, if applicable
Document setting out the carrying capacity of the craft
Valid survey report from an accredited organisation <sup>4</sup>

Applicants for the renewal of a pleasure craft must furnish the following documents:

Policy of insurance held by the owner of the pleasure craft with respect to the use or navigation of the pleasure craft
Valid survey report from an accredited organisation (in the event, that the previous survey report has expired)

### Validity and Renewal of Registry

Upon successful registration, the pleasure craft will be issued a Certificate of Registry (Singapore Pleasure Craft). The registration is valid for a period of up to one year and will expire on the day before the anniversary date of the completion of the relevant survey. Renewal applications can be made in the 3-month window **prior** to the expiry date of the Certificate. Upon successful renewal of her registry, the pleasure craft will be issued with a new Certificate of Registry (Singapore Pleasure Craft) with a validity of up to one year.

### Fees for Registration and Renewal

Initial registration fee	\$200
Renewal fee	\$50

The fees are **non-refundable** and will not be **pro-rated** for durations of registration less than one year. Singapore-registered pleasure craft owners are not required to pay annual tonnage taxes.

### Change of Ownership

Singapore-registered pleasure craft owners must, prior to or immediately upon any change of ownership of the pleasure craft, notify the Registrar in writing. New pleasure craft owners who wish to maintain the pleasure craft under the Singapore Registry must ensure that they meet the eligibility requirements, and submit a duly completed application. A fee of \$200 will be payable for registration of the pleasure craft. A new Certificate of Registry will be issued.

### Change of Craft Particulars or Alteration

Registered owners must notify the Registrar in writing, not later than 30 days after the change, in the event of any change in craft particulars. A replacement Certificate of Registry will be issued and a fee of \$32.10 will be applicable.



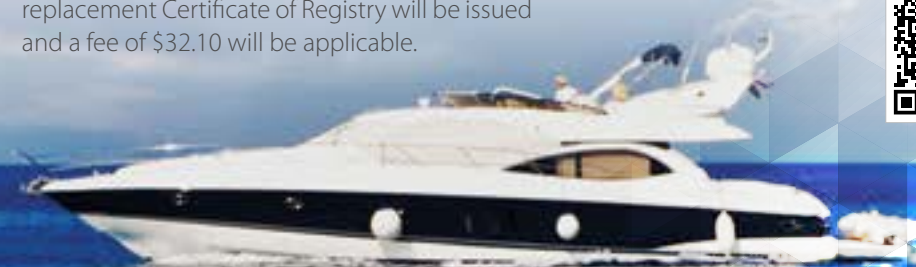
### Closure of Registry of Pleasure Craft

Singapore-registered pleasure craft owners who do not wish to maintain their pleasure craft under the SRS are to make a written request to the Registrar to close the pleasure craft's registry.

### Policy Insurance

Singapore-registered pleasure craft owners are to ensure that their pleasure craft has a valid policy insurance for the entire duration of the registration with the Singapore pleasure craft registry, and the pleasure craft may only ply within the limits specified or permitted under her insurance cover.

- <sup>1</sup> The term 'ordinarily resident' means the place where the person habitually and normally resides from choice and for a settled purpose apart from temporary or occasional absences. 'Care of' addresses are not acceptable.
- <sup>2</sup> For Singapore individuals, to produce NRIC. For foreigners who are ordinarily residing in Singapore, to produce passports or work permits, and official documents that have the address stated such as utility bills or bank/credit card statements issued to the applicant's name.
- <sup>3</sup> In the form of a builder certificate, bill of sale or receipt of a craft.
- <sup>4</sup> The survey report is valid for 3 years. The link to the list of accredited organisations is found in the QR code.



## CONDITIONS FOR REGISTERING PLEASURE CRAFT WITH THE SINGAPORE REGISTRY OF SHIPS

### Naming of pleasure craft

Undesirable names or names that will likely cause confusion may not be accepted for registration. In addition, owners must be prepared to change a chosen name for their pleasure craft should the name already exist in the registry. No two pleasure craft under the Singapore registry shall bear the same name.

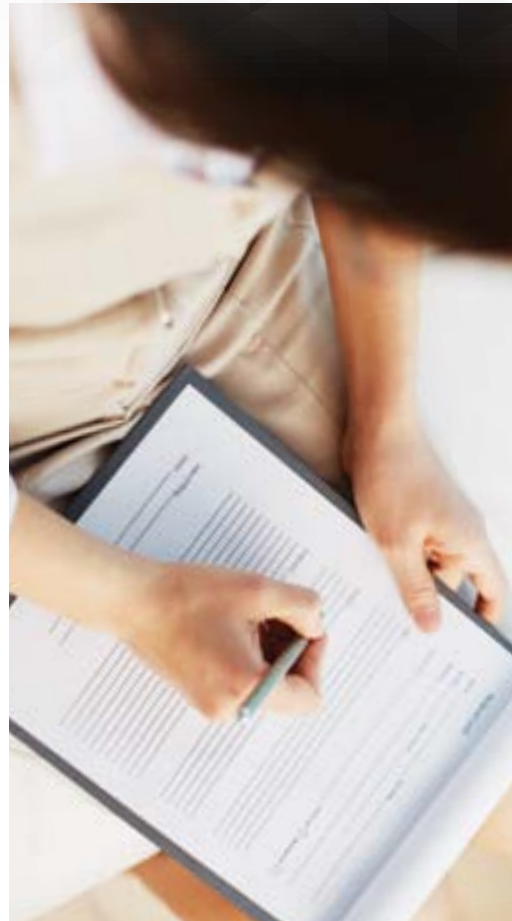
### Obligations

The owner shall ensure that within one month from the date of registration, the pleasure craft is properly marked as follows:

The name of the pleasure craft is clearly painted on or affixed on the exterior of the hull which is above the waterline of the pleasure craft, and its lifebuoys

The word "Singapore" is clearly painted on or affixed on the stern, and its lifebuoys

The markings must be effectively maintained and refreshed when necessary during the period of registry



## SURVEY OF PLEASURE CRAFT

### Period of survey

All pleasure craft must be surveyed by a recognised surveyor before they are registered with the SRS. The survey report is valid for 36 months.

### Who to conduct survey

The list of accredited organisations to conduct survey for the registration of pleasure craft with the SRS can be found on the link in the QR code.



### After passing survey

Any applicable fees for the conduct of the survey shall be an arrangement between the pleasure craft owners and the accredited organisation. Upon completion of the survey, the surveyor is to submit the survey report to MPA.

### Subsequent survey renewals

Following the completion of a successful survey, a new Certificate of Registry will be issued. Pleasure craft owners who wish to renew their certificates are required to ensure that the application for registry renewal is accompanied with a valid survey report, otherwise a subsequent survey renewal is required.

## PROCEDURE FOR PLEASURE CRAFT LEAVING SINGAPORE

### Port Clearance Certificate

Pleasure craft must obtain a Port Clearance Certificate (PCC) before departing the Port of Singapore. A departure declaration, together with the relevant documents, must be made to MPA to obtain the PCC. The declaration can be made using the MARINET system and requires the submission of these documents:

Certificate of Registry

Safety Equipment Certificate as the case may be, reflecting the number of persons that the pleasure craft is permitted to carry and the life-saving devices she must be equipped with as prescribed by the flag state

Declaration of voyage information\* (including destination, estimated date/time of departure from and return to Singapore) and the planned route of the trip to be drawn onto a chartlet

*\*Leave a copy of this information with a reliable relative, friend or your marina club. This is so that if the pleasure craft is overdue, a report can be made to the appropriate authorities to initiate search and rescue. Chartlet on the planned route to be sent to Maritime Rescue Co-ordination Centre (MRCC), either by email at: [poccc@mpa.gov.sg](mailto:poccc@mpa.gov.sg) or contact MRCC Duty Officer at TEL: +65 6226 5539.*

The PCC issued by MPA is valid for 48 hours from the time of its issuance. The owners, agents or masters must cancel the PCC and obtain a new PCC if the pleasure craft fails to depart during the validity period.



# SAFETY AND NAVIGATIONAL INFORMATION

## PLEASURE CRAFT SECURITY CODE

To enhance security beyond the requirements of the International Ship and Port Facility Security (ISPS) Code, MPA has developed the Pleasure

Craft Security Code (PCSC). The code, as illustrated below, was developed in consultation with the pleasure craft community.

### 1 Be PREPARED

- ▶ Secure or restrict indiscriminate access to the pleasure craft
- ▶ Check regularly for evidence of tampering (e.g. damaged locks, vandalism, open door)
- ▶ Look out for people who place things and leave them unattended.
- ▶ Report any unattended or suspicious package onboard
- ▶ Protect and secure your pleasure craft equipment

### 2 Be VIGILANT

- ▶ Ensure your pleasure craft is safe and meets all safety requirements and regulations
- ▶ Keep a sharp look out for small unit craft
- ▶ Maintain situational awareness for any suspicious activity / craft
- ▶ Keep a distance away from ferries / naval / cruise ships or commercial traffic
- ▶ Report any suspicious activity / craft

### 3 Be OBSERVANT

Information required when reporting suspicious craft / person

#### Craft's Details

- ▶ Licence number (e.g. SC / SP / SR / SZ) *(if any)*
- ▶ Name of craft
- ▶ Length of craft
- ▶ Port of registry *(if any)*
- ▶ Colour
- ▶ Powered / non-powered craft
- ▶ Number of outboard motors *(if any)*
- ▶ Unique characteristics (e.g. high mast)

#### Suspect's Details

- ▶ Race
- ▶ Gender
- ▶ Height
- ▶ Weight
- ▶ Clothing colour
- ▶ Hair colour
- ▶ Age
- ▶ Unique characteristics (e.g. scar, tattoo)

### 4 Be PROACTIVE

Report any suspicious activity / craft or person or seek security advice

- ▶ Singapore Police Force  
**999**
- ▶ Police Coast Guard  
**+65 6377 5539 / 6377 5540**

#### Maritime and Port Authority of Singapore

- ▶ Maritime Security Unit  
**+65 6221 3127**
- ▶ Port Operations Control Centre  
**+65 6325 2493 / 6325 2494**
- ▶ Marine Safety Control Centre  
**+65 6325 2488 / 6325 2489**

The PCSC provides security guidance to the pleasure craft community and focuses on four key areas:

Need for preparedness

Vigilance when navigating

Maintaining an observant posture

Being proactive in reporting to the appropriate authorities

## PROHIBITED AREAS

### Local prohibited areas

All pleasure craft are prohibited from entering the areas listed below for any purpose, except with the prior approval of the Port Master. The Port Master, in granting such approval, may impose such conditions as he deems fit, including restrictions as to time and location.

### Prohibited areas

A	Jurong Island
B	Pulau Busing and Pulau Bukom
C	Pulau Sebarok and Shell SBM
D	Sembawang Wharves and approaches
E	Cafhi Jetty
F	Changi Naval Base
G	Selat Sengkir
H	Pulau Satumu (Raffles Lighthouse)
I	Southern Islands (Pulau Sudong, Pulau Pawai and Pulau Senang)
J	Tuas Naval Base
K	West Johor Straits from 2nd Link to Sarimbun adjacent to SAFTI Live firing area
L	Chek Jawa Wetlands
M	Ferry terminals and Piers (Changi Point Ferry Terminal, Changi Ferry Terminal, Tanah Merah Ferry Terminal, Marina South Pier and West Coast Pier)
N	Tuas Explosive Jetty
O	All Port Marine Notice (PMN) working areas

\*Extracted from 2019/2020 Singapore Port Information

### Calling at foreign ports

When calling at foreign port, it is the master's responsibility to check beforehand the procedures for arriving and departing a foreign port of call. Such procedures may include but are not limited to reporting in advance to the harbourmaster, immigration and customs office and obtaining a sailing permit from the local authorities. All pleasure craft are to kindly adhere to the respective local port regulations.





## REPORTING OF MARINE INCIDENTS

The owner, master or the person-in-charge of the pleasure craft must report to the Director of Marine immediately or at the latest, within 2 hours of the event, for any of the following occurrences:

The death of, or serious injury to, a person

The loss of a person from a pleasure craft

The loss, presumed loss or abandonment of a pleasure craft

Material damage to a pleasure craft

The stranding or disabling of a ship, or the involvement of a ship in a collision

Material damage to marine infrastructure external to a ship, that could seriously endanger the safety of the ship, another ship or an individual

Severe damage to the environment, or the potential for severe damage to the environment, brought about by the damage of a ship or ships

The initial reporting can be sent via email to [shipping@mpa.gov.sg](mailto:shipping@mpa.gov.sg) or verbally over the phone via the SRS Hotline at +65 6225 5777 (6-CALL-SRS). The initial report within 2 hours of the event, should contain the following information:

**Type of incident** (*collision, grounding, fire, hull breach, death/serious injuries to any person, work accident, etc*)

**Pollution to environment (if any)** (*pollutant-type & amount spilled*)

**Date and time** (*in local time and time zone*)

**Location of incident** (*Lat, Long, etc.*)

**Injuries and/or damage** (*number and severity*)  
(*location & severity*)

**Current status of incident** (*e.g. under control/mitigation ongoing*)

The owner, master or the person in charge of the pleasure craft must subsequently file the full report to Director of Marine, within 24 hours of the event.

Please refer to [Shipping Circular 11 of 2018](#), relating to "Reporting of Incidents Involving Singapore-registered Ships", as may be subsequently superseded.

## REPORTING A NEAR MISS INCIDENT

A near-miss is defined as a sequence of events or conditions that could have resulted in loss prevented only by a fortuitous break in the chain of events and/or conditions. The potential loss could be human injury, environmental damage, or negative business impact.

Reporting of near-misses plays an important role in helping the community to learn from mistakes, and preventing accidents and their serious consequences. All pleasure craft plying in Singapore waters and the Singapore Strait are encouraged to report to the Maritime and Port Authority of Singapore if near-misses are encountered or observed. Reports received will be treated as confidential and not intended to apportion blame or to determine liability, but to assist in improving safety and pollution prevention.

Reporting can be made via the following means:

MARINE SAFETY CONTROL CENTRE	
TELEPHONE NUMBERS	(+65) 6325 2488, 6325 2489, 6220 3803
FACSIMILE NUMBER	(+65) 6325 2484
VHF CHANNEL	07
EMAIL	pms@mpa.gov.sg

PORT OPERATIONS CONTROL CENTRE	
TELEPHONE NUMBERS	(+65) 6325 2493, 6325 2494
FACSIMILE NUMBER	(+65) 6224 5776
VHF CHANNEL	05, 10, 12, 14, 16, 18, 21, 22, 25, 68, 73
EMAIL	pocc@mpa.gov.sg

To ease the submission of such near-misses, a simplified near-miss reporting form is as appended in the next page. The report should contain as much of the information as is readily available.





Maritime and Port Authority of Singapore

**REPORT OF A NEAR-MISS**

This is a voluntary, confidential reporting of marine near-misses. No information provided in this report will be used by MPA to commence litigation or prosecution.

SECTION I – PARTICULARS OF REPORTING SHIP		
Own Ship		
IMO No.:	Name of Ship:	Flag:
Type of Ship:	Gross Tonnage:	
SECTION II – INCIDENT DETAIL		
Date/Time of Occurrence (local):	Position: Lat-Long:	
Near-miss involved own ship: YES / NO		
Other Ship (if any)		
Name of Ship 1: _____		
Name of Ship 2: _____		
Weather conditions: _____ _____		
Description of the near-miss: _____ _____ _____ _____ _____ _____ _____ _____ _____ _____		

**REQUESTING FOR EMERGENCY ASSISTANCE**

The Port Operations Control Centre (POCC), which is part of the MPA, is the operational headquarters for a maritime search and rescue region (SRR) that covers both the island of Singapore and over 1 million square kilometres of the South China Sea (see Singapore SRR map in Annex F).

Operating 24 hours, the POCC operates a shore-based Global Maritime Distress and Safety System (GMDSS) facility to monitor distress alerts and calls from pleasure craft, and co-ordinate SAR operations. It also disseminates Maritime Safety Information (MSI) through the VHF, NAVTEX and SafetyNET systems.

24-HOUR EMERGENCY CONTACT	
VHF CHANNEL	16
VTS WORKING CHANNELS	7, 10, 14, and 73
TEL	(+65) 6226 5539 or (+65) 6325 2493
FAX	(+65) 6227 9971
TELEX	20021
EMAIL	pocc@mpa.gov.sg
Singapore POCC's designated MMSI number is 005630002.	

**MSI Broadcast**

Routine broadcast of navigational warnings, weather bulletin and other information related to safety of navigation is conducted via:

**VHF Channel 9**

Timing of broadcast: Once every two hours commencing from 0100h (UTC).

**NAVTEX**

- POCC transmitter identification character is "C".
- Timing of broadcast: 0020–0030h; 0420–0430h; 0820–0830h; 1220–1230h; 1620–1630h and 2020–2030h (UTC).
- The weather bulletin is broadcast twice daily at 0020h and 1220h (UTC).

**SafetyNET**

Broadcast is conducted on an ad-hoc basis.

Note that broadcast of urgent information may be conducted outside the routine broadcast schedule.

For Singapore-registered pleasure craft that operate beyond the range of the Singapore SRR, relevant contacts for use in emergency should be obtained before proceeding.

**VHF REPORTING**

The VHF radiotelephone reporting procedures for Singapore-registered pleasure craft manoeuvring in port shall apply to:

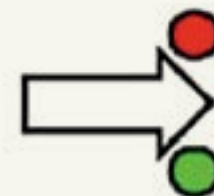
- Vessels of 300 gross tonnage and above
- Vessels of 30 metres or more in length
- Vessels of 30 metres or more in height

All reports made to the designated control stations must be in English. Timings shall be given in local time following the 24-hour standard format. Pleasure craft need to use the appropriate VHF channels when reporting to the relevant shore stations. The communication channels listed below cover both MPA and other agencies:

STATIONS	CHANNEL	USAGE
<b>Singapore Port Operations Control Centre</b>	16, 09	<ul style="list-style-type: none"> <li>Communicating distress or urgent and safety matters.</li> <li>Broadcasting maritime safety information such as navigational and meteorological warnings and other urgent safety related messages.</li> </ul>
<b>Marine Safety Control Centre (MSCC)</b>	07	Co-ordinating marine emergency operations led by MPA.
<b>Police Coast Guard</b>	07	Requesting for assistance from the Police Coast Guard.
<b>Maritime Security</b>	26	Reporting security matters.
<b>East Control</b>	12	<ul style="list-style-type: none"> <li>Reporting by pleasure craft moving in the port area east of Long 103°51.2'E. All pleasure craft within this area should maintain a listening watch on this channel.</li> <li>Requesting clearance by pleasure craft before moving into the East Sector.</li> <li>Reporting arrival and anchored positions by pleasure craft in East Sector.</li> <li>Providing port traffic information.</li> </ul>
<b>Keppel Control</b>	18	Requesting for clearance by pleasure craft to enter, move within, or leave Keppel Sector.
<b>Cruise Bay Control</b>	05	Requesting for clearance by pleasure craft to enter, move within, or leave Cruise Bay Sector.
<b>Pasir Panjang Control</b>	25	<ul style="list-style-type: none"> <li>Requesting for clearance by pleasure craft before moving into the East and West Jurong Sector.</li> <li>Reporting arrival and anchored position by pleasure craft in East and West Jurong Strait Sector.</li> </ul>
<b>Sinki Control</b>	68	Reporting by pleasure craft when underway in the Sinki Sector. All pleasure craft within this area should maintain a listening watch on this channel.
<b>Jurong Control</b>	22	<ul style="list-style-type: none"> <li>Requesting for clearance by pleasure craft before moving within West Jurong and West Johor Sectors.</li> <li>Reporting arrival and anchored position by pleasure craft in West Jurong and West Johor Strait Sectors.</li> </ul>
<b>West Control</b>	68	Reporting by pleasure craft when underway in the port area west of Long 103°51.2'E. All pleasure craft within this area should maintain a listening watch on this channel. Providing port traffic information.
<b>Sembawang Control</b>	21	<ul style="list-style-type: none"> <li>Requesting for clearance by pleasure craft before moving within the East Johor Strait Sector.</li> <li>Reporting arrival and anchored position by pleasure craft in the East Johor Strait Sector.</li> </ul>

## NAVIGATION MARKS

Singapore uses the IALA Maritime Buoyage System 'A' to assist in safe navigation within the Port of Singapore. Those operating pleasure craft within port waters should be familiar with the system and the meaning of marks used in the systems.



### Lateral marks

Lateral marks are usually positioned to define well-established channels and indicate port and starboard sides of the navigation route into a port.

Where there may be doubts, the direction of buoyage can be indicated on charts by the symbol above.



### Starboard mark

#### FEATURES

Starboard marks are green and may feature a green flashing light of any rhythm.

Starboard marks are conical (or present a triangular shape) or have a pointed top.



### Port marks

#### FEATURES

Port marks are red and may feature a red flashing light of any rhythm.

Port marks are square or have a flat top



### Isolated danger mark

#### FEATURES

**COLOUR** Black with one or more red horizontal bands

**TOP MARK** Two black spheres positioned vertically and clearly separated

**LIGHT** A white flashing light showing groups of two flashes

The characteristics may be best remembered by association of two flashes with two spheres as the top marks.





### Cardinal Mark

A cardinal mark indicates where the best and safest water may be found and is used with a compass. It shows where the mariner has safe passage. A cardinal mark may indicate:

- the deepest water in an area
- the safe side on which to pass a danger
- a feature in a channel such as a bend, junction or an end of a shoal.

#### FEATURES

**COLOURS** Black and yellow horizontal bands with the position of the black band or bands relative to the respective cardinal points

**TOP MARKS** Black double cones clearly separated

**LIGHTS** A cardinal mark exhibits a white light and its quadrant is distinguished by a specific group of quick or very quick flashes

**MEMORY TIP:** To remember cardinal marks, associate the number of flashes of each group with that of a clock face. That means that north is at 12 o'clock, east is at 3 o'clock, south is at 6 o'clock and west is at 9 o'clock.



### Safe water mark

#### FEATURES

**COLOUR** Red and white vertical stripes

**TOP MARK** A single red sphere

**LIGHT** Exhibits a white occulting isophase light, or a single long flash every 10 seconds



### Special mark

#### FEATURES

**COLOUR** Yellow

**TOP MARK** When a top mark is carried, it takes the form of a single yellow X

**LIGHT** The light is yellow and the rhythm may be any other than those used for the white lights of the cardinal, isolated danger and safe water marks

## KNOW THE RULES

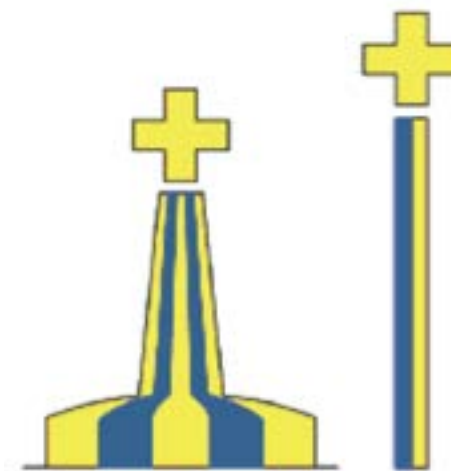
The International Regulations for Preventing Collisions at Sea (COLREGs) are the traffic rules of the sea and apply to all vessels.

COLREGs set the rules so that everyone must follow the same set of rules and, help us predict what another vessel is going to do. Problems can arise if you are the 'stand-on' pleasure craft and you suddenly make an abrupt change of course.

## NEW DANGER BUOYS

A new danger is a newly discovered hazard to navigation that is not yet indicated on charts or Sailing Directions and has not been sufficiently published in notices to mariners. This situation arises with newly discovered natural dangers such as rocks or banks but is mainly used to mark recent wrecks.

New dangers are indicated by new danger buoys. These buoys feature blue and yellow vertical stripes with an alternating blue and yellow occulting light.



#### FEATURES

**SHAPE** A spar buoy, with the size dependent upon the situation.

**COLOUR** Incorporates between four and eight vertical blue and yellow stripes, with all stripes of equal width. The abbreviation of the colour will be BuY.

**TOPMARK** If fitted, the top mark consists of a standing/upright yellow cross. This shape is newly added to the IALA Maritime Buoyage System.

**LIGHT** An alternating blue and yellow flashing light with a nominal range of four nautical miles, the blue and yellow 1 second flashes are alternated with an interval of 0.5 seconds. Bu1.0s+0.5s+Y1.0s+0.5s= 3.0s

New danger buoys will remain on station until:

- The wreck is well known and has been publicised in nautical publications;
- The wreck has been fully surveyed and exact details such as position and least depth above the wreck are known; and
- A permanent form of marking of the wreck has been carried out

## COLLISION PREVENTION PRACTICES

### Lookout

Every pleasure craft shall at all times maintain a proper lookout by sight and hearing as well as by all available means appropriate, in the prevailing circumstances and conditions, so as to make a full appraisal of the situation and assess the risk of any collision.

It is the responsibility of the master of the pleasure craft to maintain a proper all round lookout that extends to the back of the craft.

### Safe speed

Every pleasure craft shall at all times proceed at a safe speed so that proper and effective actions can be taken to avoid collision and so that the pleasure craft can be stopped within a distance appropriate to the prevailing circumstances and conditions.

There is no definite safe speed that can be defined in knots as it is subjected to different conditions such as:

Weather
Visibility
Manoeuvrability of craft
Master's experience
Density of traffic

The master of the pleasure craft must continually assess the various conditions and proceed at a safe speed appropriate to prevailing conditions.

### Risk of collision

Every pleasure craft shall use all available means appropriate to the prevailing circumstances and conditions to determine if there is a risk of collision. If there is any doubt, such risk shall be deemed to exist.

Proper use shall be made of radar equipment if fitted and operational, including long-range scanning to obtain early warning of any risk of a collision.

Assumptions should not be made on the basis of scanty information, especially scanty radar information.

In determining if a risk of collision exists, the following considerations shall be taken into account:

Such risk shall be deemed to exist if the compass bearing of an approaching vessel does not appreciably change.

Such risk may sometimes exist even when an appreciable bearing change is evident. This is particularly so when approaching a very large vessel or a tow, or when approaching a vessel at close range.

### Actions to avoid collision

Any actions taken to avoid collision shall be taken in accordance with the Rules in this section. Valuable time can be wasted whilst mariners on vessels approaching each other try to make contact on VHF radio instead of complying with the COLREGs.

Any alteration of course or speed to avoid a collision should, if the circumstances of the case allow, be large enough to be readily apparent to another vessel observing visually or by radar. It is best to avoid a succession of small alterations of course and/or speed.

If there is sufficient sea room, alteration of course alone may be the most effective action to avoid a close-quarter situation provided that the action is taken in good time, is substantial and does not result in another close-quarters situation.

Actions taken to avoid collision with another vessel should be such as to result in the ability for the other vessel to pass at a safe distance. The effectiveness of the action must be carefully monitored until the other vessel is finally past and clear.

If necessary to avoid collision or to allow more time to assess the situation, a vessel may slacken her speed or take all way off by stopping or reversing her propulsion system.

A pleasure craft cannot impede the passage – and safe passage – of another vessel. It is also obliged, when the circumstances of the case dictate, to take early action to allow sufficient sea room for the safe passage of the other vessel.

A pleasure craft's obligation is not to impede the passage or safe passage of another vessel when approaching another vessel. To uphold this obligation, it must take action to avoid a risk of collision.

A pleasure craft must also fully uphold the rules of conduct as set down in this section even when passage of another vessel is not impeded when approaching another vessel.

### Overtaking

A pleasure craft overtaking any other vessel must stay out of the way of the vessel being overtaken. Continue to monitor the other vessel that you have overtaken and ensure that you do not cut in front of its bow.

A pleasure craft can be overtaken on either of its sides provided the overtaking vessel stay well clear of the other vessel.

### Head-on situations

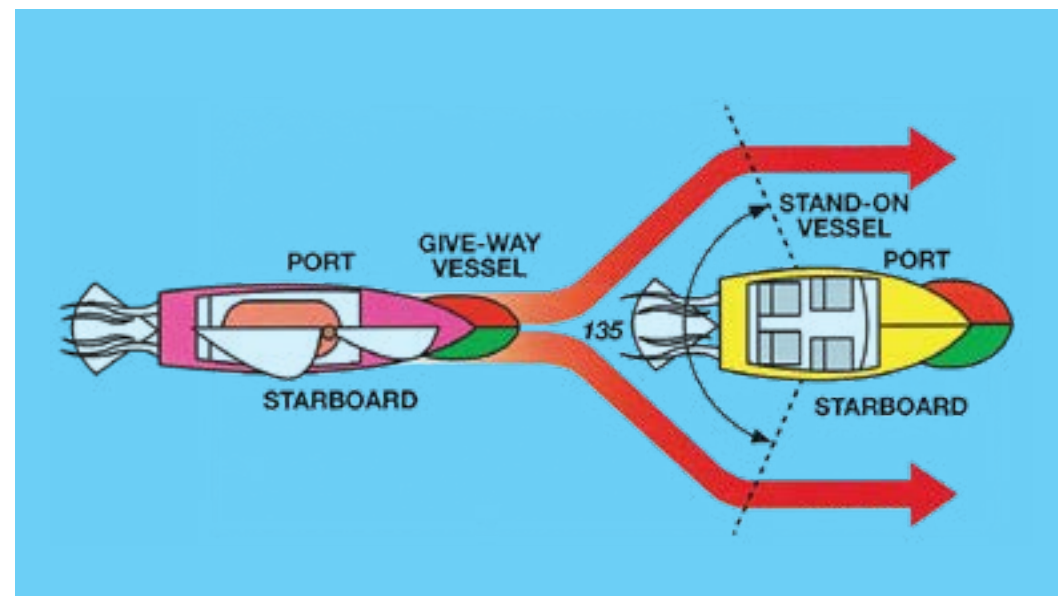
When two power-driven vessels are meeting on reciprocal or nearly reciprocal courses so as to involve risk of collision, both vessels must alter their course to starboard so that each shall pass on the port side of the other.

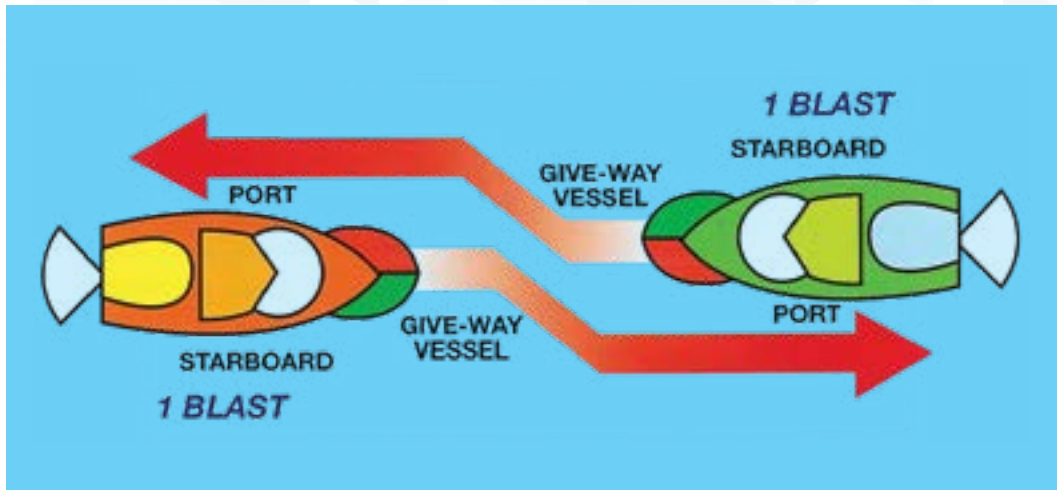
Such a situation shall be deemed to exist when a vessel sees the other ahead or nearly ahead and by night she could see the masthead lights of the other in a line or nearly in a line and/or both sidelights and by day she observes the corresponding aspect of the other vessel.

When a vessel is in any doubt as to whether such a situation exists, she shall assume that it does exist and act accordingly.

When there is doubt about whether two vessels are approaching head-on or nearly head-on, it should be assumed that this is the case and both vessels must alter course to starboard.

Any alteration should be large enough so that it is apparent to the other vessel.





### Crossing situations

When two power-driven vessels are crossing each other so as to avoid the risk of collision, the vessel which has the other on her own starboard side shall keep out of the way and shall, if the circumstances of the case allow, avoid crossing ahead of the other vessel.

This situation would frequently arise and it is always better to avoid a close-quarter situation and go right around the stern of the other vessel rather than cross ahead of the other vessel. Going around the stern may not be practical at all times but if the situation permits, it should be implemented.

Any alteration should be large enough so that it is apparent to the other vessel.

### Action by give-way vessel

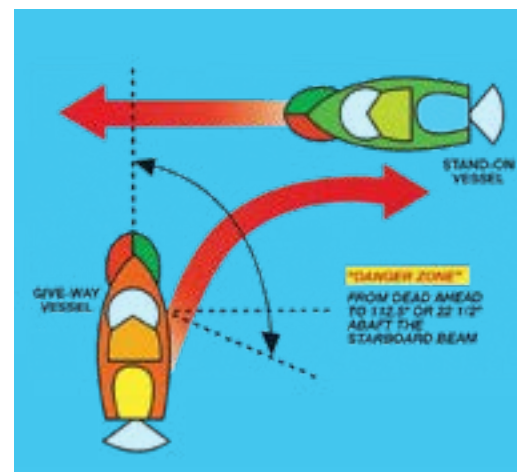
A vessel that has been directed to keep out of the way of another vessel must, as far as possible, take early and substantial action to keep well clear.

Do not wait till the last minute to take action!

### Action by stand-on vessel

When one of two vessels has been designated to keep out of the way, the other vessel shall maintain her course and speed.

The stand-on vessel may however take action to avoid collision by manoeuvring as soon as it becomes apparent to her that the vessel required to keep out of the way is not taking appropriate action in compliance with the rules set down here.



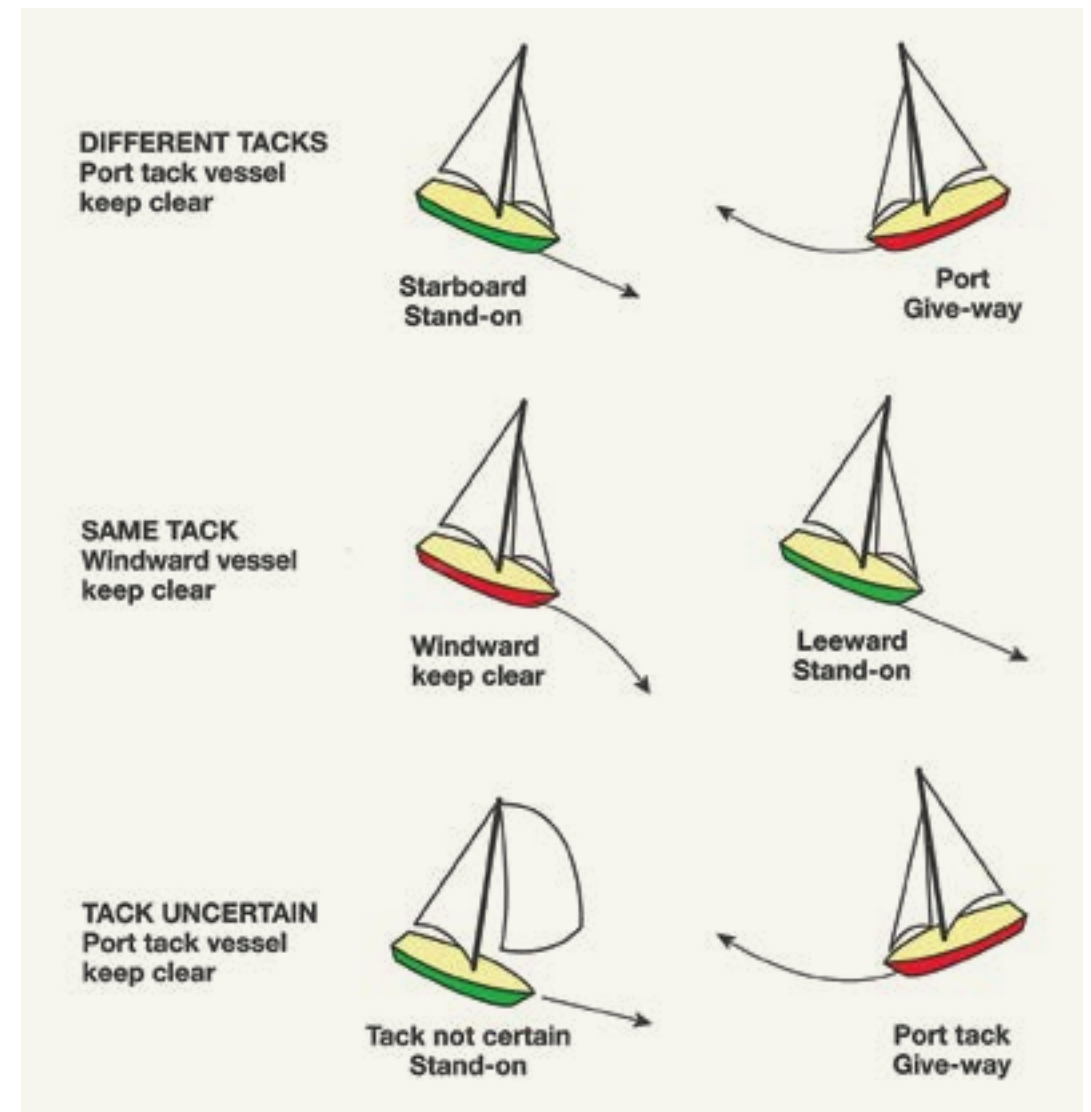
### Sailing vessels

In order to avoid the risk of a collision, when two sailing vessels are approaching one another, one of them must keep out of the way of the other as follows:

When each has the wind on a different side, the vessel that has the wind on the port side shall keep out of the way of the other.

When both have the wind on the same side, the vessel that is to windward shall keep out of the way of the vessel that is to leeward.

For the purposes of this rule, the windward side shall be deemed to be the side opposite to that on which the mainsail is carried or, in the case of a square-rigged vessel, the side opposite to that on which the largest for-and-aft sail is carried.



# SAFETY EQUIPMENT

## RADIO AND NAVIGATIONAL EQUIPMENT



### VHF Radio

VHF radio must be transmitting and receiving in the International Maritime Mobile VHF Radiocommunication Service in the 156-174 MHz Band or any channel that may be specified by the Director from time to time.

Radio shall be mounted/ placed in an easily accessible position on the wheelhouse.



### Electronic Navigation Positioning System

Pleasure craft should be fitted with a global navigation satellite system or a terrestrial radio navigation system, or other means suitable for use at all times throughout the intended voyage to establish and update the pleasure craft's position at all times.



### Rudder Angle Indicator

Rudder angle indicator should be fitted. For pleasure craft without a rudder, indication should be given in the direction of steering thrust.



### Magnetic Compass

A magnetic compass functions as a pointer to "magnetic north" used onboard pleasure craft to steer a course. The compass is also used to take bearings of terrestrial and celestial objects for navigation, and errors must be minimised for this purpose. The compass

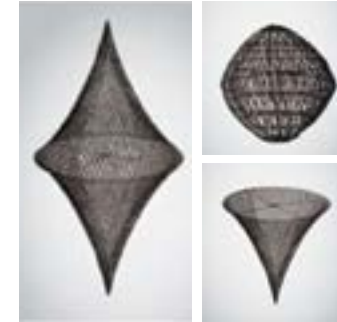
reading at sea must be corrected as accurately as possible, especially on long sea passages, because an error of one or two degrees in a long course can make a difference of thousands of nautical miles in reaching your destination after many days.



### Signalling Lamp

A signalling lamp or strong flashlight shall be fitted as a visual signalling device for optical communication, typically Morse Code.

## NAVIGATIONAL LIGHTS, SHAPES AND SOUNDS



### Navigation Lights

COLREGs will apply to ALL pleasure craft plying in the high seas and waters connected to the high seas which are navigable by seagoing vessels. Pleasure craft are required to display navigational lights between sunset and sunrise during periods of restricted visibility (fog, rain, haze, etc.). The navigational light requirements for each pleasure craft is dependent on its individual size and status.

### Shapes

Shapes have to be displayed during the day to alert other vessels of conditions that may be hazardous. In pleasure craft of less than 20 metres in length, shapes of lesser dimensions but commensurate with the size of the pleasure craft, may be used and the distance apart may be correspondingly reduced.

### Sounds

COLREGs require sound signals to be made under certain circumstances. Meeting, crossing and overtaking situations, described in the Navigation Rules beginning with Rule 32, are examples of circumstances in which sound signals are required. Pleasure craft are also required to use sound signals during periods of reduced visibility. They may be in the form of a whistle, bell or gong.

## LIFE-SAVING APPLIANCES (LSA)

Owner must ensure all required safety equipment carried on board are always in good working condition and be easily accessible.



### Lifejackets

Lifejackets are the most important piece of safety equipment on any pleasure craft. It is a legal requirement for all pleasure craft to carry a lifejacket for each person on board, unless exempted. They must be approved by the Director of Marine or conform to the International Life-Saving Appliance (LSA) Code.

They must also be stored or placed in such a way to allow for quick and easy access. It is recommended that lifejackets be displayed prominently in a place visible to people onboard and their location clearly marked by an unobstructed and clearly visible sign indicating, "LIFEJACKETS".

As lifejackets are used in a harsh environment (particularly where salt water is concerned), they must be regularly maintained and serviced. Inflatable lifejackets must be serviced in accordance with the manufacturer's instructions.

### Lifebuoys

A lifebuoy is a life-saving appliance designed to be thrown to a person in the water, so as to offer buoyancy and prevent drowning. Some modern lifebuoys are fitted with one or more seawater-activated lights, to aid rescue at night. The batteries for such lifebuoys must be checked and replaced as per manufacturer's requirements.

Lifebuoys generally do not have an expiry date. However, they must be inspected regularly for possible puncture and wear due to prolonged weather exposure.

The lifebuoys shall be marked on both sides with the port of registry "Singapore" and the name of the pleasure craft. Lifebuoys should also be placed unsecured on racks so that they can be allowed to float free. For SZ-licensed pleasure craft, the SZ number shall also be marked onto both sides of the lifebuoy.



### Buoyant lifelines

Buoyant lifelines carried on board shall be attached to lifebuoys and placed in the proximity of the side of the pleasure craft.

They must be buoyant and at least 18 metres long for pleasure craft less than 21 metres in length and at least 27.3 metres long for pleasure craft measuring 21 metres in length and above.



### Hand flares

Flares signal that you are in trouble and provide an exact location for rescuers to locate you. Ignite them only when rescuers are in view and can spot your flare.

At least six hand flares are required for a partially or fully decked pleasure craft.

These flares must be stored in a suitable watertight container.

Most flares have a use-by date of three years and they must be replaced before the expiry date.

## FIRE-FIGHTING APPLIANCES (FFA)

### Types of fire

#### CLASS A FIRES

Fires caused by the burning of ordinary materials such as wooden furniture, paper, cardboard, cloth and plastic

#### CLASS B FIRES

Fires caused by flammable or combustible liquids such as gasoline, kerosene and paint

#### CLASS C FIRES

Fires caused by electrical equipment such as appliances, switches and power tools. Water is a very dangerous extinguishing medium for this type of fire because of the risk of electric shock

#### CLASS D FIRES

Fires caused by combustible metals such as magnesium, potassium and sodium. This type of fire is classified as special fires more commonly found in chemical laboratories

### Portable fire extinguishers

There are various different types of fire extinguishers carried onboard pleasure craft. They each have their own advantages and disadvantages and their effectiveness depends on the types of fire involved.



**FOAM**

This extinguisher is suitable for most fires caused by Class A and B fires. However, as it is essentially a water-based mixture, it cannot be used for Class C electrical fires.



**CARBON DIOXIDE CO<sub>2</sub>**

This extinguisher is suitable for Class B and C fires but does not work well with Class A fires because the material usually re-ignites. Although it leaves no harmful residue, it is however a greenhouse gas that contributes greatly to global warming. In addition, it is much heavier compared to other types of extinguishers and may not be easily handled.



**DRY POWDER**

This extinguisher is suitable for general usage. It is useful for Class A, B and C fires. Upon discharge, it will leave a blanket of non-flammable material on the extinguished material, which reduces the risk of re-ignition.

## AIS TRANSPONDER

All Singapore-registered pleasure craft are required to be installed with an AIS transponder, which may be either type A or B (the latter is a version without a display unit).

Craft owners have to ensure that their transponder is turned on and working at all times during voyage.

### Damage or loss of transponder

The Port Operations Control Centre (POCC) should be contacted immediately if the transponder is lost or damaged at the following telephone contact:

**MAIN TELEPHONE:** (+65) 6773 7449

**SECONDARY TELEPHONE:** (+65) 6325 2493

If the pleasure craft owner wishes to go out to sea without a functioning transponder, approval must first be obtained from the POCC. The following information must be provided to the POCC:

Name of owner or informant

NRIC/Passport No.

Contact number (home and mobile)

Craft licence number and name

Location of pleasure craft on departure

Expected departure time

Destination(s)

Expected return time

Location of pleasure craft on returning

## SAFETY CHECKS FOR PLEASURE CRAFT

Check your safety equipment and carry the correct quantity that is required of each type of safety equipment.

Ensure that all safety equipment are in good condition, of regulation standard and stowed properly.



Be aware of the rules and regulations, such as COLREGs, the port regulations, the international signals for distress and other basic signals.

Keep someone informed of where you are going. Before departing, let a relative or responsible friend know about your proposed itinerary and expected time of return. Also provide them with a description of your pleasure craft and tell them who is travelling with you.

Check the tide and weather. If in doubt, do not depart.

Check your fuel. Ensure you have enough fuel for the trip with an adequate reserve for an emergency. Make sure your fuel lines and tanks are in good condition and that they do not leak.

Carry a chart, study it and familiarise yourself with the locations of the navigational aids and hazards you are likely to encounter. Do not overload your pleasure craft. Distribute weight evenly and do not carry more persons than the pleasure craft is licensed for.

Carry appropriate tools and spares in case of breakdown, including:

Spark plugs and spark plug spanner

A spare propeller

Penetrating fluid

Spanners, screwdriver, pliers and such

# EMERGENCY

## EMERGENCY COMMUNICATIONS

It is very important to follow proper procedures when conducting radio communication. In particular, it is crucial to get the information across in a quick efficient manner in an emergency.

All pleasure craft should adhere to an internationally adopted safety procedures and use internationally adopted types of equipment and communication protocols to increase safety and make it easier to rescue distressed ships, pleasure craft and aircraft.

### Distress call

Distress call should be made when in extreme danger such as in the event of a sinking or fire.

You may broadcast your distress message over VHF channel 16 in the following format.

FORMAT
Mayday (x3)
This is (pleasure craft's name or call sign x3)
Mayday (pleasure craft's name or call sign)
Position Lat and Long /Location
Nature of distress.....
Aid required.....
Number of persons on board and any useful information.....
Over

EXAMPLE
"MAYDAY, MAYDAY, MAYDAY"
This is "PLEASURE CRAFT NAME, PLEASURE CRAFT NAME"
MAYDAY, "PLEASURE CRAFT NAME"
Position 01° 16.5'N, 103° 55 East or Eastern Fairway
My pleasure craft is on fire and sinking, I require immediate assistance
4 persons on board
OVER

### Urgency call

Urgency call should be made when in need of help but not in immediate danger.

You may broadcast your distress message over VHF channel 16 in the following format.

FORMAT
PAN-PAN (x3)
This is (pleasure craft's name or call sign x3)
Position Lat and Long /Location
Nature of urgency.....
Type of assistance required.....
Number of persons on board and any useful information.....
Over

EXAMPLE
"PAN-PAN, PAN-PAN, PAN-PAN"
This is "PLEASURE CRAFT NAME, PLEASURE CRAFT NAME"
Position 01° 16.5'N, 103° 55 East or Eastern Fairway
My pleasure craft has lost propulsion and I am drifting into traffic
I require assistance
4 persons on board and my pleasure craft is a 10 foot pleasure craft
OVER



### Mobile phone

A mobile phone may be a useful communication equipment but it is not a substitute for marine radio due to the following reasons:

- Mobile phones may lose reception at certain locations.
- It is rarely waterproof and may get damaged easily.
- In an emergency, its communications cannot be heard by nearby vessels, which may be the parties available to provide assistance.

## EMERGENCIES

Any person going on the water, and particularly the person in charge, must be prepared to deal with any emergency.

The difference between dealing with an emergency on the water and one on land is that the mariner must often cope, for perhaps quite a long period, with only the resources at hand. He/she must therefore react very quickly and know how best to utilise his resources. Below are additional guidelines for owners and masters:

- Keep a sharp lookout at all times.
- Proceed with caution in unfamiliar waters.
- Remember that excessive alcohol consumption and boating do not mix.
- Remember that the person in charge of the pleasure craft is responsible for the safety of the pleasure craft and the lives of passengers onboard.
- Check that your navigation lights are working.

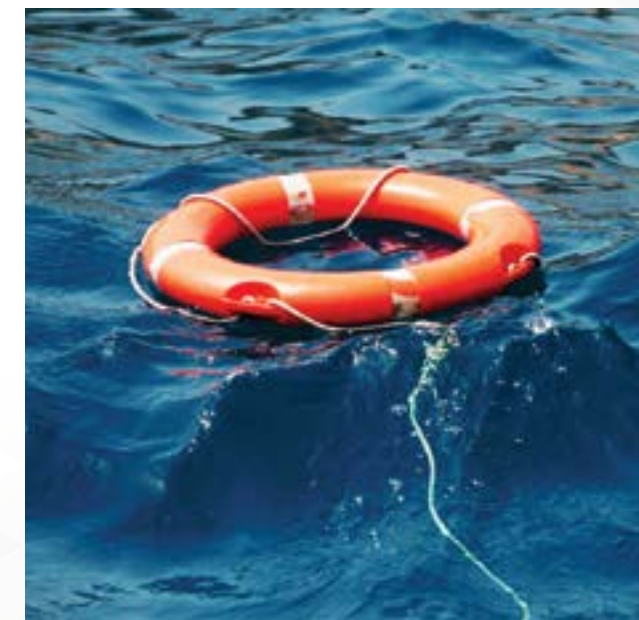
### Man overboard

Person overboard is a distress situation. Should this occur, do not hesitate to call for help through your VHF radio or other forms of communication if you are unable to rescue the person in the water immediately.

To decrease the risk of the propeller inflicting an injury, turn the stern away from the person by immediately putting the helm over to the side on which the person has fallen.

Below sets out practical advice to consider during a distress situation:

- Throw a lifebuoy over the side to assist the person. This lifebuoy will also serve as a marker.
- Approach the person slowly and from the downwind making sure you do not run or drift into him.
- When close enough, you may throw a line or the person may swim to you.
- Familiarise the man overboard drill with all those on your pleasure craft, so that everyone is aware of what to do in an emergency situation.



## Fire onboard

In the event of a fire occurring onboard, refer to the guidelines below:

Ensure that everyone is wearing a lifejacket and use extinguishers to control the fire.

If the fire is small, use an appropriate type of fire extinguisher and aim it at the base of the flames. Sweep the discharge nozzle from side to side until the fire is put out. Keep monitoring the situation and ensure that there is no chance of re-ignition.

If your pleasure craft is moving when the fire starts, position the craft downwind so that the wind will blow the fire over the side. This will prevent the fire from spreading to other parts of the pleasure craft.

Good fire prevention practices require a clean interior that is free from waste, particularly oily waste. They also require well-serviced extinguishers to be placed at appropriate positions and a crew that knows how to use the fire extinguishers and that understands the principles of fire-fighting.

## Sinking vessel

If your pleasure craft starts taking in water, below are guidelines which you may apply:

The first thing to do is ensure that everyone puts on a lifejacket.

Try to locate the source of the leak and reduce the leak if possible. Call for help through your VHF radio or other forms of communication.

Try to bail the water out to the best of your ability.

Stay together in a group and with the pleasure craft should it submerge or turn over as you will have a greater chance of being found.

Do not attempt to swim for shore unless you are absolutely certain that you will be able to make the distance.



## ANNEX A: INSPECTION CHECKLIST



### Merchant Shipping (Pleasure Craft) Regulation Survey Report

Craft License Number (if any) : \_\_\_\_\_ Vessel Name : \_\_\_\_\_

Craft Type : \_\_\_\_\_ Initial/Renewal : \_\_\_\_\_

Location : \_\_\_\_\_ Date of Inspection : \_\_\_\_\_

Life-Saving Appliances	Qty	Remarks	Day Shapes	Qty	Remarks
Approved Lifejacket			Black Ball		
Approved Lifebuoy			Black Cone		For sailboat (qty: 1)
Bailer					
Bilge Pump					
Buoyant Lifeline					
Red hand Flare					
Manufactured Date			<b>Navigational Lights</b>	<b>Qty</b>	<b>Remarks</b>
Lifeboat/ Liferaft			Masthead Light		
Next Service Date			Side Light (P&S)		
<b>Fire-Fighting Appliances</b>	<b>Qty</b>	<b>Remarks</b>	Combined Lantern		
Fire Extinguishers			Stern Light		
Type: CO <sub>2</sub> /DP/FOAM			Anchor Light		
Capacity					
Quantity					
Next Service Date					
Fire Buckets					
Fire Hoses/Nozzles					
Fixed Installation System					
Next Service Date					
Main Fire Pump			<b>Overview Photo of Laid out Life-Saving Appliances</b>		
Emergency Fire Pump					
Fuel Cut-off System					
<b>Navigational Equipment</b>	<b>Qty</b>	<b>Remarks</b>			
Magnetic Compass					
Electronic Navigation Positioning System					
Maker					
Model					
Rudder Angle Indicator					
Signalling Lamp			<b>Overview Photo of Laid out Fire-Fighting Appliances</b>		
Audible Warning Device					
VHF Set					
AIS Transponder					
Type: A or B					
MMSI/TID					
AIS Test Carried out					
AIS Alert Activated					
Anchor					
Windlass and Chain					





**Merchant Shipping (Pleasure Craft) Regulation Survey Report**

<b>Hull Particulars</b>			<b>Carrying Capacity</b>		
Hull Condition (exterior)			No. of Persons		
Hull Condition (interior)			No. of Passengers		
Make (Fibre/Alu/Others)			No. of Crew		
Deck			<b>Craft Photos (Front bearing craft's name)</b>		
No. of Enclosed Cabins					
No. of Enclosed Showers					
Length					
Breadth Extreme					
Moulded Depth					
<b>Engine Particulars</b>			<b>Craft Photos (Overview)</b>		
No. of Engines					
Engine Type (Inboard/Outboard)					
Engine Fuel					
Make					
Model					
Power (kW)					
Engine 1 S/N			<b>Craft Photos (Stern bearing craft's name)</b>		
Engine 2 S/N					
Engine 3 S/N					
Engine 4 S/N					
<b>Engine Photos</b>			<b>Craft Interior Accommodation Photos</b>		



**Merchant Shipping (Pleasure Craft) Regulation Survey Report**

**Survey Findings (to indicate any deficiencies raised, otherwise indicate satisfactory)**

<b>Hull and Machinery</b>	
<b>Navigational Equipment</b>	
<b>Navigational Lights/Shapes/Signals</b>	
<b>Safety Equipment</b>	
<b>Result of Inspection (PASS/FAIL)</b>	
<b>Follow Up Items (if required, otherwise N.A)</b>	<b>Follow Up Date (if required, otherwise N.A)</b>



**Merchant Shipping (Pleasure Craft) Regulation Survey Report**

**DECLARATION**

**DECLARATION**

I hereby declare that –

1. I have conducted a survey of the abovementioned Craft, its machinery, fittings, equipment and appliances as listed above, and have found the Craft:
  - (a) to be in compliance with the statutory requirements prescribed by MPA for SRS pleasure craft under the Merchant Shipping (Registration of Pleasure Craft) Regulations;
  - (b) to be in satisfactory condition;
  - (c) to be fit for service.
2. The details submitted by me in this survey report are true and accurate and I have not wilfully suppressed any material fact from the same.

<b>Name of Recognised Surveyor:</b>	<b>Name of Craft Owner / Representative:</b>
<b>Name of Accredited Organisation:</b>	
<b>Signature and Date-Time of Completion of Survey</b>	<b>Signature of Craft Owner / Representative :</b>

This checklist is intended only for use by MPA’s approved surveyors to verify compliance with various provisions of the Merchant Shipping (Pleasure Craft) Regulations, and must not be reproduced or recirculated to third parties for other purposes. The safety equipment requirements of the survey report are based on the following Annexes.

**ANNEX B: RADIO AND NAVIGATIONAL EQUIPMENT REQUIREMENTS**

ITEM	QTY	REMARK
Magnetic Compass	1	Permanently Mounted
Electronic Navigation Positioning System	1	
Signalling Lamp	1	
Audible Warning Device	1	
VHF Set	1	
AIS Transponder	1	May be Type A or Type B
Rudder Angle Indicator	1	
Anchor	1	
Windlass and Chain	1	

**ANNEX C: NAVIGATIONAL LIGHTS AND SHAPES REQUIREMENTS**

**Power Driven Vessels 20 m ≤ L < 50 m**

ITEM	QTY	REMARK
Masthead Light	1	
Stern Light	1	
Side Light (Port and Starboard)	1 set	
Anchor Light	1	All round white light
Black Ball	1	0.6 m diameter, for display at anchor, in the fore part

**Power Driven Vessels 12 m ≤ L < 20 m**

ITEM	QTY	REMARK
Masthead Light	1	
Stern Light	1	
Side Light (Port and Starboard)	1 set	May be combined lantern
Anchor Light	1	All round white light
Black Ball	1	Reduced dimensions commensurate with size of pleasure craft, for display at anchor, in the fore part



## Power Driven Vessels 7 m ≤ L < 12 m

ITEM	QTY	REMARK
Masthead Light	1	May exhibit an all-round white light instead <sup>(1)</sup>
Stern Light	Optional	
Side Light (Port and Starboard)	1 set	May be combined lantern

Notes:

(1) The masthead light or all-round white light may be displaced from the fore and aft centreline of the vessel if centreline fitting is not practicable, provided that the sidelights are combined in one lantern which shall be carried on the fore and aft centreline of the pleasure craft or located as nearly as practicable in the same fore and aft line as the masthead light or the all-round white light.

## ANNEX D: LIFE-SAVING APPLIANCES (LSA) REQUIREMENTS

LOAD LINE LENGTH (L) IN METRES	LIFE-SAVING APPLIANCE	QUANTITY
All lengths	Lifejackets	1 per person carried onboard as per total carrying capacity
	Hand Flares	6
7 ≤ (L) < 12	Lifebuoy (Stenciled with name and port of registry)	1
12 ≤ (L) < 21		2
21 ≤ (L) < 37		4
(L) ≥ 37		6
(L) < 21	Buoyant lifeline	1 of minimum length of at least 18 metres
(L) ≥ 21		1 of minimum length of at least 27.3 metres

## ANNEX E: FIRE-FIGHTING APPLIANCES (FFA) REQUIREMENTS

### Capacity of Fire Extinguishers

TYPE OF PORTABLE FIRE EXTINGUISHER	7 ≤ LOAD LINE LENGTH IN METRES ≤ 9	9 < LOAD LINE LENGTH IN METRES < 15	LOAD LINE LENGTH IN METRES ≥ 15
Foam, water (litres)	2.8	4.6	9
CO <sub>2</sub> (kg)	1	1.5	3
Dry-Powder (kg)	1.4	2.3	4.5

## Quantity of FFA

DESCRIPTION OF CRAFT		7 ≤ Load line length in metres ≤ 9	9 < Load line length in metres < 15	9 < Load line length in metres < 15 with engine room <sup>(3)</sup>	15 ≤ Load line length in metres < 24	15 ≤ Load line length in metres < 24 with engine room <sup>(3)</sup>	Load line length in metres ≥ 24	Load line length in metres ≥ 24 with engine room <sup>(3)</sup>
TYPE AND QUANTITY OF FIRE-FIGHTING APPARATUS								
Portable dry-powder or equivalent foam, water or CO <sub>2</sub> fire extinguisher		2	2	2	2	2	2	2
Fire extinguisher to be placed in engine room <sup>(3)</sup>		NA	NA	2 <sup>(1)</sup>	NA	2 <sup>(1)</sup>	NA	2 <sup>(1)</sup>
Fire bucket with lanyard <sup>(2)</sup>		2	2	2	2	2	3	3
Main Fire Pump	Power	NA	NA	NA	Either 1 power or 1 manual	Either 1 power or 1 manual	1	1
	Manual	NA	NA	NA			NA	NA
Emergency fire pump	Power	NA	NA	NA	NA	NA	Either 1 power or 1 manual	Either 1 power or 1 manual
	Manual	NA	NA	NA	NA	NA		
Hydrant		NA	NA	NA	Such numbers are required by a Recognised Surveyor during any survey or inspection			
Hose		NA	NA	NA	1	1	2	2
Nozzle	Jet	NA	NA	NA	1	1	2	2
	Spray	NA	NA	NA	NA	NA	1	1
Fireman's axe		NA	NA	NA	NA	NA	1	1

Notes:

- (1) Where engine room houses internal combustion type machinery having in aggregate, a total power output of not less than 375 kW.  
 (2) Fire buckets may be substituted by an equal number of portable dry-powder fire extinguisher outside the engine room.  
 (3) For pleasure craft with engine rooms only.

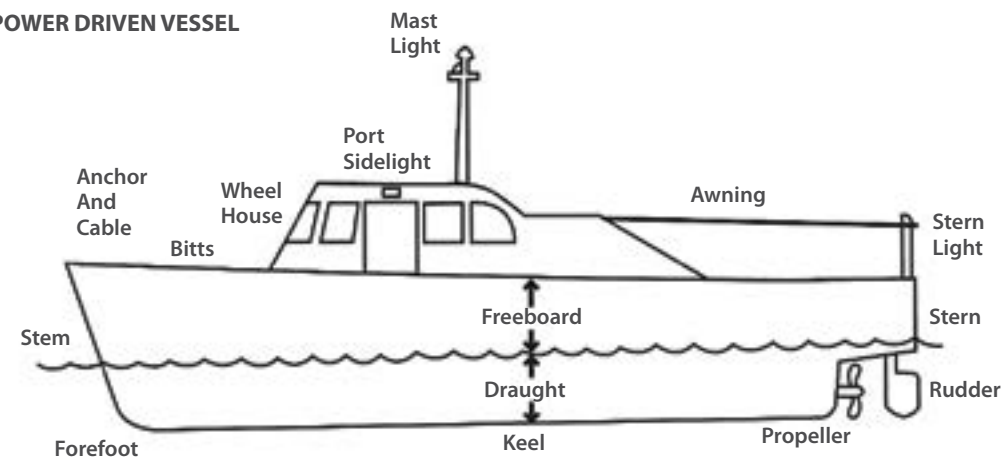
## ANNEX F: SINGAPORE SEARCH AND RESCUE REGION (SRR) MAP



## GLOSSARY NAUTICAL TERMS

### Know your Vessel and the Terminology used

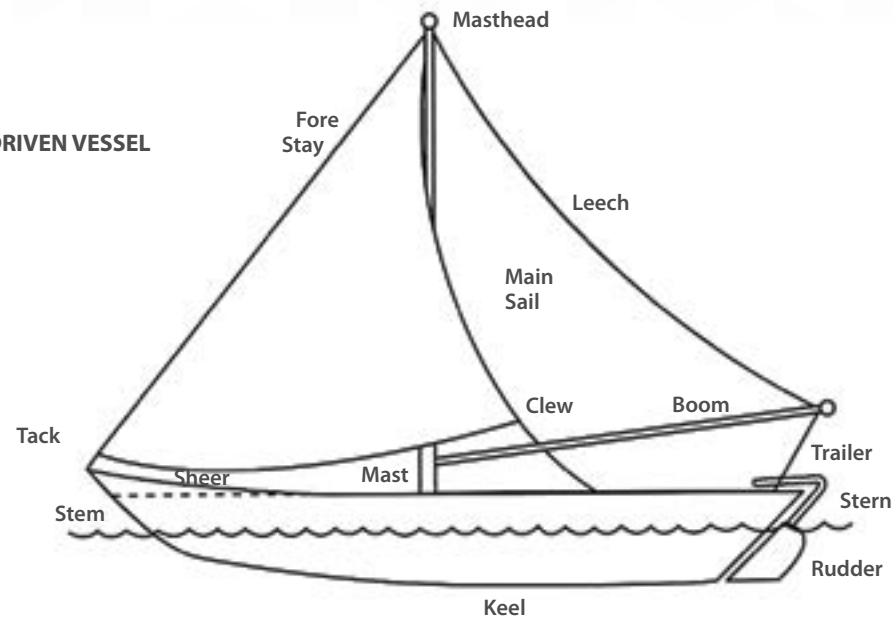
#### POWER DRIVEN VESSEL



### Boating terminologies

<b>Abaft</b>	Behind, towards the stern or rear end	<b>Davit</b>	A device for raising or lowering a small boat or raft
<b>Abeam</b>	At right angles to the fore and aft line of the vessel	<b>Deck</b>	A floor
<b>Aft</b>	At or near the stern; towards the stern	<b>Deckhead</b>	A ceiling
<b>Aloft</b>	High up; up on the mast	<b>Draught</b>	The depth of the vessel in the water
<b>Amidships</b>	In the middle of the vessel	<b>Fairlead</b>	A shaped lead over the side for ropes and wires
<b>Anchor cable</b>	The strong chain attached to the anchor	<b>Flare</b>	The outward curve at the bows
<b>Astern</b>	At the rear; behind the vessel	<b>Flying bridge</b>	An open area above the wheelhouse, usually fitted with secondary wheel and other controls
<b>Athwartship</b>	Across the vessel	<b>Forward</b>	In front of; towards or near the bow or front end
<b>Beam</b>	The greatest width	<b>Freeboard</b>	The height of the hull above the water
<b>Bitts</b>	Strong posts for attaching ropes or wires	<b>Gunwale</b>	The upper edge of the side of the vessel
<b>Bow</b>	The forepart where the sides tend inwards towards the stem	<b>Hatch</b>	A covered deck opening that usually provides access to a compartment
<b>Bulkhead</b>	A wall		
<b>Coaming</b>	A raised vertical edge around a hatchway or at the entrance to a cabin		

**WIND DRIVEN VESSEL**



**NOTES**

<b>Helm</b>	The steering wheel
<b>Hull</b>	The body of the vessel
<b>Keel</b>	The deepest projection of the hull
<b>Knot</b>	A speed of one nautical mile per hour
<b>Leeward</b>	On the sheltered side away from the wind
<b>Main deck</b>	The principal deck, usually the uppermost continuous deck
<b>Making way</b>	Moving through the water
<b>Poop</b>	A short raised deck at the after end
<b>Port</b>	The left-hand side, when looking forward
<b>Quarter</b>	The after part on either side of the stern
<b>Sheer</b>	The curve of the main deck, in the fore and aft line
<b>Spurling pipe</b>	The pipe through which the anchor cable passes from the windlass to the locker

<b>Starboard</b>	The right hand side, looking forward
<b>Stay</b>	A wire supporting a mast
<b>Stem</b>	The sharp edge of the bow; the fore end of the hull
<b>Stern</b>	The rear end of the hull
<b>Superstructure</b>	The raised structure containing the wheelhouse and accommodation
<b>Underway</b>	Not at anchor, made fast to the shore or aground
<b>Wash</b>	The waves created by the passage of a vessel through the water
<b>Wheelhouse</b>	The enclosed structure containing the wheel, compass and controls
<b>Windlass</b>	The special winch for handling chain cables, wires or ropes
<b>Yard</b>	A spar across a mast, usually for flying flags



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