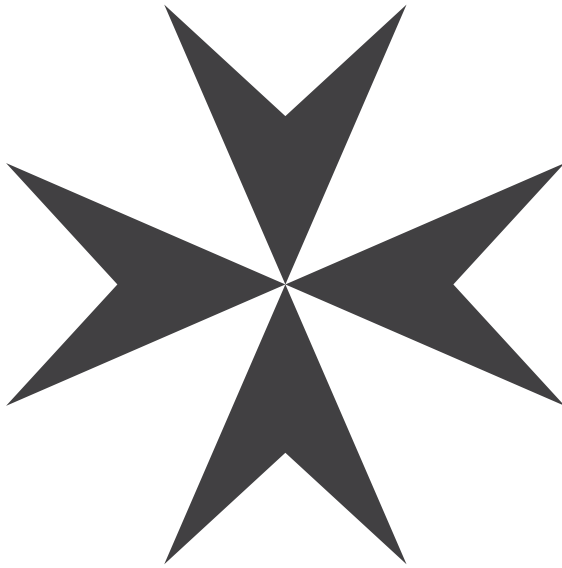


MALTA
COMMERCIAL
YACHT CODE 2015





Applicable from 1st October 2015

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SECTION 1
FORWARD

1.1 This third edition of the Commercial Yacht Code has been drawn up by the Merchant Shipping Directorate, within Transport Malta, in consultation with various industry stake holders including yacht builders, yacht repair yards, specialised service providers and manufacturers, Recognised Organisations, Appointed Surveyors, a number of yacht management companies and the Professional Yachtsman Association as a wider representation of the industry.

This version updates the 2010 version and is effective as from 1st October 2015. Existing yachts, whose keel has been laid prior to the coming into force of this Code shall comply by not later than the first periodical survey that is carried out after 1st October 2015.

In case of existing certified commercial yachts, the Administration may accept existing equipment and arrangements, which are of a standard that does not pose increased risks in safety and pollution prevention. Upon replacement of such equipment or arrangements, the replacement should conform to the standards set out by this code.

1.2 This Code is specifically intended for yachts engaged in commercial operations and which do not carry more than 12 passengers. This Code covers the following categories of yachts :-

- Yachts ≥ 15 m in length overall and < 24 m in length,
- Yachts ≥ 24 m in length and < 500 GT,
- Yachts ≥ 500 GT.

Commercial Yachts certified in accordance with this Code may be granted one of three Navigation Notations as follows: (a) **Navigation within 60 miles from a safehaven (Short Range)**, or (b) **Navigation within 150 miles from a safehaven** or (c) **Unrestricted Navigation**.

This Code is also applicable for Special Category Yachts as defined in Section 18.

1.3 The Administration has notified the International Maritime Organisation of this Code and its application to pleasure craft engaged in trade as an equivalent arrangement under the provisions of Article 8 of the International Convention on Load Lines, 1966 and Regulation I-5 of the International Convention of Safety of Life at Sea.

Reference is to be made to IMO LL.3/Circ.172 of 7 November 2007 and IMO SLS.14/Circ.298 of 8 November 2007.

The Code sets the required standards of safety, pollution prevention and crew welfare which are appropriate for the type and size of the yacht. The standards applied are relevant to

International Conventions, EU directives, Industry Standards or equivalent standards.

The Administration may, on a case by case basis, consider specific alternative equivalents to any standard mentioned in this Code. Any proposed alternative/equivalency or any request for exemption from any specific requirement of the Code is to be reviewed and accepted by the Administration.

1.4 Upon the satisfactory completion of the designated survey and inspections, a yacht complying with the standards set out in this Code, will be issued with a Certificate of Compliance to Trade as a Commercial Yacht, by the Administration.

1.5 It is advisable and recommended that pleasure yachts registered for private use, voluntary comply, as far as practicable, with the standards of this Code. When a pleasure yacht registered for private use complies with the provisions of this Code, the Administration, upon request, may issue a Statement of Compliance with this Code.

1.6 For yachts entitled to fly the flag of other EU Member States, the Commission of the European Communities' general mutual recognition clause shall apply. The Administration, at its discretion, may still carry an onboard evaluation. For reference the mutual recognition clause states:-

- a. a Statutory Standard or Code of Practice or an equivalent standard of a Member State of the European Community; or
- b. any relevant international standard recognised for use in any Member State of the European Community; or
- c. a relevant specification acknowledged for use as a standard by a public authority of any Member State of the European Community; or
- d. traditional procedures of manufacture of a Member State of the European Community where these are the subject of a written technical description sufficiently detailed to permit assessment of the goods or materials for the use specified; or
- e. a specification sufficiently detailed to permit assessment of goods or materials of an innovative nature (or subject to innovative processes of manufacture such that they cannot comply with a recognised standard or specification) and which fulfill the purpose provided by the specified standard provided that the proposed standard, Code of practice, specification or technical description offers equivalent levels of safety, suitability and fitness for the proposed use.

1.7 The Administration shall revise this Code, when deemed necessary, to update with applicable new legislation and international regulations and to reflect new technologies and feedback received from the stakeholders within the yachting industry.

1.8 Recognised Organisations and Appointed Surveyors Oversight Programme

The Administration has delegated surveys and certification activities related to this Code to Recognised Organisations and Appointed Surveyors. In order to ensure the correct implementation of these delegated services the Administration has established a Recognised Organisations' and Appointed Surveyors' Oversight Programme in order to proactively oversee, monitor, audit and enforce the Statutory inspection being carried out onboard commercial yachts. The main objectives of this oversight programme is to ascertain that the ROs and Appointed Surveyors carry out their surveys in compliance with this Code; and to identify areas necessitating enforcement and improvement.

The Administration may use any of the following tools as part of the oversight process:-

- a. Direct monitoring by carrying out vertical audits whilst the yacht is under survey;
- b. Indirect monitoring by reviewing the Certificates and Reports issued to the yacht;
- c. Indirect monitoring by analysing any PSC and/or FSI detentions attributable to the responsibility of the RO or Appointed Surveyor.

1.9 Flag State Inspections (FSI)

From time to time, the Administration may decide to carry out Flag State Inspections (FSI) onboard yachts in any port. These inspections are in addition to the statutory surveys required in terms of international Conventions and the Code and shall only be carried out by authorised flag State Inspectors.

Yacht masters/owners/managers shall give full co-operation and assistance to the attending Flag State Inspector.

Unless the yacht is found with serious deficiencies which will require re-inspection, all costs related to the Flag State Inspection will be covered directly by the Administration.

1.10 Port State Control Inspections

Yacht masters/owners/managers shall give full co-operation and assistance to any attending Port State Control Inspectors.

In case of a port State control detention, the owner or master of the yacht is to immediately inform the Administration.

1.11 Accident or Incident Reporting to the Administration

In accordance with the mandatory reporting requirements under the provisions of regulation 6(1) of the Merchant Shipping (Accident and Incident Safety Investigation) Regulations (S.L. 234.9), the Owner, Operator, or Master of a yacht are required to report any occurrence of a marine accident or incident to the Marine Safety Investigation Unit by the quickest means available. Reports of incidents or accidents shall be submitted to the Head of Marine Safety Investigation Unit on: msiu.tm@transport.gov.mt.

Owners and Masters shall also be guided by Merchant Shipping Notice No. 94.

1.12 Recognised Organisations and Appointed Surveyors Duties and Limitations

Appointed Surveyors and Recognised Organisations have been delegated, by this Administration, to perform surveys and certification pertaining to this Code. Qualified, experienced and skilled exclusive surveyors belonging to Recognised Organisations may carry out the full range of survey and certification processes pertaining to this Code. Appointed Surveyors may carry out the survey and certification processes pertaining to this Code whilst limiting themselves only to areas in which they are adequately skilled, experienced, qualified and authorised to act.

It is to be pointed out that the Appointed Surveyor or Recognised Organisation carrying out surveys and certification pertaining to this Code may be chosen by the owner/managers at their discretion. The owner/managers may decide to utilise the services of different Appointed Surveyors or Recognised Organisations, at their discretion, at any time during the lifetime of the yacht. The owners/managers are not bound to utilise the services of the same Recognised Organisation Classing the yacht for surveys and certification, pertaining to this Code, for ISM Certification and for ISPS Certification (applicable for Yachts above 500 GT), even though this Administration does recommend that the same Recognised Organisation carries out surveys and certification pertaining to this Code.

Appointed Surveyors shall follow the Code of Ethics and Conduct for Appointed Surveyors issued by the Administration whilst Recognised Organisations' Surveyors shall follow the relevant Recognised Organisation's own Code of Ethics. Recognised Organisations and Appointed Surveyors shall carry out the surveys and the subsequent reporting without undue delay.

1.13 Carriage of Support Personnel

Carriage of Support Personnel (such as security guards, child minders, carers, entertainers, maintenance and specialised personnel etc) other than crew and passengers, may be accepted by this Administration, on a case by case basis and subject to there being sufficient accommodation spaces and safety equipment. Moreover, they shall not be assigned any duty on the Muster List and they shall receive onboard familiarisation training, in personal survival techniques or receive sufficient information and instruction to be able to :-

- a. communicate with other persons onboard on elementary safety matters and understand safety information symbols, signs and alarm signals;
- b. know what to do if a person falls overboard or if fire or smoke is detected or if the fire or abandon ship alarm is sounded;
- c. identify muster and embarkation stations and emergency escape routes;
- d. locate and wear lifejackets;
- e. raise the alarm and have basic knowledge of use of portable fire extinguishers;
- f. take immediate action upon encountering an accident and close and open fire, weathertight and watertight doors fitted onboard other than those for hull openings.

Onboard training shall be duly recorded and the records must be available onboard.

1.14 Certification change from Private Yacht to Commercial Yacht

In order to change from a Private Yacht to a Commercial Yacht the following procedure must be followed :-

- a. Owner/Manager has to submit a request for the Yachts Certification to be converted from Private to Commercial. Details of the range and area of operation and the duration of operation shall be included.
- b. Owner/Manager must request the services of an Appointed Surveyor or Recognised Organisation, who after satisfactory outcome of Initial Surveys will issue a Certificate of Survey confirming Compliance with this Code and attesting the notation change from Private to Commercial.
- c. Subject to its satisfaction of compliance the Administration issues a Commercial Yacht Registration Certificate.

1.15 Certification change from Commercial Yacht to Private Yacht

In order to change from a Commercial Yacht to a Private Yacht the following steps must be followed:-

- a. Owner/Manager has to submit a request for the Yacht's Certification to be converted from Commercial to Private.
- b. The Administration issues a Private Yacht Registration Certificate.
- c. In cases when Certification of a Charter Yacht is frequently changed from Commercial Yacht to Private Yacht and back within short periods of time the Administration, at its discretion, might request that the Commercial Yacht Certificate be retained onboard and re-used when the yacht is changed back to a Commercial Yacht. A declaration from the Manager or Master or Owner has to be submitted to this Administration in this regards.

1.16 Yachts already Certified under MCA LY2/LY3 and the Italian Regolamento di Sicurezza per il Noleggio will be issued with a three month provisional COC (having the same navigation range as the existing certification), pending the completion of the Initial Surveys as prescribed in this section.

1.17 Classification Requirements

It is preferable that all yachts be classed by an RO and maintain valid classification throughout the validity period of the COC, however, the minimum Classification requirements set out by this Code are as follows:

- a. All yachts \geq 500 GT shall be classed by an RO and shall maintain valid classification throughout the validity of the COC.
- b. New yachts \geq 24 m in length shall be classed by an RO and/or shall have been built in conformance to a Recognised Organisation Rules' and classed during construction by an RO.



SECTION 2
DEFINITIONS

(Note – where a definition is not provided within this Code, guidance should be sought from definitions provided in International Codes and Conventions)

Act means the Merchant Shipping Act (Cap. 234)

Accommodation Spaces are those spaces used as public spaces, lavatories, cabins, offices, medication areas, cinemas, entertainment rooms, health and beauty treatment areas, pantries containing no cooking appliances and similar spaces. For the purposes of section 11 of this Code, 'corridors' are defined separately and are not considered as 'accommodation spaces';

Administration shall, for the purpose of this Code, mean the Registrar-General of Shipping and Seamen;

Anniversary date means the day and the month of each year which will correspond to the date of expiry of the relevant certificate;

Appointed Surveyor means a surveyor appointed by the Administration, in terms of the Merchant Shipping Act, who is authorised to carry out surveys and certification in compliance with this Code;

Approved in respect to materials or equipment means approved by the Administration or approved by an Administration or Organisation, which is recognised by the Administration;

Approved Authority is an organisation or person, authorised and recognised by the Administration to act on its behalf for the purposes of this Code;

Authority for Transport in Malta as established by Act XV of 2009;

Bareboat Charter means the contract for the lease or sub-lease of a yacht, hereinafter referred to as charter, for a stipulated period of time, by virtue of which the charterer shall acquire full control and complete possession of the yacht, including the right to appoint the master and crew for the duration of the charter but excluding the right to sell or mortgage the yacht;

Buoyant lifeline means a line complying with the requirements of the Life-Saving Appliances Code;

Cargo means an item(s) of value that is carried from one place and discharged at another place and for which either a charge or no charge is made and is not for use exclusively onboard the vessel;

Certified means an item/equipment that has been certified by an organisation/body recognised by the Administration such as a recognised organisation, MED Certification, ISO Certification and another Administration Certification;

Charter means an agreement between the Owner/Managing Agent and another party, which allows the other party to use and operate the yacht. The "Charterer" is that other party;

Classification Society is a non-governmental organisation that is principally involved in the surveying and certification of vessels against defined classification rules, international rules and regulations and statutory codes and requirements;

Commercial Yacht is a yacht engaged in lawful trade, having a length overall (LOA) \geq 15 m, which is certified under the provisions of this Code, which is in commercial use for sport or pleasure, which does not carry cargo, and which does not carry more than 12 passengers;

Control Stations are those spaces in which the yacht's radio or main navigational equipment or the emergency power are located and where the fire detection, fire fighting or fire control equipment are centralised. The wheelhouse, chartroom and the control room for propulsion machinery (when located outside the machinery space) are also considered as 'control stations';

Corridors include corridors and lobbies;

Council Directive means a Directive of the Council of the European Union published in the Official Journal of the European Union;

Efficient in relation to fittings, items of equipment or materials means that all reasonable and practicable measures have been taken to ensure that these are suitable for the purpose for which they are intended to be used;

Embarkation Ladder means a ladder complying with the requirements of the Life-Saving Appliances Code and which is used for embarkation;

Emergency Source of Electrical Power means a source of electrical power, intended to supply the emergency switchboard in the event of failure of the main electrical source of supply and is normally located and controlled from outside the engine room;

Emergency Switchboard means a switchboard which in the event of failure of the main electrical power supply system is directly supplied by the emergency source of electrical power and is intended to distribute electrical energy to the emergency equipment and services;

EPIRB means a satellite emergency position-indicating radio beacon, which when activated emits emergency signals which are intended to facilitate search and rescue operations. The EPIRB must comply with performance standards adopted from time to time by the IMO, and being capable of :-

- a. floating free and being automatically activated if the yacht sinks, or
- b. being manually activated by the persons onboard, and
- c. must be able to be carried by one person;

Equivalent Certification means a type of certification that is deemed equivalent to what is being required in this Code and that is approved by the Administration;

Existing Yacht means a yacht, the keel of which was laid or the construction was started before coming into force of this Code (i.e. before the 1st October 2015);

Fire Test Procedures Code means the International Code for Application of Fire Test Procedures, adopted by the International Maritime Organisation by Resolution MSC.61(67), as may be amended by the IMO;

Float-free Launching means the method of launching of an EPIRB or a liferaft from a sinking yacht whereby the liferaft/EPIRB is automatically released and in compliance with the requirements of the Life-Saving Appliances Code;

Freeboard has the meaning given in Annex I of the International Load Line Convention. The freeboard assigned is the distance measured vertically downwards amidships from the upper edge of the deck line to the upper edge of the related load line;

Freeboard Deck has the meaning as given in Annex I of the International Load Line Convention. The freeboard deck is normally the uppermost complete exposed deck which has permanent means of closing for all openings in the weather part thereof;

In a yacht having a discontinuous freeboard deck, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is considered as the freeboard deck;

At the Owner's request and subject to the approval of the Administration, a lower deck may be designated as the freeboard deck provided it is a complete and permanent deck continuous in a fore and aft directions at least between the machinery spaces and peak bulkheads whilst also being continuous athwart ships;

When a lower deck is designated as the freeboard deck, that part of the hull which extends above the freeboard deck is treated as a superstructure so far as concerns the application of the conditions of assignment and the calculation of freeboard. It is from this deck that the freeboard is measured and calculated;

Garbage means all kinds of domestic and operational waste (excluding sewage and fresh fish and parts thereof), generated during the normal operation of the vessel and liable to be disposed of continuously or periodically;

GT (Gross Tonnage) means the measure of the overall size of a ship determined in accordance with the provisions of the International Convention on Tonnage Measurement of Ships, 1969 for yachts ≥ 24 metres in length and for yachts < 24 metres in length determined in accordance with the Merchant Shipping (Tonnage) Regulations 2002;

Hazardous Space means a space or compartment in which combustible or explosive gases or vapours are liable to accumulate in dangerous concentrations;

Jet A1 Fuel means fuel for jet and turboprop engines;

ICLL means the International Convention on Load Lines, 1966, signed in London on 5th April, 1966, including any amendment or Protocol related thereto as may from time to time be ratified, acceded to or accepted by the Government of Malta and other instruments, standards and specifications of a mandatory nature related thereto adopted or developed by the International Maritime Organisation or in terms of regulation 3(2)(a) of the Merchant Shipping (Load Line Convention) Rules, 2003; ILLC applies to yachts ≥ 24 m with keel laid after the 21st July 1968 and to yachts ≥ 150 GT with keel laid before the 21st July 1968;

IMO means the International Maritime Organisation;

IMO No. - All yachts ≥ 300 GT shall have an IMO No. assigned to them in accordance with SOLAS Ch.XI-1 Reg.3. Yachts built of timber are excluded;

Inflatable Lifejacket means a lifejacket complying with the requirements of the Life-Saving Appliances Code;

Instructions for on-board Maintenance means the instructions complying with the requirements of SOLAS III – Life-Saving Appliances and Arrangements, Regulation 36;

Landing Area (helipad) means any area which is primarily intended for the landing or take-off of helicopters;

Launching Appliance means a provision complying with the requirements of the Life-Saving Appliances Code for safely transferring a lifeboat, rescue boat, or liferaft respectively, from its stowed position to the water and its safe recovery where applicable;

Length means 96% of the total length on the waterline at 85% of the least moulded depth measured from the top of the keel, or the length from the foreside of the stem to the axis of the rudder stock on that waterline, if that be greater. Where the stem contour is concave above the waterline at 85% of the least moulded depth, both the forward terminal of the total length and the fore side of the stem respectively shall be taken at the vertical projection to that waterline of the aftermost point of the stem contour (above that waterline). In vessels designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline;

Length Overall (LOA) means the overall length of the vessel as referred to in the International Load Line Convention and in the Merchant Shipping (Tonnage Measurement) Regulations, as amended;

Lifeboat means a lifeboat complying with the requirements of the Life-Saving Appliances Code;

Lifebuoy means a lifebuoy complying with the requirements of the Life-Saving Appliances Code;

Lifejacket means a lifejacket complying with the requirements of the Life-Saving Appliances Code;

Liferaft means a liferaft complying with the requirements of the Life Saving Appliances Code;

Line Throwing Appliance means an appliance complying with the requirements of the Life-Saving Appliances Code;

Life Saving Appliances Code or LSA Code means the International Life Saving Appliances Code adopted by the International Maritime Organisation by Resolution MSC.48(66), in its up to date version;

Low Flame Spread means that the surface will adequately restrict the spread of flame, as determined by Part 5 of the IMO Fire Test Procedures Code or by an alternative established procedure to the satisfaction of the Administration;

Machinery Spaces means all machinery spaces of category A and all other spaces containing propulsion machinery, boilers, oil / fuel units, steam and internal combustion engines, generators and major electrical machinery, oil filling stations, refrigerating, stabilising, ventilation and air conditioning machinery;

Machinery Spaces of Category A means those spaces and access trunks which contain:-

- a. internal combustion machinery and/or turbines used for main propulsion; or
- b. internal combustion machinery used for purposes other than main propulsion where such machinery has aggregate a total power output above 375 kW; or
- c. any oil fired boiler or oil fuel unit;

Main Source of Electrical Power means a source intended to supply electrical power to the main switchboard for distribution to all services necessary for maintaining the yacht in normal operation and in habitable conditions;

Main Steering Gear means the machinery, rudder, activators, steering power units and ancillary equipment and the means of applying the necessary torque to the rudder, necessary for effecting movement of the rudder;

Main Switchboard means a switchboard which is directly supplied by the main source of electrical power and is intended to distribute electrical energy to the yacht's services;

Main Vertical Zone means those sections into which the hull, superstructure and deckhouses are divided by A class divisions bulkheads, the mean length of which, on any deck, does not normally exceed 40 metres;

Major Alteration/Conversion means a yacht with previously approved stability information which undergoes a major refit or alterations should be subjected to a complete reassessment of stability and provided with newly approved stability information. A major refit or alteration is one which results in either a change in the lightship weight of 2% and above and/or a shift in the longitudinal centre of gravity of 1% and above (measured from the aft perpendicular) and / or the calculated vertical gravity rises by 0.25% and above (measured from the keel). A substantial change in the yacht's dimensions, type, number of passengers or engine power is also considered a Major Alteration/Conversion;

MARPOL73/78 means the International Convention for the Prevention of Pollution from Ships, signed in London on 2nd November, 1973, including the Protocol of 1978 and any other amendment or Protocol related thereto, as may from time to time be ratified, acceded to or accepted by the Government of Malta and other instruments, standards and specifications of a mandatory nature related thereto, adopted or developed by the IMO or determined, laid down, prescribed, set or specified by the Registrar-General in terms of the Merchant Shipping (Prevention of Pollution by Garbage) Regulations, 2003 and the Merchant Shipping (Prevention of Pollution from Ships) Regulations, 2003;

Mile means a nautical mile consisting of 1852 metres;

Motor Yacht means a yacht which is described in the register and on the certificate of registry as such, and which has a sole means of propulsion by either one or more power units;

Multihull Yacht means any yacht which in any normally achievable operating trim or heel angle, has a rigid hull structure which penetrates the surface of the sea over more than one separate or discrete areas;

New Yacht means a yacht, the keel of which was laid or the construction was started on or after the coming into force of this Code (i.e. after the 1st October 2015);

Not Readily Ignitable means that the surface thus described will not continue to burn for more than 20 seconds after removal of a suitable impinging test flame;

Notified Body means an approved organisation which certifies yachts to the Recreational Craft Directive 2003/44/EC and the Marine Equipment Directive 96/98/EC, as amended;

Officer means a seafarer who is qualified under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW);

Open Decks include open deck spaces and enclosed promenades having no fire risk. Air spaces (the space outside superstructures and deckhouses) ;

Owner(s)/Managing Agent(s) means the registered owner(s) or the owner(s) or the managing agent(s) of the registered owner(s) or the owner(s) or owner(s) ipso facto, as the case may be;

Passenger means any person carried on a vessel except :-

- a. a person employed or engaged in any capacity on board the vessel on the business of the vessel;
- b. a person on board the vessel either in pursuance of the obligation laid upon the master to carry shipwrecked, distressed or other persons, or by reason of any circumstances that neither the master nor the owner nor the charterer (if any) could have prevented; and,
- c. a child under one year of age;

Passenger ship means a vessel carrying more than 12 paying passengers;

Person means a person over the age of one year;

Private Yacht means a yacht propelled by sail or motor, used privately for leisure and recreational activities. Unless otherwise stated, the term 'yacht' within this Code refers always to commercial yachts;

Position 1 means upon exposed freeboard and raised quarter decks and upon exposed superstructure decks situated forward of a point located a quarter of the ship's length from the forward perpendicular;

Position 2 means upon exposed superstructure decks situated abaft a quarter of the ship's length from the forward perpendicular;

Radar Reflector means a device installed on board a yacht not built of metal to give a good target on a radar screen;

Radar Transponder (SART) means a radar transponder for use in survival craft to facilitate location of survival craft during rescue operations;

Recess means an indentation or depression in a deck and which is surrounded by the deck and has no boundary common with the shell of the vessel;

Recreational Craft Directive is the EC Directive 2003/44/EC;

Recognised Organisation or **Classification Society** means an organisation or a body of surveyors recognised by the Government of Malta in terms of the Merchant Shipping Act;

Registrar-General means the “Registrar-General of Shipping and Seamen” as established in terms of the Merchant Shipping Act,(CAP.234);

Rescue Boat means a boat complying with the requirements of the Life-Saving Appliances Code and designed to rescue persons in distress and for the marshalling of liferafts;

Retro-reflective Materials means a material which reflects in the opposite direction a beam of light directed on it;

Rocket Parachute Flare means a pyrotechnic signal complying with the requirements of the Life-Saving Appliances Code;

Safe Haven means a harbour or shelter of any kind which affords entry, subject to prudence in the prevailing weather conditions, and which offers protection from the force of the weather;

Sail Training Vessel means a sailing vessel, which at the time, is being used either:-

- a. to provide instruction in the principles of responsibility, resourcefulness, loyalty and team endeavour and to advance education in the art of seamanship; or
- b. to provide instruction in navigation and seamanship for yachtsmen;

Sailing Vessel means a vessel designed to carry sail, whether as a sole means of propulsion or as a supplementary means;

Sea Area A1 means an area within the radiotelephone coverage of at least one VHF coast station in which continuous DSC alerting is available;

Sea Area A2 means an area, excluding sea area A1, within the radiotelephone coverage of at least one MF coast station in which continuous DSC alerting is available;

Sea Area A3 means an area, excluding sea areas A1 and A2, within the coverage of an Inmarsat geostationary satellite in which continuous alerting is available;

Sea Area A4 means an area outside sea areas A1, A2 and A3;

Seafarer means a person who is employed or engaged in any capacity onboard the yacht on the business of the yacht. Trainees and/or volunteers onboard sail training vessels are not considered as seafarers subject that they are not included in the Muster list and they are not expected to assume any responsibilities during emergency situations;

Self-Activating Smoke Signal means a signal complying with the requirements of the Life Saving Appliances Code;

Self-Igniting Light means a light complying with the requirements of the Life-Saving Appliances Code;

Service Spaces (high risk) are spaces containing galleys, pantries containing cooking appliances, saunas, paint lockers and storage spaces having areas of 4 m² or more; including spaces for the storage of flammable liquids, workshops other than those forming part of the machinery spaces and spaces for the storage of jet skis or tender operated with gasoline fuel;

Service Spaces (low risk) are spaces containing lockers and store-rooms not having provisions for the storage of flammable liquids and having area less than 4 m², including drying rooms and laundries.

In terms of the requirements of section 11 of this Code, a galley may be assumed to fall under low risk service space category if:-

Coffee machines, toasters, dish washers, microwave ovens, water heaters and similar appliances, each have a maximum power rating not exceeding 5 kW and electric cookers and electric hotplates, each having a maximum power rating of 2 kW and a surface temperature not exceeding 150 degrees Celsius.

Appliances such as deep frying equipment and open flame cooking appliances qualify the galley as a high risk service space;

Short Range Yacht means any yacht restricted to operate within 60 nautical miles of a safe haven. The Administration may, on a case-by-case basis, extend short range operation on

specified routes up to a maximum of 150 nautical miles from a safe haven subject to the adequate radio coverage and any other requirements as set out by the Administration. The Administration may accept requests for Short Range Yachts to undertake transfer voyages exceeding the restrictions imposed, subject to no passengers being carried on board and subject that safety conditions/ precautions are taken as deemed necessary;

SOLAS means the International Convention for the Safety of Life at Sea, 1974, as amended signed in London on 1st November, 1974, including any amendment or Protocol related thereto as may from time to time be ratified, acceded to or accepted by the Government of Malta and other instruments, standards and specifications of a mandatory nature related thereto adopted or developed by the International Maritime Organisation or in terms of regulation 3(2)(a) of the Merchant Shipping (Safety Convention) Rules, 2003;

SOLAS A Pack means a liferaft emergency pack complying with the requirements of the Life-Saving Appliances Code;

SOLAS B Pack means a liferaft emergency pack complying with the requirements of the Life Saving Appliances Code;

Specific Approval for Use means the type approval of items or equipment that have been custom built or tailor made for a specific use;

Stairways means Interior stairways, lifts, totally enclosed emergency escape trunks, and escalators other than (those wholly contained within the machinery spaces) and enclosures thereto. In this connection, a stairway which is enclosed only at one level shall be regarded as part of the space from which it is not separated by a fire door;

Standard Fire Test means a test in which specimens of the relevant bulkheads, decks or other constructions are exposed in a test furnace by a specified test method in accordance with the Fire Test Procedures Code;

STCW means the International Convention on Standards of Training, Certification and Watch-keeping for Seafarers, as amended signed in London on 7th July, 1978, including any amendment or Protocol related thereto as may from time to time be ratified, acceded to or accepted by the Government of Malta and other instruments, standards and specifications of a mandatory

nature related thereto adopted or developed by the International Maritime Organisation;

Superstructure has the meaning given in Annex I to International Load Line Convention;

Survival Craft means a craft capable of sustaining the lives of persons in distress from the time of abandoning ship;

Tender means one or more inflatable or rigid boats which are not liferafts, stowed in a position providing for easy side-to-side transfer and which may not engage in separate commercial activities from that of the mother yacht;

Technical Spaces are those spaces, other than Category A Machinery Spaces, that contain mechanical and/or electrical equipment with heat dissipating characteristics;

Training Manual with regard to life-saving appliances means a manual complying with the requirements of SOLAS III/Part B – Life-Saving Appliances and Arrangements, Regulation 35;

Two-way VHF Radiotelephone set means a portable or a fixed portable two-way VHF radio-telephone apparatus used for on-scene communications and conforming to IMO performances standard A.809 (19) as may be amended, Annex I or Annex 2, as applicable;

Type Approved means an item/equipment that has been approved and/or certified by an organisation/body recognised by the Administration such as a recognised organisation, MED Certification, ISO Certification and another Administration Certification;

Unrestricted Navigation Yacht is a yacht which is not a short range yacht and which may operate within any range specified within its Certification;

Watertight means capable of preventing the passage of water in any direction;

Weatherdeck means the uppermost complete weathertight deck fitted as an integral part of the vessel's structure and which is exposed to the sea and weather;

Weathertight has the meaning given in Annex I of the ICLL. Weathertight means that in any sea conditions water will not penetrate into the yacht;

Wheelhouse means the control position occupied by the officer of the watch who is responsible for the safe navigation of the vessel;

Yacht means a vessel propelled by sail or motor, mainly used for leisure activities in recreational and / or commercial operations.

> means "greater than"

< means "smaller than"

≥ means "greater or equal to"

≤ means "smaller or equal to"



SECTION 3

APPLICATION & INTERPRETATION

3.1 Application

3.1.1 This Code applies to motor and sailing yachts intended for commercial operation, which do not carry more than 12 passengers and which are not less than 15 metres in length overall.

The following yacht categories apply:-

- Yachts \geq 15 m in length overall and $<$ 24 m in length,
- Yachts \geq 24 m in length and $<$ 500 GT,
- Yachts \geq 500 GT.

This Code is also applicable for Special Category Yachts as defined in Section 18.

3.1.2 All applicable provisions of the Code shall be deemed to be a requirement.

3.2 Area of Operation

3.2.1 The requirements addressed in this Code have been designed and specified for any geographical navigation and operation. Where considered appropriate, practical and applicable standards and equivalencies for yachts operating as Short Range Navigation Yachts are included in this Code.

3.2.2 In particular, yachts \leq 24 m in length and which have been built under the CE Recreational Craft Directive, would have to comply also with the requirements of their relevant design category (Categories A or B).

3.2.3 Existing yachts $<$ 24 m in length will be considered for operation up to 60 miles from a safe haven.

Any such existing yacht designed to be operated in an “unrestricted area of operation” will have to be compliant with the Code and shall be surveyed to verify compliance with the applicable sections of this Code.

3.2.4 Yachts built to Design Category A of the CE Recreational Craft Directive may be assigned an ‘unrestricted’ area of operation subject to full compliance with all relevant requirements of the Code including Damage Stability.

3.2.5 Yachts built to Design Category B of the CE Recreational Craft Directive may be assigned a “permitted area of operation” of 60 miles from safe haven subject to their compliance with all relevant and applicable requirements of the Code.

3.3 Number of Passengers to be carried

3.3.1 The number of passengers that can be safely carried is to be clearly stated.

In the case of yachts \leq 24 m and which have been built under the CE Recreational Craft Directive, the maximum number of persons that are allowed to be carried on board (passengers and crew) cannot exceed the number shown on the Builder’s Plate and on the “Declaration of Conformity” issued by the builder and the number of passengers shall not exceed 12.

3.4 Equivalent Standards and Exemptions

3.4.1 Proposals for the application of alternative standards and equivalencies must at least be equivalent to the requirements of the Code and are to be submitted to the Administration for consideration. Any proposal shall include details to prove that the overall level of safety is being met.

3.4.2 Application for any exemptions is to be made to the Administration. Exemptions may only be granted by the Administration.

An application for any exemption has to be supported with the necessary details and justifications for the request.

3.5 Existing Yachts

3.5.1 In case of existing yachts which may not comply with certain sections of the Code, the Administration may give consideration to proposals made by the Owners / Managers to phase in the necessary requirements within a timescale not exceeding 12 months.

3.5.2 When an existing yacht does not comply with any requirements of this Code, proposals for alternative arrangements or equivalencies are to be submitted to the Administration for consideration.

The Administration, when considering individual cases, will take into consideration the service history and any other factors relating to the particular yacht. The main aim will be that the minimum safety standards as set out in the Code are achieved.

When an existing yacht's design and structural strength cannot be confirmed to be in compliance with the requirements set out in the Code, proposals for alternative methods to prove that the yacht is of adequate strength are to be submitted to the Administration for consideration.

The Administration will take into consideration the service history and operational history and any other factors relating to the particular yacht. The main aim shall be that the standards set out in the Code are achieved and maintained.

3.5.3 Repairs, alterations and/or refurbishments to an existing yacht are to be in compliance with standards as applicable to a new yacht.

In case of major alterations and/or refurbishments to an existing yacht, then the whole yacht would be required to meet all the standards as applicable to a new yacht. The yacht would be required to be re-surveyed before commencement of any commercial activity.

3.6 Yachts Marking

All yachts shall be marked in accordance with the requirements of Section 15 of the Merchant Shipping Act, 1973, as amended (Chapter 234). Yachts are not required to have the name marked on the bows.



SECTION 4

STRUCTURAL STRENGTH & WATERTIGHT INTEGRITY

4. Structural Strength and Watertight Integrity

4.1 General

4.1.1 The objective of this section is to ensure that all yachts are constructed to a consistent standard in respect of structural strength and watertight integrity. New yachts < 24 m in length which are not certified in accordance to the CE Recreational Craft Directive have to undergo a Structural Drawing Review and Structural Survey by an Appointed Surveyor or a Recognised Organisation whilst new yachts which are certified in accordance to the CE Recreational Craft Directive have to undergo a Structural Survey by an Appointed Surveyor or a Recognised Organisation in order to confirm compliance with this code.

4.1.2 Existing yachts < 24 m in length and which are certified in accordance to the CE Recreational Craft Directive by a Notified Body under either of the Modules B+C, B+D, B+E, B+F, G or H will be considered to be in compliance with this section, subject to the satisfactory outcome of a structural and condition survey by an Appointed Surveyor or a Recognised Organisation.

Existing yachts < 24 m in length, which are not built to Classification Society Rules and which are not certified in accordance with the Recreational Craft Directive will be dealt with on a case by case basis at the discretion of the Administration.

4.1.3 Existing yachts \geq 24 m in length and < 500 GT, not built in compliance to a Recognised Organisation Rules' and/or which are not in Class need not be Classed but are required to have their structural drawings and specifications reviewed by an Appointed Surveyor or a Recognised Organisation in order to ascertain their structural strength and integrity. New yachts \geq 24 m in length shall be in Class and/or shall have been built in compliance to a Recognised Organisation Rules' and classed during construction by an RO.

4.1.4 All yachts \geq 500 GT shall be Classed and shall maintain valid Classification Certification by one of the Recognised Organisations.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

4.1.5 Weather Deck

4.1.5.1 All yachts shall have a watertight weather deck extending for the whole length. The deck shall be of adequate strength to withstand the environmental conditions likely to be encountered in the area of operation. Any recesses in the deck shall be of watertight construction and shall have draining facilities.

4.1.6 Bulkheads

4.1.6.1 Yachts < 24 m should preferably be fitted with a Collision Bulkhead.		Yachts ≥ 24 m shall be fitted with a Collision Bulkhead in accordance with the requirements of a Recognised Organisation .
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4.1.6.2 Watertight bulkheads shall be situated in such a way so that in case of minor damage and free flooding of any one compartment, the yacht will float safely and, if possible, at a waterline which is not less than 75 mm, at any point, below the weather deck.		The number and location of watertight bulkheads, their respective penetrations and the watertight integrity of the divisions shall be in accordance with the requirements of a Recognised Organisation.
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4.1.6.3 Any watertight and/or fire rated bulkhead penetration shall be Type Approved or Certified.

4.1.6.4		Openings in watertight bulkheads shall comply with the standards required in SOLAS for cargo vessels whilst alternative or equivalent arrangements may be considered by the Administration on a case by case basis.
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4.1.6.5 Hinged doors may be used on watertight bulkheads. Such doors are to be spring loaded so that they are kept closed at all times. Notices shall be affixed on both sides of these doors clearly indicating that these doors are to be kept closed at all times. Alternative arrangements may also be accepted by the Administration.		Type Approved or Certified hinged doors may be used on watertight bulkheads. Such doors shall be kept closed at all times. Notices are to be affixed on both sides of these doors clearly indicating that these doors are to be kept closed at all times. Spring loaded doors may be accepted when fitted with appropriate audio and visual alarms on the bridge.
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4.1.6.6 Any enclosed compartments having access through the hull and which are located below the freeboard deck shall be bound by a watertight boundary which shall have no other through openings. In cases where a through opening cannot be avoided than a sliding type watertight door or equivalent may be allowed.

4.1.6.7 Any hull openings below the freeboard deck shall have provisions for manual or secondary means of closing.		Any hull openings below the freeboard deck shall comply with SOLAS Reg II-1/15-1, as amended and are to have provisions for manual or secondary means of closing.
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Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

4.2 Watertight Integrity

Yachts shall be designed and constructed in a way which ensures full watertight integrity, which prevents any undesired ingress of water. Watertight integrity arrangements on existing yachts may be accepted by this Administration on a case by case basis.

New yachts must, at least, comply with RCD Requirements and also with the requirements of this Code.

New yachts shall comply with a Recognised Organisation watertight integrity rules and with ILLC, as applicable. ILLC applies to yachts ≥ 24m with keel laid after the 21st July 1968 and to yachts ≥ 150 GT with keel laid before the 21st July 1968.

4.2.1 Position of Freeboard Deck / Superstructure Height

4.2.1.1 Where the actual freeboard to the weather deck exceeds that required by the ICLL by one standard superstructure height, openings on that deck located aft of the forward ¼ length (measured from the forward perpendicular) may be assumed to be in position 2. For yachts up to 75 m in length the standard superstructure heights shall be taken as 1.8 m. For yachts over 125 m in length the standard superstructure height shall be taken as 2.3 m. Intermediate sizes shall be calculated by interpolation.

4.2.2 Hatchways, Skylights and Hatches giving access below the weathertight deck.

4.2.2.1 A hatchway which gives access to spaces below the weatherdeck shall be of adequate construction and watertightness. A hatchway which gives access to spaces below deck and which cannot be closed watertight shall be enclosed within the superstructure or weathertight deck house in accordance to the ICLL.

4.2.2.2 The cover of a hinged/sliding hatchway shall be permanently secured and provided with a locking device to enable positive securing in the closed position. All exposed hatchways which give access from position 1 and position 2 shall be weathertight. Weathertight hatch covers shall be permanently attached to the yacht and provided with adequate arrangements for securing the hatch in the closed position.

4.2.2.3 A hatchway with a hinged cover which is located at position 1 of the yacht shall have the hinges fitted on the forward end.

4.2.2.4 Openings not complying with 4.2.2.3 shall be fitted with an alarm giving status on the navigation bridge and a notice is to be posted stating that these openings are to be kept closed at sea. Alternative arrangements for openings which do not comply with 4.2.2.3 may be considered by the Administration subject that these are fitted with an alarm giving status on the navigation bridge and a notice is posted stating that these openings are to be kept closed at sea.

4.2.2.5 Any hatches which are allowed to be kept open at sea shall, not exceed an area of 1m² at the top of the coaming, shall be located as close as possible to the centre line and be fitted with a coaming being, at least, 300mm above the weather deck.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

4.2.2.6 Hatches that are designated for escape purposes shall be equipped with covers which can be opened from both sides and fitted with permanent handles. Removable type handles may be accepted subject that the handles are stowed in a well marked and accessible location close to the hatch itself. The escape hatch shall be readily identified and a notice to this effect to be posted.

4.2.3 Doorways

4.2.3.1 A doorway located at the main deck level which gives access to spaces below main deck shall be provided with a weathertight door. Such door shall always open outwards and shall have an efficient means to secure it in the closed position, operable from both sides. Doors which are fitted on the forward side or on the sides of the superstructure on the weather deck shall have a sill of at least 300mm above the weather deck.

Doors in superstructures which give access to spaces below the weatherdeck shall be weathertight. Each doorway shall have sill heights as follows:-

- Doors located $\frac{1}{4}$ forward length and used at sea: 600mm for unrestricted service and 300mm for short range service;
- Forward facing doors located aft of $\frac{1}{4}$ forward length: 300mm for unrestricted service and 150mm for short range service;
- All doors, other than the above and doors on the 1st deck above weather deck: 150mm for unrestricted service and 75mm for short range service.

4.2.3.2 Hinged doors shall have their hinges fitted at the forward end.

4.2.3.3 Access doors leading directly from an open deck to the engine room shall be located aft of the $\frac{1}{4}$ length from forward, and shall be fitted with a sill of at least 450mm in height above the weatherdeck.

Access doors leading directly from the weather deck to the engine room shall be located aft of the $\frac{1}{4}$ length from forward. These doors shall be fitted with sills having a height as follows:-

- **For unrestricted navigation:** 600mm at Position 1 and 380mm at Position 2;
- **For short range navigation:** 450mm at Position 1 and 200mm at Position 2.

4.2.4 Companionway Hatch Openings

4.2.4.1 Companionway / hatch openings leading below the weather deck shall not exceed 1000 mm in width and shall be fitted with a coaming of at least 300 mm above the deck. The coaming may be fixed or portable.

4.2.4.2 When washboards are used to close vertical openings they shall be appropriately secured in place so that they will not get loose or be dislodged.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

4.2.5 Skylights

4.2.5.1 Skylights shall be of an appropriate weathertight construction and shall be located on the centre line or as near to the centre line as possible.

4.2.5.2 Openable skylights shall be able to be appropriately secured in the closed position.

4.2.5.3 Skylights that are designated as escape routes shall be openable from both sides and have permanently fixed handles on both sides. The Administration may accept removable type handles in case that such handles are stowed in an accessible location close to the skylight and the location is clearly marked. The escape hatch shall be readily identified and a notice to this effect to be posted.

4.2.5.4 The skylights shall be Type Approved and/or CE Certified. Skylights on existing yachts that have been operational for more than 5 years may be accepted subject to a Watertightness test in accordance with ISO 12216.

Skylights shall be constructed in accordance with Recognised Organisation Rules. Skylights on existing yachts that have been operational for more than 5 years may be accepted subject to a Watertightness test in accordance with RO Rules.

Skylights shall be constructed in accordance with Recognised Organisation Rules.

4.2.5.5 A portable cover for each weatherdeck glass skylight shall be provided on board. The cover has to be able to be properly secured in case of damage to the glass panel. The Administration may dispense a yacht from the requirement 4.2.5.5 in cases where the skylight strength is equivalent to the hull strength and in cases where the glass thickness has a minimum of 30% increase over and above the minimum standard glass thickness requirements.

4.2.6 Portlights

4.2.6.1 Any portlight fitted below the weather deck shall be of appropriate strength and suitable for its intended use.
In case of new yachts any portlight fitted in the main hull and below the weather deck shall:-

- have the equivalent strength of the hull;
- be of the non-opening type or non-readily openable type;
- be built to meet the requirements of ISO 12216 or be Type Approved or Certified.

All portlights fitted below the weather deck shall be of a non-opening or of a non-readily openable type. Non-readily openable portlights may be accepted subject that they are fitted with a status indicator/alarm on the bridge. The portlights shall be of appropriate strength and shall be built and tested to an RO's Charter Yacht or Ship Rules'.
Portlights fitted below the weather deck shall be fitted with deadlights. Deadlights may be omitted, at the discretion of the Administration, subject that the portlight strength is equivalent to the hull's strength and to RO standards and proven adequate by a RO. The glass pane of these portlights shall, at least, be of the laminated (shatterproof) type with a polycarbonate core of thickness greater than 3 mm.
Non-certified portlights fitted on existing yachts with over a 5 years service period may be accepted subject to the satisfactory outcome of a watertightness test as defined by a RO Rules. All such portlights shall be fitted with deadlights.

4.2.6.2 The lower edge of the portlights shall be at least 500mm or 2.5% of the breadth of the yacht (which ever is the greatest) above the deep water line.

Portlights fitted in the forward quarter length of the yacht should not exceed 250mm glass diameter and shall all be fitted with deadlights.
The lower edge of the portlights shall be at least 500mm or 2.5% of the breadth of the yacht (whichever is the greatest) above the deep water line.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

4.2.6.3 Blanks shall be provided for 50% of the portlights fitted below weatherdeck and which are not equipped with deadlights.

4.2.6.4 No portlight shall exceed 250mm in diameter (or equivalent area). Larger openings shall be considered as windows.

4.2.6.5 No portlights shall be fitted in way of the machinery spaces.

4.2.6.6 Portlights fitted on yachts which are < 24m and certified for unrestricted navigation shall comply with the requirements of yachts ≥ 24m.

4.2.7 Windows

4.2.7.1 Windows fitted below the weather deck shall provide the watertight integrity necessary for safe operation.

Windows fitted onboard yachts, below the weatherdeck, shall be of the non-opening type and shall also be approved by a RO. They shall be of adequate strength taking into consideration their particular design and application, appropriately framed/glued and secured and their glass must be of the toughened safety glass type.

4.2.7.2 All windows fitted below the weather deck on new yachts shall at least be in compliance with ISO 12216 and/or ISO 11336.

4.2.7.3 The lower edge of the windows shall be at least 500mm or 2.5% of the breadth of the yacht (whichever is the greater) above the deep water line.

4.2.7.4 Portable blanks shall be carried on board for all windows fitted below the weather deck. Portable blanks shall be stowed in the immediate proximity of the windows and consideration shall be given in the Master's Operational Instructions as to when the portable blanks must be fitted.

4.2.7.5 Windows fitted above the weather deck on the hull or in way of the superstructure shall be of sound and weathertight construction. Glued glass panes may be accepted provided that a gluing test is carried out in accordance to ISO 12216. In any case gluing operators are to be duly trained and the bonding procedure is to be approved by the adhesive manufacturer.

Front and side windows fitted on the hull and/or in the superstructure at and above the weather deck and front windows at the 2nd tier of Unrestricted Navigation yachts shall be provided with storm shutters.

The Administration may consider alternative arrangements as mentioned herebelow, subject to the carriage of blanks as required to seal any size of window :-

1. A reduction in the amount and disposition of storm covers on the basis of interchangeability.
2. Exemption from the carriage of storm shutters on the basis of glass pane strength, glass type and glass thickness in excess of 30% from the equivalent toughened safety glass thickness.
3. Exemption from the carriage of storm shutters when the glazing is equivalent to storm shutters in accordance with Section 7.3.2.1 of ISO 11336 or to RO Rules.

Glued glass panes may be accepted for yachts, provided that a gluing test is carried out in accordance to ISO 12216 and the adhesive manufacturer's installation procedures are strictly followed.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

4.2.7.6 Chemically toughened glass may be accepted, subject to being of a laminated type construction and having equivalent characteristics to standard toughened glass.

4.2.7.7 Windows installed below the weatherdeck must be Type Approved or Certified, be in accordance with ISO 11336 or to RO Rules. The window size, glass type, window location, glass characteristics, frame & glass securing, yacht's area of operation and onboard damage mitigation procedures shall be taken into consideration.

4.2.7.8 All glass affecting visibility from the main steering position shall be of the clear glass type only. The laying of tinted and/or polarised films are not allowed. Use of retractable sunscreens in compliance with ISO 8468 is permitted.

4.2.7.9 No windows shall be fitted in the forward quarter length of the yacht.

4.2.8 Ventilators and Exhaust

4.2.8.1 Ventilators shall be appropriately constructed and shall be provided with permanently attached means of weathertight closure. Such closing devices are to be easily accessible.

Ventilators shall be appropriately constructed and shall be provided with permanently attached means of weathertight closure. Such closing devices are to be easily accessible. The minimum coaming height above the weather deck shall be:-

- forward ¼ length : 900mm for unrestricted navigation yachts and 450mm for short range yachts;
- all other areas : 760mm for unrestricted navigation yachts and 350mm for short range yachts.

4.2.8.2 Ventilators shall be installed as far inboard as possible and in a way so as to prevent the ingress of water when the yacht is heeled.

4.2.8.3 Goose necks and ventilators fitted on the ¼ forward length shall be facing aft and be fitted with closing flaps. Dorade (rotating) type ventilators may be accepted if they are provided with blanking devices.

4.2.8.4 Ventilators which must be kept normally open (such as in machinery spaces) shall be specially considered with respect to their location and their height above the weatherdeck. Special consideration is to be given to the downflooding angle. Additional means of closure for such ventilators shall be installed taking also in consideration the fire protection and the fire extinguishing medium provided in these particular spaces.

4.2.8.5 Engine exhaust ducts which penetrate the hull below the weather deck shall be of an equivalent strength and construction of the adjacent hull and be provided with anti-syphon equipment to avoid back flooding into the hull through the exhaust system.

For short range yachts if an exhaust outlet closing device is not possible to be fitted then an anti-syphon loop having a minimum height of 1000mm will be considered. For unrestricted range yachts a mechanical means of closing of the exhaust pipes shall be fitted. The closing device shall have the equivalent strength of the hull.

4.2.8.6 Exhaust pipes passing through the accommodation shall be avoided at all costs but when no alternatives are available than the exhaust pipe within the accommodation must pass through a gas tight trunk fitted with a CO (Carbon Monoxide) Detector.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

4.2.9 Air Vents

4.2.9.1 An air vent fitted on the weatherdeck shall be of an appropriate construction and be properly supported.

4.2.9.2 An air vent fitted on the weatherdeck shall be installed taking into consideration any unwanted ingress of water below deck when the yacht is heeled.

An air vent fitted on the weatherdeck shall be installed taking into consideration any unwanted ingress of water below deck when the yacht is heeled. Air vents leading into tanks shall have minimum coaming heights as follows:

- **At weatherdeck:** 760mm for unrestricted navigation yachts and 380mm for short range yachts;
- **All other locations other than the above:** 450mm for unrestricted navigation yachts and 220mm for short range yachts.

4.2.9.3 An air vent fitted on the weather deck shall have a permanently attached means of closure.

4.2.9.4 Air vents leading to fuel tanks shall be fitted with spark arrestors and be at a height of not less than 760mm above the top of the filler pipes.

4.2.10 Sea Inlets, Discharges and Scuppers

4.2.10.1 All sea inlets and overboard discharges below the waterline, or which can be below the waterline (e.g. heeling sailing yachts), shall be provided with Type Approved or Certified shut off valves. Adequate access shall be made available to all the shut off valves.

4.2.10.2 A valve or similar fitting attached to the side of the yacht below the water line within the engine room or any other high fire risk area shall be of steel, bronze, brass or other approved metal. In general, the sealing of the valve shall be metal to metal.

4.2.10.3 No plastic valves are allowed to be fitted on the hull below the weatherdeck.

4.2.10.4 All hull openings below the waterline for speed logs, underwater lights and/or hull penetrating accessories having a hull opening area larger than 20cm² shall be enclosed in a watertight box, unless having in-built watertightness, in order to ensure watertightness in case of damage. Retractable accessories must be fitted with appropriate valves. The hull penetrating accessories and/or underwater lights shall be type approved.

4.2.10.5 Installation of piping made from synthetic materials in the engine room or in other high fire risk areas may be considered by the Administration, subject to the material being type approved and certified to IMO Fire Test Procedures code. All couplings shall be Type Approved or Certified and the pipes are to be adequately supported and protected against chafing.

4.2.11 Water Freeing Arrangements

The standards for water freeing arrangements shall follow the requirements of the ICLL.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

4.2.11.1 When bulwark is fitted it shall be provided with freeing ports. The freeing ports shall be located as close to the deck as possible and not higher than the lower 1/3 bulwark height. The total area of the freeing ports shall at least be 4% of the bulwark area for motor yachts and 10% of the bulwark area for sailing yachts.

The ICLL requirements shall apply for these classes of yachts.

The ICLL requirements shall apply for these classes of yachts.

Permanent doors in bulwarks may be accepted as freeing ports, however, for such doors to be designated as freeing ports they shall be provided with adequate securing devices to keep them in open position and temporary removable rails be installed in the opening.

4.2.11.2 In the case of non-return flaps being fitted in way of the freeing ports these shall be kept free to move at all times.

4.2.11.3 Any recesses on the weather deck shall be of weathertight construction and shall be self draining under all conditions. Swimming pools, jacuzzis and spas which are prone to water free surface effects and which are open to the elements shall be treated as recesses. Means shall be provided to prevent the backflow of sea water into the recesses and arrangements for fast drainage, by gravity, shall be in place.

4.3 Bulwarks and Guard Rails

4.3.1 Bulwarks and guard rails shall have a minimum height of 1000mm.

In the presence of raised areas with fixed items (sundeck cushions, tables etc) immediately adjacent to handrails, operational restrictions to the use of the unsafe area during navigation may be imposed whilst removable raised items adjacent to guard rails and raised items situated at least 500mm away from the guard rails may be accepted.

4.3.2 Toe rails or Foot Stops having a minimum height of 25mm for yachts < 24m in length and a minimum height of 40mm for yachts ≥ 24m in length, shall be installed in areas fitted with guard rails. Intermediate guard lines are to be installed at a height not exceeding 300mm from the top of the toe rails. Stainless steel guard rails/lines shall have a minimum diameter of 5mm. Alternative, chaf resistant, guard line materials having an equivalent strength as a 5mm stainless steel guard line may be considered by the Administration. The horizontal spacing between stanchions and/or guard line supports must not exceed 2.2m.

4.4 Helicopters and Helicopter Landing/Parking Areas

See Section 14.8.



SECTION 5
RIGGING ON SAILING YACHTS

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

This section deals with the requirements for Sailing Yachts Rigging. The condition of the masts, booms and the rigging shall be subject to a continuous monitoring and to a preventive maintenance schedule. The records of all inspections are to be recorded and inspected by the Appointed Surveyor or RO during each periodical survey.

5.1 Masts and Spars

5.1.1 Masts, their associated rigging and spars on new yachts shall be in accordance with the requirements of a Recognised Organisations Rules or a recognised International Standard.

5.1.2 Masts and spars on existing yachts shall be subjected to a thorough inspection by a professional rigger and the attending surveyor during the Initial Survey. Due consideration shall be given to the past performance and the declared areas of operation of the yacht.

5.1.3 There shall be adequate access to inspect the condition of the masts in way where it passes through the deck and in way of the mast step.

5.1.4 The structure supporting the masts and spars shall be constructed to effectively carry and transmit all forces involved.

5.2 Standing Rigging

5.2.1 Cables used for standing rigging shall be of sufficient strength that is equivalent or higher to the strength of non-flexible steel wire rope. The yacht shall carry a log of all rigging elements used whilst clearly recording when each element has been installed.

5.2.2 When solid rod is used for standing rigging the yacht is to log the time when each element has been put in use. The solid rods are to be renewed strictly within the time limit set by the manufacturers.

5.2.3 The strength of all parts of the rig, including blocks, shackles, rigging screws, cleats, running rigging, winches and all other associated fittings and attachment points shall exceed the breaking point of the rigging.

5.2.4 Chainplates for standing rigging shall be of strong construction and adequate to carry and transmit all forces involved. Adequate access is to be given to examine the attachment to the hull of all chainplates. Chainplates installed on new sailing yachts ≥ 24m are to be approved by a Recognised Organisation.

Yachts <24m Length

5.3 If any rigging is utilised as a life saving appliances launching device (such as a davit for liferafts and/or rescue boat) the rig design, construction and materials shall be in compliance with a Recognised Organisation's Rules or a recognised International Standard. In this case the rig is to be subjected to the same periodical maintenance and inspections as those required by standard life saving launching devices.

Yachts ≥24m Length & <500GT

When any part of the rigging is used as a life saving appliances launching device its material, construction and arrangement must meet the requirements of Section 10.7 of this Code.

In this case the rig is to be subjected to the same periodical maintenance and inspections as those required by standard life saving appliances launching devices.

Yachts ≥500GT



SECTION 6
MACHINERY

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

6. Machinery

6.1 Machinery Spaces

6.1.1 Machinery spaces shall be totally enclosed, gas-tight (except openings via the appropriate ventilators) and insulated against heat and excessive noise. The materials used shall be of the type that do not absorb oil and be of low fire spread.

The machinery spaces and machinery installations shall meet the applicable standards of the Rules and Regulations for Charter Yachts of a Recognised Organisation.

New yachts are required to follow SOLAS Regulations II-1/Part C, for Machinery Installations as far as practicable. In case this is not possible any equivalencies will be duly considered by the Administration subject that an equivalent degree of redundancy achieved, particularly in relation to machinery controls.

Yachts ≥ 500 GT are expected to comply with SOLAS Regulations II-1/Part C and any equivalencies shall be accepted by the Administration.

In case of unattended machinery spaces onboard Yachts ≥ 500 GT, the Machinery Installations are also to comply with SOLAS Regulation II-1/Part E as far as practicable.

6.1.2 Bilge, Fire and Fuel lines shall preferably be metallic, however, non-metallic piping meeting the requirements of the IMO (FTP) Fire Test Procedures Code may be considered for use.

6.1.3 Every yacht is to be fitted with a diesel powered inboard engine of an adequate power to safely navigate the yacht. No petrol engines are allowed to power the yachts whilst other fuels may be considered by the Administration on a case by case basis.

6.1.4 The machinery installation shall be adequately designed and outfitted for the intended use. The design and outfit shall be such that all parts are properly shielded and protected to minimise the danger of personal injury. Due regard is to be given to moving parts, hot surfaces and other hazards.

6.1.5 The fuel delivery line shall be fitted with a shut-off valve, at the exit of the pipe from the fuel tank. The shut off valve shall be capable of being operated both locally and remotely from outside the engine room.

6.1.6 Where the oil level gauges penetrate below tank top, the valves are to be of self-closing type as per SOLAS Ch.II, Part B Reg.4, 2.2.3.5.2.

6.1.7 If flexible hoses are used for the fuel system, such hoses shall be made of fire retardant material and shall be certified for such use. The end connections shall be of an adequate crimped and threaded couplings. No temporary fittings shall be allowed. All materials used on fuel systems shall be of an approved type and certified. Heavy duty clamps may be accepted although they must be used sparingly.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

6.1.8 Engine Starting

6.1.8.1 Means shall be provided to ensure that the machinery can be brought in to operation from a dead yacht condition without external aid. Engines may be started manually, mechanically or by batteries.

6.1.8.2 When the sole means of starting is by battery, the battery shall be in duplicate and connected to the starter motor via a change over switch so that either battery or set of batteries can be used for starting either engine. Charging facilities for the batteries shall be available on board. Batteries shall be located above the floor plates in the machinery space. If location above floor plates is not possible, batteries shall be located in a water tight box below the floor plates. The water tight box shall be properly ventilated above floor plates.

6.2 Steering Gear

6.2.1 Every yacht shall be fitted with efficient main and emergency steering systems. These shall be of adequate strength design to enable the heading and direction of the yacht to be effectively controlled at all operating speeds.

All yachts shall be equipped with a Type Approved main and emergency steering gear systems.

6.2.2 The control position is to be located so that the person at the steering position will have a clear view for the safe navigation of the yacht.

6.2.3 When the steering gear is equipped with remote control, arrangements shall be provided for local steering.

6.2.4 The main and emergency steering gear of a new yacht is to be CE Certified or Type Approved.

6.2.5 In case of existing yachts the Administration will duly take into consideration the existing arrangements with due regard to safety. In these cases sea trials will be carried out to confirm the efficiency of the existing steering system.

In case of existing yachts and in case the steering arrangements have not been built to Class Rules, the Administration may take into consideration the existing arrangements and the yacht's operational history with due regard to safety. In these cases sea trials will be carried out to confirm the efficiency of the existing steering system.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

6.3 Bilge Systems

6.3.1 A yacht shall be fitted with a bilge pumping system of sufficient capacity which consists of at least:-
 - a primary mechanical or electric bilge pump; and
 - a secondary manual bilge pump;
 - electrically operated bilge pumps shall be in accordance to ISO 8849.

The bilge pumping system shall be in compliance with the requirements of a Recognised Organisation's Rules. If the yacht is not in Class, then a Statement of Compliance to a Recognised Organisation's rules is to be issued by a Recognised Organisation or by an Appointed Surveyor.

The bilge pumping system shall be in compliance with the requirements of a Recognised Organisation.

6.3.2 The bilge lines shall preferably be metallic, however an equivalent material in compliance with the IMO FTP - Fire Test Procedures Code may be considered for use. The suction pipes shall be so arranged that any compartment can be pumped dry when the yacht is heeled up to an angle of 10°. The diameter of the main bilge line shall be calculated as follows:-

$$d = 25 + 1.68 \sqrt{L(B+D)}$$

where d = diameter of bilge main in mm
 L = length of yacht in metres
 B = breadth of yacht in metres
 D = moulded depth of yacht in metres

6.3.3 The Administration may accept the installation of automatic or manual bilge pumps for each compartment together with a hand pump, capable of taking suction from all compartments and which is located in the cockpit.

The two bilge pumps shall be located in two different compartments. Both pumps must be able to take suction from all of the compartments and the bilge pump switch shall be operable from the main steering position. Bilge Pumps with Automatic Controls shall be provided with a manual override switch. Automatic controls shall be provided with a visual indication showing that the pump is set and ready to operate in automatic mode.

6.3.4 The bilge lines shall be equipped with strum boxes.

6.3.5 A high bilge level alarm shall be fitted for each compartment. The alarm shall be able to provide an audible alarm at the control position and in the crew quarters and shall be addressable.



SECTION 7
ELECTRICAL INSTALLATION

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

7 Electrical Installation

<p>7.1 The electrical installation shall be designed such that:-</p>	<p>The electrical installation shall be designed and outfitted to the rules and requirements of a Recognised Organisation. The installation shall be such that:-</p>	
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7.1.1 All electrical auxiliary services necessary for maintaining the yacht in normal, operational and habitable conditions shall be ensured without relying on the emergency source of power.

7.1.2 Electrical services essential for the safety of the yacht and personnel on board shall be operable under various emergency conditions.

7.1.3 The yacht and personnel on board shall be protected from electrical hazards.

7.2 Overload, Short circuit protection and Emergency Lighting

7.2.1 The electrical system shall be provided with overload and short circuit protection for all circuits with the exception of the engine starting circuits through the batteries.

7.2.2 Lighting circuits shall be distributed through all spaces and in such a manner that a total black-out cannot occur due to the tripping of a single protective device.

<p>7.2.3 Emergency lighting shall be provided and be sufficient to enable persons to make their way through emergency exits, to Muster stations, to LSA, survival craft and to allow work on essential machinery. Flash lights may be considered as adequate in lieu of emergency lighting subject to flash lights being available in all habitable spaces and their location being clearly indicated.</p>	<p>An emergency source of lighting shall be provided. This shall be independent and distinct from the general lighting. The emergency source of lighting shall be sufficient to allow everyone to evacuate from all enclosed spaces onboard to the muster stations. The emergency lighting shall illuminate, for at least 3hrs, the herebelow areas and shall switch on automatically in the event of a failure of the main power supply:</p> <ul style="list-style-type: none"> a. escape routes from all enclosed spaces to the muster stations including the disembarkation positions over the sides; b. machinery spaces and the navigation bridge; c. main and emergency switchboard and the storage and operation areas of any portable fire/bilge pump, where applicable; d. navigation lights and other lights required by COLREGs.
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The emergency lighting power source shall be totally separate from the main power supply, external to the engine room and with an independent distribution. The source shall be sufficient for up to 3 hrs duration.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

7.3 Batteries

7.3.1 Batteries suitable for marine use and not easily liable to leakage shall be installed onboard. Stowage areas for batteries that can emit dangerous gases shall be equipped with adequate ventilation to avoid the build up of explosive gases. In the case of steel yachts or equivalent, the battery lockers shall be lined with an inert material. Batteries installed on sailing yachts shall be of sealed type.

7.4 Cables

7.4.1 All wiring shall be carried out using appropriate certified flame retardant marine cables. On yachts < 24m equivalent arrangements may be accepted by the Administration.

7.4.2 Cables and wiring serving essential or emergency power, lighting, internal communications or signals shall be routed clear of galleys, laundries, machinery spaces of Category A and any other high fire risk areas. Watertight bulkhead penetrations shall be Type Approved or Certified.

7.5 Switchboards

7.5.1 All switchboards on new yachts or replacement switchboards shall be built in conformance with a Recognised Organisation’s Rules and IEE Regulations.

7.5.2 Water, oil or fuel pipes shall be installed away from main switchboards so that any leakage from any pipe will not spray on the main switchboard.

7.6 Emergency Electrical Power

7.6.1 An emergency source of power shall be available onboard. This source of power shall be enough to provide emergency power to the radio installation and to essential emergency equipment and navigation aids (including the GPS, echo sounder, and AIS if fitted).

An emergency source of electrical power in conformance with a Recognised Organisation’s rules shall be installed and readily available onboard. Besides providing power to the emergency lighting as mentioned hereabove, the emergency source of power shall also be readily available to automatically and simultaneously provide emergency power, for at least 3hrs, to operate the:

- a. navigation aids (including the GPS, echosounder and AIS);
- b. the radio communication equipment as per Section 15.3.5;
- c. the control and alarm system of the fixed fire fighting system;
- d. emergency equipment fitted such as bilge pumps, fire pumps, rescue boat davit, watertight doors etc.

The electrical equipment and its installation shall meet the standards of an RO’s Rules and of SOLAS Chapter II-1 Part D and II-1 Part E. Besides providing power to the emergency lighting as mentioned hereabove, the emergency source of power shall also be readily available to automatically and simultaneously provide emergency power, for at least 18 hrs, to;

- a. navigation aids (including the GPS, echosounder and AIS);
- b. the radiocommunication equipment as per Section 15.3.5;
- c. the control and alarm system of the fixed fire fighting system;

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

- d. emergency equipment fitted such as bilge pumps, fire pumps, rescue boat davit, watertight doors etc;
- e. the general alarm system;
- f. the public address system;
- g. the means of communication between the navigation bridge and the machinery spaces and steering compartment;
- h. the ship's whistle, all manually operated call points and all internal signals required in an emergency.

The emergency source of electrical power shall be totally separate from the main power supply, external to the engine room, with an independent distribution and accessible from the weather deck and on yachts ≥ 24m the emergency source of power shall automatically switch on in the event of a failure to the main power supply. On yachts ≥ 500 GT the emergency generator shall be situated above the weather deck.



SECTION 8
STABILITY

This section deals with requirements for both Intact and Damage Stability

8.1 Stability Calculation

The stability shall be calculated in accordance to EN ISO12217-1 for non sailing yachts and EN ISO 12217-2 for sailing yachts with regards to the following design categories :-

Category 'A' (Ocean Going) - Wind force exceeding beaufort 8 and significant wave height exceeding 4m;

Category 'B' (Offshore) - Wind force up to and including beaufort 8 and significant wave height up to and including 4m.

An Intact Stability standard of a yacht type not covered by the herebelow categories, shall be submitted to an Appointed Surveyor (for yachts < 500GT) or Recognised Organisation for approval.

8.1.1 Permanent ballast must be positioned in a manner that prevents its shifting or movement.

Permanent ballast, if present, shall be positioned in accordance with a plan approved by an Appointed Surveyor (for yachts < 500GT) or a Recognised Organisation and must be positioned in a manner that prevents its shifting or movement. Permanent ballast shall not be removed from the yacht without the prior approval of an Appointed Surveyor or Recognised Organisation and without the re-approval of an updated Stability Booklet. Details about any permanent ballast shall be noted in the yacht's stability booklet. Attention shall also be paid to the local or global hull structural requirements prior to adding any additional ballast.

8.1.2

If swimming pools, jacuzzis and spas, which are prone to water free surface affect and which are open to the elements, are fitted onboard, their effect on Intact and Damage Stability shall be taken into consideration and included in both the Intact and Damage Stability Booklets. These elements may be omitted from the Stability Calculations if they are fitted with a fast drainage system enabling them to be drained even when the yacht is heeled.

8.1.3

Yachts which intend to operate in Polar Regions shall meet the requirements of one of the recognised Classification Societies. Stability conditions shall include those for icing. Reference shall be made to the IMO Guidelines for Polar Regions, Resolution A.1024(26), as amended, for yachts intended to operate inside polar regions.

8.2 Simplified Stability Test

- 8.2.1** Existing motor yachts not having stability data may undergo a simplified stability test as mentioned herebelow :-

A yacht shall be tested in fully laden conditions with all fuel tanks and fresh water tanks being full and having onboard the total number of persons which the yacht is certified to carry or a 75kg weight replacing each of the above mentioned persons. By assembling all persons/weights along one side of the yacht, the angle of the heel and the change in waterline height are calculated.

The yacht will be judged to have passed the simplified stability test if the test shows that:-

1. the angle of heel does not exceed 7 degrees, and;
2. in the case of a yacht with a watertight weather deck extending from stem to stern, as described in Section 4.1.5, the freeboard to deck distance is not less than 75mm at any point;
3. The angle of heel may exceed 7 degrees, but shall not exceed 10 degrees, if the freeboard in the heeled condition is in accordance with that required in Section 9 in the upright condition;
4. The heeling moment applied during the test described above shall also be calculated. By using the below formula, the yacht shall attain a value of initial GM not less than 0.5m if using an estimated displacement of the yacht, or 0.35m if the displacement of the yacht is known and can be verified by the attending surveyor.

Intact Stability Standard for Motor Yachts**Monohull Yachts**

The curves of statical stability for seagoing conditions shall meet the following criteria:

1. the area under the righting lever curve (GZ curve) shall not be less than 0.055 metre-radians up to 30° angle of heel and not less than 0.09 metre- radians up to 40° angle of heel, or the angle of downflooding, if this angle is less;
2. the area under the GZ curve between the angles of heel of 30° and 40° or between 30° and the angle of downflooding if this is less than 40°, shall not be less than 0.03 metre-radians;
3. the righting lever (GZ) shall be at least 0.20 metres at an angle of heel equal to or greater than 30°;
4. the maximum GZ shall occur at an angle of heel of preferably exceeding 30° but not less than 25°;
5. after correction for free surface effects, the initial metacentric height (GM) shall not be less than 0.15 metres, and;
6. in the event that the yacht's intact stability standard fails to comply with the criteria defined in 1 to 5 above the Administration may be consulted for the purpose of specifying alternative but equivalent criteria.

Yachts <24m Length

8.2.2

$$\frac{GM = 57.3 \times HM}{\theta \times \Delta}$$

Where: HM = Heeling moment in kilogram metres

θ = angle of heel in degrees obtained from the test as defined in section above.

Δ = the displacement of the yacht in kilogrammes, either estimated or measured and verified by the attending recognised surveyor.

In all cases, the maximum number of persons that may be carried onboard resulting from the above mentioned test and calculations shall be recorded on the certificate. Any additional personal equipment, such as diving equipment etc, are to be disembarked during the simplified test as this will affect the end result and the yacht's fully laden condition.

Yachts \geq 24m Length & <500GT

Monohull Yachts operating as Short Range Yachts

Where Short Range Yachts are unable to meet criteria above, the following criteria may be used:-

1. the area under the righting lever curve (GZ curve) shall not be less than 0.07 metre-radians up to 15° angle of heel, when maximum GZ occurs at 15°, and 0.055 metre-radians up to 30° angle of heel, when maximum GZ occurs at 30° or above. Where the maximum GZ occurs at angles of between 15° and 30°, the corresponding area under the GZ curve, A_{req} shall be taken as follows:-

$$A_{req} = 0.055 + 0.001 (30^\circ - \theta_{max}) \text{ metre-radians}$$

Where θ_{max} is the angle of heel in degrees where the GZ curve reaches its maximum;

2. the area under the GZ curve between the angles of heel of 30° and 40° or between 30° and the angle of downflooding if this is less than 40°, shall not be less than 0.03 metre-radians;
3. the righting lever (GZ) shall be at least 0.20 metres at an angle of heel equal to or greater than 30°;
4. the maximum GZ shall occur at an angle of heel not less than 15°;
5. after correction for free surface effects, the initial metacentric height (GM) shall not be less than 0.15 metres.

8.2.3

Multi-hulls

The curves of statical stability for seagoing conditions shall meet the following criteria:-

1. the area under the righting lever curve (GZ curve) shall not be less than 0.075 metre-radians up to an angle of 20° when the maximum righting lever (GZ) occurs at 20° and, not less than 0.055 metre-radians up to an angle of 30° when the maximum righting lever (GZ) occurs at angles between 20° and 30°. The corresponding area under the GZ curve shall be taken as follows:-

$$A_{\text{req}} = 0.055 + 0.001 (30^\circ - \theta_{\text{max}}) \text{ metre-radians}$$

Where θ_{max} is the angle of heel in degrees where the GZ curve reaches its maximum;

2. The area under the GZ curve between the angles of heel of 30° and 40° or between 30° and the angle of downflooding if this is less than 40° shall not be less than 0.03 metre-radians;
3. the righting lever (GZ) shall be at least 0.20 metres at an angle of heel where it reaches its maximum;
4. the maximum GZ shall occur at an angle of heel not less than 20°;
5. after correction for free surface effects, the initial metacentric height (GM) shall be not less than 0.15 metres, and;
6. if the maximum righting lever (GZ) occurs at an angle of less than 20° approval of the stability may be considered by the Administration as a special case.

For the purpose of assessing whether the stability criteria are met, GZ curves shall be produced for the loading conditions applicable to the operation of the yachts.

The buoyancy of enclosed superstructures complying with regulation 3(10)(b) of the ICLL may be taken into account when producing GZ curves.

8.2.4**High Speed Yachts**

In addition to the criteria above, designers and builders shall address the following hazards which are known to effect yachts operating in planning modes or these achieving relatively high speeds:

1. directional instability, often coupled to roll and pitch instabilities;
2. bow diving of planning yachts due to dynamic loss of longitudinal stability in calm seas;
3. reduction in transverse stability with increasing speed in monohulls;
4. porpoising of planning monohulls being coupled with pitch and heave oscillations;
5. generation of capsizing moments due to immersion of chines in planning monohulls (chine tripping).

8.3

Stability Standards for Sailing Yachts

8.3.1

Monohulls

Curves of static stability (GZ curves) for at least the Loaded Departure with 100% consumables (but assuming slack tanks) and the Loaded Arrival with 10% consumables shall be produced.

The GZ curves required as above shall have a positive range of not less than 90°. For yachts of more than 45m, a range of less than 90° may be considered but may be subject to agreed operational criteria.

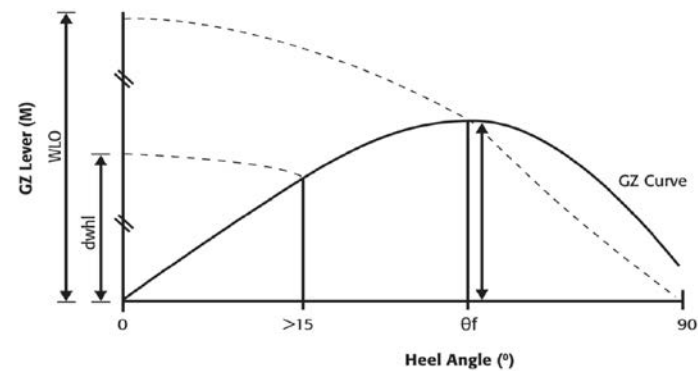
In addition to the requirements mentioned above, the angle of steady heel shall be greater than 15° (see figure). The angle of steady heel is obtained from the intersection of a 'derived wind heeling lever' curve with the GZ curve required above.

In the figure:

'dwhl' = the 'derived wind heeling lever' at any angle θ°

$$= 0.5 \times WLO \times \cos^{1.3} \theta$$

$$\text{where } WLO = \frac{GZ_f}{\cos^{1.3} \theta_f}$$



Noting that:-

- WLO is the magnitude of the actual wind heeling lever at 0° which would cause the yacht to heel to the 'down flooding angle' θ_f or 60° whichever is least.
- GZ_f is the lever of the yacht's GZ at the down flooding angle (θ_f) or 60° whichever is the least.
- θ_f is the angle at which the 'derived wind heeling' curve intersects the GZ curve. (If θ_d is less than 15° the yacht will be considered as having insufficient stability for the purpose of the Code).
- θ_d the 'downflooding angle' is the angle of heel causing immersion of the lower edge of openings having an aggregate area, in square metres, greater than:

$$\frac{\Delta}{1500}$$

where Δ = yacht displacement in tonnes.

All regularly used openings for access and for ventilation shall be considered when determining the downflooding angle. No opening regardless of size which may lead to progressive flooding shall be immersed at an angle of heel of less than 40°. Air pipes to tanks can, however, be disregarded.

If as a result of immersion of openings in a superstructure, a yacht cannot meet the required standard, those superstructure openings may be ignored and the openings in the weather deck used instead to determine θ_f . In such cases the GZ curve shall be derived without the benefit of the buoyancy of the superstructure. It might be noted that provided the yacht complies with the requirements as stated in the sections above and is sailed with an angle of heel which is no greater than the 'derived angle of heel', it shall be capable of withstanding a wind gust equal to 1.4 times the actual wind velocity (i.e. twice the actual wind pressure) without immersing the 'down flooding openings', or heeling to an angle greater than 60°.

8.3.2

Multi-hull

Curves of statical stability in both roll and pitch shall be prepared for at least the Loaded Arrival with 10% consumables. The VCG shall be obtained by one of the three methods listed below:-

- a. inclining of complete craft in air on load cells, the VCG being calculated from the moments generated by the measured forces, or;
- b. separate determination of weights of hull and rig (comprising masts and all running and standing rigging), and subsequent calculation assuming that the hull is 75% of the hull depth above the bottom of the canoe body, and that the VCG of the rig is at half the length of the mast (or a weighted means of the lengths of more than one mast), or;

- c. detailed calculation of the weight and CG position of all components of the yacht, plus a 15% margin of the resulting VCG height above the underside of canoe body.

If naval architecture software is used to obtain a curve of pitch restoring moments, then the trim angle must be found for a series of longitudinal centre of gravity (LCG) positions forward of that necessary for the design waterline. The curve can be derived as follows:

$$GZ \text{ in pitch} = CG' \times \cos(\text{trim angle})$$

$$\text{Trim angle} = \tan^{-1} \left| \frac{T_{FP} - T_{AP}}{L_{BP}} \right|$$

Where:

CG' = shift of LCG forward of that required for design trim, measured parallel to baseline

T_{FP} = draught at forward perpendicular

T_{AP} = draught at aft perpendicular

L_{BP} = length between perpendiculars

Approximations to maximum roll or pitch moments are not acceptable.

Data shall be provided to the user showing the maximum advised mean apparent wind speed appropriate to each combination of sails, such wind speeds being calculated as the lesser of the following:-

$$V_w = \sqrt{1.5 \frac{LM_R}{A'_s h \cos \Phi_R + A_D b}}$$

OR

$$V_w = \sqrt{1.5 \frac{LM_p}{A'_s h \cos \Phi_p + A_D b}}$$

where:

V_w = maximum advised apparent wind speed (knots)

LM_R = maximum restoring moment in roll (N-m)

LM_p = limiting restoring moment in pitch (N-m), defined as the pitch restoring moment at the least angle of the following:

- a) angle of maximum pitch restoring moment, or
- b) angle at which foredeck is immersed
- c) 10° from design trim

A'_s = area of sails set including mast and boom (square metres)

h = height of combined centre of effort of sails and spars above the waterline

Φ_R = heel angle at maximum roll righting moment (in conjunction with LM_R)

Φ_p = limiting pitch angle used when calculating LM_p (in conjunction with LM_p)

A_D = plan area of the hulls and deck (square metres)

b = distance from centroid of A_D to the centreline of the leeward hull

This data shall be accompanied by the note:

In following winds, the tabulated safe wind speed for each sail combination shall be reduced by the boat speed.

If the maximum safe wind speed under full fore-and-aft sail is less than 27 knots, it shall be demonstrated by calculation using ISO 12217-2 that, when inverted and/or fully flooded, the volume of buoyancy, expressed in cubic metres (m³), in the hull, fittings and equipment is greater than:

$$1.2 \times (\text{fully loaded mass in tonnes})$$

Thus ensuring that it is efficient to support the mass of the fully loaded yacht by a margin. Allowance for trapped bubbles of air (apart from dedicated air tanks and watertight compartments) shall not be included.

The maximum safe wind speed with no sails set calculated above shall exceed 36 knots. For Short Range Yachts this wind speed shall exceed 32 knots.

Trimarans used for unrestricted operations shall have sidehulls each having a total buoyant volume of at least 150% of the displacement volume in the fully loaded condition.

The stability booklet shall include information and guidance on:-

1. the stability hazards to which these craft are vulnerable, including the risk of capsize in roll and/or pitch;
2. the importance of complying with the maximum advised apparent wind speed information supplied;
3. the need to reduce the tabulated safe wind speeds by the yacht speed in following winds;
4. the choice of sails to be set with respect to the prevailing wind strength, relative wind direction and sea state;
5. the precautions to be taken when altering course from a following to a beam wind.

In yachts required to demonstrate the ability to float after inversion (according to above) an emergency escape hatch shall be fitted to each main inhabited watertight compartment that allows escape even in the event of the yacht being capsized.

8.4

Damage Stability

The following requirements are applicable to all yachts, except those operating as Short Range Yachts. Whilst Short Range Yachts are not required to meet the damage stability criteria, it is recommended that the requirements regarding ultimate survivability after minor damage or flooding are complied with. It shall be noted that compliance with the damage stability criteria is not required for yachts that are fully in compliance with the ICLL conditions of assignment.

The watertight bulkheads of the yacht shall be so arranged that minor hull damage that results in the free flooding of any one compartment, will cause the yacht to float at a waterline which, at any point, is not less than 75mm below the weather deck, or bulkhead deck if not on the same level.

Minor damage shall be assumed to occur anywhere in the length of the yacht, but not on a watertight bulkhead.

Standard permeabilities shall be used in this assessment, as follows:-

Space	Percentage Permeability
Stores	60
Stores but not a substantial quantity thereof	95
Accommodation	95
Machinery	85

In the damaged condition, considered in 8.3.1, the residual stability shall be such that any angle of equilibrium does not exceed 7° from any upright, the resulting righting lever curve has a range to the downflooding angle of at least 15° beyond any angle of equilibrium, the maximum righting lever within that range is not less than 100mm and the area under the curve is not less than 0.015 metre radians. For multi-hull yachts, a resultant angle of heel of up to 10° may be accepted.

A yacht of 85 metres and above shall meet a SOLAS one-compartment standard of subdivision, calculated using the deterministic damage stability methodology.

8.5**Elements of Stability**

The lightship weight, vertical centre of gravity (KG) and longitudinal centre of gravity (LCG) of a yacht shall be determined from the results of an inclining experiment.

An inclining experiment shall be conducted in accordance with a detailed standard which is approved by the Administration and, in the presence of an Authorised Surveyor.

The report of the inclining experiment and the lightship particulars derived shall be approved by the Administration prior to its use in stability calculations. A lightship check shall be carried out once in every ten years during a renewal survey. At the discretion of the owner(s)/ managing agent(s) and prior to approval of the lightship particulars by the Administration, a margin for safety may be applied to the lightship weight and KG calculated after the inclining experiment. Such a margin shall be clearly identified and recorded in the stability booklet. A formal record shall be kept in the stability booklet of alterations or modifications to the yacht. The original location of the KG and LCG (including Margin if applicable) shall be updated to reflect these changes. Such amendments shall be approved by an authorised surveyor against the parameters for major alteration as defined in Section 2 of this Code.

When sister yachts are built at the same shipyard, the Administration may accept a lightweight check on subsequent yachts to corroborate the results of the inclining experiment conducted on the lead yacht of the same class.

8.6 Stability Documents

All yachts shall be provided with a Stability Booklet or Stability Calculations (for yachts < 24 m), approved by an Appointed Surveyor or by a Recognised Organisation. The Stability Booklet for yachts ≥ 500 GT shall be approved by a Recognised Organisation. For Yachts where the Simplified Stability Test has been carried out, the relevant calculations shall be available onboard. A yacht with a previously approved stability booklet which undergoes a major alteration or refit shall be subjected to a complete reassessment of stability and provided with newly approved stability booklet. A lightweight check shall be carried out, at least, every 10 years during a renewal survey.

Sailing yachts shall have, readily available, a copy of the Curves of Maximum Steady Heel Angle to Prevent Downflooding in squalls, or in the case of a multi-hull, the values of maximum advised mean apparent wind speed, for the reference of the watchkeeper. This shall be a direct copy taken from that contained in the approved stability booklet.

The overall sail area and spare weights and dimensions shall be as documented in the yacht's stability booklet. Any rigging modifications that increase the overall sail area, or the weight/dimensions of the rig aloft, must be accompanied by an approved updating of the stability booklet.



SECTION 9

FREEBOARD AND FREEBOARD MARKINGS

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

- 9.1** A freeboard mark shall be placed on each side of the hull amidships. The freeboard mark shall be positioned at the maximum draught at which the stability of the yacht has been determined. This mark shall consist of a horizontal bar having a length of 300mm and a width of 25mm. The top of the bar is to be in line with the deepest water line.
- 9.2** The assigned freeboard mark shall be permanently marked on both sides of the yacht amidships. The plimsoll mark shall be permanently marked and be of contrasting colour to that of the adjacent hull.
- 9.3** The assigned freeboard shall be compatible with the strength of the hull structure, the intact and damage stability requirements. The minimum bow height criteria shall be met. The Administration may accept yachts which do not comply with the minimum bow height criteria subject to alternative/equivalent arrangements and/or operational restrictions.
- The Appointed Surveyor or Recognised Organisation assigning the load line shall provide the Owners/Managers/Master with a detailed Load Line Assignment Report. A copy of the Load Line Assignment Report shall be kept onboard.
- 9.4** If the yacht operates also in fresh water then the freeboard allowance for fresh water must also be marked.
- 9.5** A yacht must not operate in any condition which will result in the freeboard marks being submerged when the yacht is moored in calm water.
- 9.6** **Datum Draught Marks**
- 9.6.1** Datum draught reference marks shall be provided on both sides of the hull at the bow and the stern. These may be single permanently marked datum lines adequate to determine the trim of the yacht.
- The marks shall be permanent and easy to be read and shall be located above, but within 1000mm, of the deepest load waterline. These datum draught marks are also to be shown, together with the freeboard mark, on a diagram to be included in the stability booklet.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

9.7 Minimum Freeboard

9.7.1 A yacht having a continuous watertight weather deck which is neither stepped nor recessed nor raised, shall have a freeboard (measured down from the lowest point of the weather deck) of not less than 425mm for yachts of 15m in length overall and not less than 994mm for yachts of 24 metres in length. For a yacht of intermediate lengths the freeboard shall be determined by linear interpolation.

9.7.2 A yacht with a continuous watertight weather deck which may be stepped, recessed or raised must have a freeboard (measured down from the lowest point of the weather deck) of not less than 255mm for yachts of 15m in length overall and not less than 510mm for yachts of 24m in length. For a yacht of intermediate length the freeboard shall be determined by linear interpolation. The raised portion(s) of the watertight weather deck shall extend across the full breadth of the yacht and the average freeboard over the length of the yacht shall comply with 9.7.1 above.

9.7.3 A yacht required to be provided with an approved Stability Booklet or Calculations, or whose stability has been calculated per EN ISO 12217-1 for non sailing yachts or EN ISO 12217-2 for sailing yachts, shall be assigned a freeboard which corresponds to the draught of the yacht in sea water when fully loaded (each person must be assumed to weigh 75kg). This calculated freeboard shall not be less than the freeboard required by Section 9.7.1 or 9.7.2.

- 9.7.4** Notwithstanding the Freeboard height given by the above calculations, the position of the Freeboard is ultimately determined by:
- a) the height between the deep waterline and the lowest edge of the port lights/windows. This height shall not be less than 500mm and/or
 - b) the height between the top of the engine exhaust and the deep waterline shall not be less than 1,000mm, on those yachts which are not fitted with an exhaust hull valve.



SECTION 10

LIFE SAVING APPLICANCES

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

10. Life Saving Appliances

10.1 Life saving appliances as detailed in this Code shall be installed and readily available onboard. All equipment is to be type approved or MED certified.

Life saving equipment shall be provided onboard. All equipment is to be type approved or MED certified.

10.2 Inflatable liferafts, hydrostatic release devices and gas inflated lifejackets shall be serviced annually by approved servicing stations. Servicing certificates shall be maintained on board at all times. All liferafts (including any transferable liferafts) shall be fitted with Hydrostatic Release Units and the weak link is to be appropriately fixed to a strong point.

Liferafts shall be equipped with a SOLAS B Pack. SOLAS B equipment may be stowed in a grab bag and placed next to the liferaft.

Liferafts shall be equipped with a SOLAS B pack in case of short range yachts and with a SOLAS A Pack in case of other yachts.

Liferafts shall be equipped with a SOLAS A pack.

10.3 All lifejackets carried on board are to be of the SOLAS Approved Type or MED certified.

In case the adult lifejackets provided onboard are not designed to fit persons weighing up to 140kg and with a chest girth of up to 1,750 mm, a sufficient number of appropriate lifejackets shall be provided.

10.4 When personal safety equipment used for water sports is carried onboard, this is to be distinctly stored apart from the life saving equipment so that it would not be mistaken for the approved type of Life Saving Appliances in case of emergencies.

10.5 All life-saving equipment shall be fitted with retro reflective tape.

10.6 Liferafts on multihull yachts are to be located in a position which is accessible both when the yacht is upright or when in a capsized position.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

10.7

The liferaft embarkation arrangements shall comply with the following:-

- a. a readily available embarkation ladder shall be provided when the distance between the lowest embarkation deck of the yacht and the topmost edge of the liferaft tube (when floating) exceeds 1000mm;
- b. when the embarkation point is higher than 4500mm above the topmost edge of the liferaft tube, when floating, deployment shall be by means of davit launched liferafts;
- c. A SOLAS/MED approved rescue boat shall be installed on unrestricted navigation yachts. All launching devices for liferafts and rescue boats are to be Type Approved or Certified and comply with the requirements of the IMO Life Saving Appliances Code, as amended. The launching appliance shall be able to launch the liferaft/rescue boat within 5 minutes from its stowed position. When a power operated launching device and/or power operated storage compartment is fitted, it shall be capable of operation either by hand or by an emergency source of power in the event of a main power failure. The routing of an emergency source of power shall be considered in respect of hull and fire damage. The launching appliance and its attachments shall also be tested dynamically to 1.1 times the safe working load at least once in every five years. The relevant test certificate is to be available onboard. It shall be noted that there is no requirement to recover the rescue boat provided that the casualty and the boat's crew can be easily recovered from the boat when afloat.

Galvanised steel falls are to be certified and non-rotating type. They shall be renewed at intervals as specified by the manufacturer but in any case, not later than 5 years from the date of being fitted onboard. Stainless steel falls are to be renewed at intervals not exceeding the makers' recommendations.

10.7.1 On yachts having projections on the side (such as fin stabilisers), special provisions are to be made to ensure that such projections do not interfere with the safe evacuation of the yacht or damage the life-saving appliance. Means shall be provided to prevent overboard discharge of water into the survival craft.

10.7.2 The maintenance of equipment shall be carried out in accordance with the instructions for on board maintenance. Type approval certificates and/or Declaration of Conformity shall be maintained on board in an Equipment Record File.

10.7.3 All life saving equipment shall be maintained in a good state of maintenance and ready for immediate use at all times. The equipment shall be stowed in easily accessible and adequately marked locations and such locations shall never be blocked by equipment, furniture or any other encumbrance.

	Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT		
10.8 Life Saving Appliances					
- Liferafts (See note 1)	100% capacity on each side	100% capacity on each side	100% capacity on each side		
- Lifeboats (See note 2 and Note 8)	-	-	On yachts ≥ 85m length		
- Rescue Boat (See note 3)	-	Yes	Yes		
			Under 60m	60m to 120m	120m and over
- Liferings total (See note 4)	2	5	8	10	14
- with self-igniting lights	1	2	2	4	7
- with smoke & light	-	1	2	2	2
- with buoyant line	1	2	2	4	4
- SOLAS or MED approved Lifejackets	120% of total persons onboard	120% of total persons onboard	120% of total persons onboard		
- SOLAS or MED approved Children lifejackets	100% of the no. of children onboard (min.4)	100% of the no. of children onboard (min.4)	100% of the no. of children onboard (min.4)		
- Safety Harness	100% of total persons onboard on sailing boats	100% of total persons onboard on sailing yachts	100% of total persons onboard on sailing yachts		
Pyrotechnics:					
- Parachute flares	4	6	12		
- Red hand flares	4	6	12		
- Buoyant smoke signals	2	2	2		
- Line throwing appliance	-	2	4		
- General Positioning Satellite (GPS)	Yes	Yes	Yes		
- NAVTEX	Yes	Yes	Yes		
- EPIRB (See note 5)	1	1	1		
- SART (See note 5)	1	1	2		
- Radar Reflector (GRP and Wooden Hulls only)	1	1	1		
- General Alarm	-	Yes	Yes		
- Emergency Lighting	Yes	Yes	Yes		

	Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
- SOLAS Life Saving Signals and Rescue Poster	Yes	Yes	Yes
- Posters/Manual and signs describing Survival craft and equipment Operating instructions	Yes	Yes	Yes
- Training manual	Yes	Yes	Yes
- Instructions for onboard Maintenance	Yes	Yes	Yes
- Thermal Protective Aids	100% of persons onboard (see note 6 below)	100% of persons onboard (see note 6 below)	100% of persons onboard(see note 6 below)
- Immersion Suits	-	2 (see note 7 below)	100% (see note 7 below)

Note 1. All liferafts must be type approved or MED Certified. They must contain emergency packs. Their stowage on board is to be such that they may be easily launched. Liferafts are to be fitted with hydrostatic release device so they would be able to float free (no float free restrictions must be present vertically over the liferaft stowing position). If the liferafts are easily transferable from side to side then, a 100% aggregate capacity may be considered sufficient. In cases where liferafts are enclosed in a special moulded locker, the top of the locker has to be also float free, the locker shall be appropriately marked and easily openable in any condition.

Note 2. In case lifeboats are fitted, their launching devices shall be Type Approved or Certified.

Note 3. Unrestricted Navigation Yachts ≥ 24 m and < 500 GT can either be equipped with a SOLAS approved rescue boat or with a tender which is suitable for rescue purposes and which shall be RCD Certified to Design Category B. The boat may be a rigid hull, RIB or inflatable and shall have a capacity of not less than 4 persons, one of which will be assumed to be lying down. Tubes of float free or inflatables and RIB's shall have at least three compartments. Short Range Yachts ≥ 24 m and < 500 GT shall, at least, be equipped with a tender which shall be RCD Certified to Design Category C. Short Range Yachts shall also have sufficient mobility and manoeuvrability in a sea way to enable persons to be retrieved from the water. The retrieval of persons over the stern is not considered acceptable. The recovery position shall be visible from the control station. Yachts shall be provided with the necessary equipment and arrangements to enable the person/s to be recovered without further persons entering the water. All yachts ≥ 500 GT shall be equipped with a rescue boat certified in line with the SOLAS, LSA Code or MED requirements.

Note 4. Each lifebuoy shall be marked with the yacht's name and port of registry. Buoyant lines shall have a minimum length of 30 metres.

Note 5. All EPIRB's and SART's shall be installed in an easily accessible position so that they can be either float free or manually released and placed in the survival craft. All EPIRB's shall be registered with the Administration. Refer to section 15 of this Code.

Note 6. Required on all yachts other than those operating during summer only and where the sea water temperature in the area of operation does not fall below 20 degrees C.

Note 7. Required on yachts which may trade in areas where the sea water temperature may fall below 20 degrees C. For vessels ≥ 500 GT, the amount listed above can be reduced to 3 units per life boat if lifeboats are fitted.

Note 8. When lifeboats are provided on either side of the yacht, the lifeboat(s) on each side shall be of a capacity to accommodate the total number of persons onboard.

Alternative arrangements to the carriage of lifeboats may be considered in the following instances :-

- Installation of a Type Approved MES System; or
- Substitution of lifeboats by liferafts where the yachts complies with a SOLAS two compartment subdivision standard; or
- Substitution of lifeboats by a sufficient number of davit launched liferafts such that in the event of any one liferaft being lost or rendered unserviceable, sufficient aggregate capacity remains on either side of the vessel for all persons on board. Additionally one approved rescue boat shall be provided on each side of the vessel.

A lifeboat will also be acceptable as a rescue boat provided it also meets the requirements of the IMO Life-Saving Appliances Code as a rescue boat.



SECTION 11
FIRE PROTECTION

11. General

11.1 The purpose of this section is to provide the basic principles and minimum expected fire safety including prevention, detection and extinction.

Recognising that the particular design and operational characteristics of commercial yachts may require a specific approach to ensure an adequate level of fire protection, this code seeks to establish the highest possible fire protection standard through a combination of passive and active fire protection, detection and suppression measures. This Administration, may therefore consider equivalent or alternative specific arrangements designed to satisfy minimum standards set in this section. It is assumed, that all fire safety appliances and systems shall comply with the requirements of the International Code for Fire Safety Systems and the International Code for Application of Fire Test Procedures, in their up to date version. For the consideration of alternative arrangements or equivalencies Recognised organisations or Appointed surveyors must submit a Fire Safety Case Study which shall include the proposed design and arrangement philosophy, supported by any related studies and a risk assessment. The Administration may request specific simulations and tests to be conducted.

11.1.1 Fire Control Plans

Yachts ≥ 24 metres in length shall have an approved Fire Control Plan which is permanently exhibited and displaying the appropriate IMO symbols. The plan shall indicate and describe the fire protection, detection and extinction arrangements. The Fire Control Plan may be combined with the safety plan as a "Fire and Safety Plan". The plans may be approved either by the Recognised Organisation or by an Appointed Surveyor. The plan shall be kept up to-date, printed in an adequate size and stored in a prominently marked weather tight enclosure readily accessible in case of emergency. It is recommended that the provision stated above be also followed by yachts < 24 m in length.

11.1.2 Means of Escape

11.1.2.1 The arrangement of the yacht shall ensure that all compartments have means of escape in case of emergency. Stairways, corridors and ladders shall provide a means of escape to the embarkation deck.

11.1.2.2 Machinery spaces shall have two means of escape as widely separated as possible. One

of the escapes should preferably be a vertical escape. In yachts having unattended machinery spaces, whose size and configuration do not allow the provisions of a second means of escape, a single means of escape may be accepted by the Administration.

11.1.2.3 Escape routes from the accommodation spaces shall not pass through any high risk area such as the machinery space, galley and storage areas. Adequate provisions, accepted by the Administration, shall be in place in cases whenever this is not practicably possible. Stairs directly situated along escape routes shall be insulated to a minimum of B-15 from underneath.

11.1.2.4 Single escape routes from spaces other than accommodation and machinery spaces may be accepted as long as these are not passing through high risk spaces.

11.1.2.5 All escape openings onboard should not be less than 400mm x 400mm unless a smaller size has been accepted by the Administration.

11.1.2.6 Lifts are not to be considered as a means of escape.

11.1.2.7 A secondary escape route from an accommodation space may be via an adequately sized and easily accessible hatch within such space or alternatively through another adjacent compartment. The means of escape within the accommodation spaces shall be as widely separated as is reasonably possible. The escape routes shall not be obstructed and any movable furniture and fittings shall be adequately secured in place in order to avoid shifting.

11.1.2.8 All accommodation spaces shall have two distinct and easily openable and accessible means of escape. The escape routes, including any concealed routes shall be clearly indicated and marked by means of adequately sized and visible signage. Any carpets on top of escape routes/hatches shall be adequately shaped and/or cut in order not to hinder the escape itself.

Secondary escape routes passing through a cabin shall include provisions for ease of access including easy opening of any lockable doors.

In exceptional cases and in instances when a second means of escape cannot be provided, a single means of escape may be accepted if:-

- a. the existing single escape route leads directly to an open deck without passing through high risk areas or alternatively an Emergency Escape Breathing Device (EEBD) per passenger is provided.
- b. The length of the single escape route within the accommodation space to the open deck shall not exceed 5m.
- c. a fire detection and emergency lighting systems are installed.

11.1.2.9 Multi-hull yachts shall have additional means of escape through each hull in case of capsizing. Escape hatches shall be located above both the upright and inverted waterlines and shall be Type Approved or Certified.

11.1.3 Openings leading to machinery spaces

In case openable unconventional fixtures such as skylights these must be designed to be closed from outside the machinery spaces in case of emergency. Ventilation ducts in machinery spaces shall be fitted with fire dampers that can be closed safely from outside the machinery spaces. Means of remotely shutting down any forced ventilation shall also be provided.

No portlights or windows shall be fitted on the boundary of the machinery spaces. Notwithstanding the aforementioned, the fitting of an observation port having a maximum diameter of 150mm may be allowed in internal doors leading to the engine room. Such an observation port is to be of the non-opening type having a steel frame and be supplied with a permanently attached cover with closing devices. The glass material is to be fire rated and toughened.

11.1.4 Pipe Systems

Pipes carrying oil or combustible liquids shall be of a Type Approved or Certified material, resistant to fire and suitable for their intended use, preferably be metallic, however, non-metallic piping meeting the requirements of the IMO (FTP) Fire Test Procedures Code may be considered for use.

Use of materials that can be easily rendered ineffective by heat are also not permitted for scupper pipes, sanitary discharges and other discharges close to the load line, since flooding may result if these pipes are rendered ineffective by heat/fire."

11.1.5 Use of LPG or equivalent on Yachts

11.1.5.1 Any LPG installation shall be approved by a Recognised Organisation or Appointed Surveyor. All open flame appliances shall be certified in compliance with the requirements of EC Directive 2009/142/EC, as amended. Gas detectors and CO detectors shall be installed in the areas where LPG is used.

11.1.5.2 Gas cylinders, regulators and safety devices shall be stowed in a dedicated locker on an open deck. This locker shall be naturally ventilated and designed to drain overboard. If gas fired heaters are used on board they shall be installed and secured in a position away from soft furnishings, curtains etc. The gas locker is not to have any electrical fittings.

11.1.5.3 Gas piping shall be metallic with only the shortest possible lengths of gas non-metallic hoses being used for the connection with the gas lines and appliances. Non-metallic hoses shall be Type Approved or Certified and suitable for the intended use. Clearly marked gas shut-off valves shall be fitted in the gas locker and also near the connected equipment/appliances.

11.1.5.4 The gas line couplings shall be crimped and threaded. Non-metallic hoses by virtue of their definite life require to be replaced at regular intervals as recommended by the manufacturer. In case of copper piping periodical inspections shall be undertaken.

11.2 Fire Prevention

11.2.1 Fuel Systems and Storage Spaces for High Flammable Liquids

11.2.1.1 No fuel or flammable liquids having a flash point below 60°C may be stored in the machinery spaces. Petrol and other highly flammable liquids, excluding diesel and heavy fuel oils, shall be kept to a strict minimum. These flammable liquids shall only be located in the fuel tanks of vehicles or craft appropriately stowed onboard or in appropriate lockers designed and designated for storing such fuel. Containers used for the carriage of flammable liquids shall be constructed to a recognised standard.

11.2.1.2 Each container is to be clearly marked.

11.2.1.3 Fuel Storage

The location of dedicated lockers on deck used for stowage of hand-held flammable liquid containers, must be clearly marked indicating that the locker contains flammable material and no-smoking signs shall be posted. In addition these lockers shall:

- a. be located away from any high risk area;
- b. have intrinsically safe electrical fittings in or around them (minimum IP55 rating) and the electrical fittings shall be fitted at a height \geq 450 mm from the deck;
- c. have a means of ventilation at the top and bottom and ventilators shall be fitted with spark arrestors;
- d. have self draining holes leading to overboard;
- e. have means to secure the fuel containers;
- f. have No-Smoking signs affixed;

Enclosed spaces, highly flammable fuel lockers and garages wherein vehicles or craft containing fuel having a flash point below 60 degrees celsius are stowed, shall be fitted with:

- a. a means of ventilation which is exclusive to this space and not connected to any other space on board. The ducting shall extract air from a low area. Any forced ventilation motor used is to be intrinsically safe. The ventilation system is to have a capacity of 6 air changes per hour and an appropriate airflow alarm shall be fitted giving an indication of low airflow in the bridge. The exhaust ducting is to be fitted with spark arrestors and with a shut down flap which can be easily closed remotely;

- b. All electrical equipment within the space shall be intrinsically safe (minimum IP55 rating) and the electrical fittings shall be fitted at a height \geq 450 mm from the deck;
- c. A petrol fume detector shall be fitted with an alarm on the bridge and in the crew accommodation spaces;
- d. No-Smoking Signage;
- e. A fixed fire fighting system or equivalent arrangements.

11.2.1.4 Storage of Other Highly Flammable Products

Storage rooms used for the storage of highly flammable products shall be provided with totally independent ventilation systems. Such systems shall be served by intrinsically safe fans. The exhaust side of these ventilation systems shall be fitted with spark arrestors. For paint lockers with a floor area exceeding 4m², additional requirements are defined under section 11.3.1.2.1.

Storage rooms with a floor area not exceeding 4m² housing fuel filled lamps, paraffin, paint cans and other flammable materials shall have suitable ventilation features. Any direct connection with any accommodation space is not permitted. Only minimum amounts of paint shall be kept in these spaces.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

11.2.1.5 No fuel, lube oils or any other flammable materials may be carried in the forecabin space or the forepeak or chain lockers.

11.2.1.6 The fuel pipes from all tanks shall be fitted with remotely operated closing valves. Such valves shall be provided with mechanical means of closure. For vessels < 500 GT, low voltage electrically operated shut off solenoid valves may be accepted provided the system is approved by the Recognised Organisation or Appointed Surveyor.

11.2.1.7 Means shall be provided for the fuel transfer pumps to be stopped from outside the machinery spaces.

11.2.1.8 Fuel filter bowls shall be of metallic construction.

11.2.2 Ventilation

11.2.2.1 Ventilation fans for machinery spaces and galleys shall be capable of being stopped from outside these spaces. The remote controls of these ventilation fans shall be from an area which would be easily accessible in case of a fire and shall be clearly marked.

11.2.2.2 Galley exhaust ducts must have means of access in order for them to be periodically cleaned from the accumulation of oily residues. Ventilation ducts from machinery spaces, galleys and any other high risk areas are generally not to pass through accommodation areas. If it is inevitable that such ventilation ducting passes through accommodation spaces then:-

- the material of the ventilation ducting passing through the accommodation spaces including galley exhaust shall be made of metal (galvanised steel or equivalent) having a thickness of at least 3mm, and shall be thermally insulated to the same standard as the machinery spaces;
- automatic temperature activated dampers shall be fitted inside the trunking at the place where the ventilation ducts pass from the 'high risk' zones to the accommodation spaces. These dampers shall have manual controls as well;
- a fixed fire extinguishing system shall be installed in the galley exhaust ducts. The activation point of the galley exhaust duct fixed fire extinguishing system must be located outside of the galley.

11.2.2.3 Unrestricted navigation yachts shall have their enclosed air spaces situated behind false ceilings, wall panelling or linings, divided by close-fitting draught stops spaced not more than 14m apart. Such enclosed air spaces, including those behind linings of stairways, trunks etc., shall be closed at each deck level along their vertical axis.

11.2.2.4 Laundry rooms ventilation ducts must have means of access in order for them to be periodically cleaned from the accumulation of textile fibres. Laundry rooms shall be fitted with smoke detectors located above the dryers. On existing yachts stand alone battery operated smoke detectors, may be accepted.

11.2.3 Paints

Paints, varnishes and other finishing materials used on exposed internal surfaces shall be such that they do not constitute an unnecessary fire hazard and there shall be no possibility of them producing excessive quantities of smoke or toxic gases.

11.2.4 Furnishing Materials

11.2.4.1 Foams used in upholstery and furniture shall be of the Combustion Modified High Resilient (CMHR) type. On existing yachts this requirement may be delayed until the materials are due for renewal.

11.2.4.2 Fabrics shall satisfy the Flammability Cigarette and Butane tests. On existing yachts this requirement may be delayed until the materials are due for renewal subject that the fabrics are treated or are of the not readily ignitable type.

11.2.5 Galleys and Galley Equipment

In addition to the requirements of 11.2.2.2, as applicable, linings on bulkheads and ceilings around galley equipment shall be made with non-combustible materials having a fire rating. Non-certified combustible materials within the following distances, shall be protected :-

- 400mm vertically above the cooking range or cooking accessories;
- 150mm horizontally on the sides of the cooking range or cooking accessories;
- curtains or any other suspended materials shall not be fitted within 600mm of the top of the cooking range or cooking accessories.

The installation of deep fat frying equipment shall be avoided however the Administration may accept the installation of this equipment subject that a fixed fire extinguishing system complying with SOLAS II-2/10.6.4 is installed. For deep frying equipment of upto 15 litres cooking oil capacity a suitably sized Class F Fire Extinguisher and a manual shut-off of the electrical power supply may be accepted by the Administration.

Galley door(s) are to remain normally closed and if necessary be fitted with a spring loaded closing mechanism or fitted with a magnetic switch that closes the galley door(s) once the fire alarm is activated.

11.2.6 Wooden Yachts

On wooden yachts, measures shall be taken to prevent the absorption of oil into the structure. Metal drip trays shall be installed under engines and under other equipment/machinery that could drip oil. Such drip trays shall have draining facilities so that they can be drained in appropriate containers. Such containers shall be properly disposed of ashore at oil reception facilities. Engine rooms shall be kept clean and free from oily waste, oily rags and other combustible materials.

11.2.7 Saunas and Steam Rooms

All boundaries of Saunas and Steam Rooms must be insulated to at least B-15 and protected by a fire detection and alarm system. The boundaries adjacent to the sauna oven and the steam generator must be insulated to A-0 or equivalent. Wooden linings on ceilings and bulkheads are allowed. The ceiling above the sauna oven shall be lined with a non-combustible plate with an air gap of at least 30mm whilst the distance from the hot surfaces to combustible materials shall be at least 500mm. The sauna door shall always open outwards by pushing.

11.3 Active Fire Protection**11.3.1 Fixed Fire Detection and Alarm Systems**

11.3.1.1 All yachts where the total installed power (propulsion and electrical generation) is greater than 750 kW, are required to be fitted with a Type Approved or Certified fire/smoke detection and alarm system in their machinery spaces. In case of multi-hull vessels the total engine power in each hull is to be considered.

The main alarm panel is to be fully addressable and be located at the main steering position. Where the main alarm panel is not audible from the crew quarters a repeater alarm panel shall be installed. If the fire alarm system is not fully addressable than the panel shall at least be divided into clearly labelled separate sections and no section must cover more than one deck and contain more than 20 detectors.

11.3.1.2

For Unrestricted Navigation Yachts ≥ 500 GT an approved fixed fire detection and fire alarm system complying with SOLAS Chapter II-2/Part A / Fire Safety Systems Code Chapter IX is to be installed.

For the Restricted and Unrestricted Navigation yachts ≥ 24 m in length being < 500 GT and for Restricted Navigation yachts ≥ 500 GT the following shall apply :-

11.3.1.2.1

Fixed smoke detectors (except in the galley where heat detectors are accepted) shall be fitted in:-

- a) machinery spaces as per 11.3.1.1;
- b) accommodation spaces;
- c) service spaces (high risk) including galleys and technical electrical spaces;
- d) control stations and inside main electrical switchboards;
- e) below deck heads being fitted with combustible false ceilings for early detection of electrical fires initiating in these spaces.

Detectors shall be activated by either heat or smoke or both, but cabins shall be fitted with smoke detectors only. When flame detectors are used, these may only be used in conjunction with heat or smoke detectors. Detectors operated by other factors indicative of incipient fires may be considered by the Administration subject to documented test and certification proving that these detectors are no less sensitive and effective than heat/smoke detectors.

11.3.1.3

In addition to what is required above, all unrestricted range yachts and all yachts ≥500GT shall also have the fire detection and alarm system covering all stairways, corridors, cabins and escape routes. Type Approved or Certified manually operated call points complying with the Fire Safety Code shall be installed throughout the accommodation spaces, service spaces and control stations. One manually operated call point shall be located at each exit. Manually operated call points shall be readily accessible in the corridors of each deck and spaced such that call points are not more than 20m apart.

The number of detectors in each loop shall not exceed eight detectors. The detectors shall be powered by the central panel, which shall have an audible and visual alarm for every detection loop. In the event of a failure to the main power supply, the system shall be capable of switching automatically to the emergency source of power.

As a minimum requirement, the central panel shall be capable of displaying the following fault messages:-

- a. Mains power failure. System working on emergency power source;
- b. Detection loop interruption;
- c. Alarm line (call line) interruption.

Alarms for points (b) and (c) above shall be both visual and audible. Alarm bells shall be installed in such a way that the alarm is audible in all spaces onboard. Joints in the lines are not permitted. The linking of detectors is only permitted in the detector base. The detection loop lines and the alarm lines shall preferably be installed in an appropriate cable duct. Use of lines with a red protection sleeve is recommended. The detectors shall first trigger an alarm at the steering position and at the crew quarters. If the fire detection alarm is not acknowledged within a maximum time of two minutes of sounding, then the general alarm shall sound automatically.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

11.3.1.4 Positioning of Detectors

Detectors shall be adequately located depending on the yacht's layout and the manufacturer's instructions. In any case the spacing of detectors shall not exceed what is indicated on the following table. Positions near beams and ventilation ducts or other positions where patterns of air flow could adversely affect performance and positions where impact or physical damage is likely, shall be avoided. Overhead detectors shall be located a minimum distance of 0.5 m away from bulkheads, except in corridors, lockers and stairways. It is also recommended that, on yachts ≥ 24m in length, at least one smoke detector is positioned behind (within) the navigation bridge console for early detection of electrical fires initiating in this space.

Type of Detector	Maximum floor area per detector	Maximum distance apart between centres	Maximum distance away from bulkheads
Heat	37m ²	9m	4.5m
Smoke	74m ²	11m	5.5m

Different spacing to that specified in the above table may be accepted only if the test data and certification so warrants.

11.3.2 Automatic Sprinkler System or Equivalent

Automatic sprinkler/mist systems in accordance with the requirements of the IMO Fire Safety Systems Code, as amended shall be fitted on all yachts which do not comply with the restricted use of combustible materials. The fitting of these fire suppression systems will be taken into consideration when alternative/equivalent arrangements are proposed to the Administration for acceptance.

11.3.3

It is recommended that automatic fixed fire suppression systems are installed on all unrestricted range yachts and those yachts ≥ 500 GT.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

11.3.4 Protection of spaces containing vehicles or craft with fuel in their tanks or lockers storing such fuel.

In addition to the fire prevention measures of 11.2.1, small lockers on open deck used for the stowage of hand-held petrol containers shall be provided with means of boundary cooling. A readily available nearby fire hose is considered acceptable.

Enclosed spaces, garages and larger lockers on open deck shall be fitted with:-

- a. a manual water spray system having a coverage of 3.5ltr/m²/minute over the total deck area. This may be supplied from an adjacent fire main connection. As an alternative a remotely operated fixed drencher system could be installed;
- b. a fixed smoke, heat and gas detection system.

11.3.5 Fire Fighting Equipment

The provision of fire fighting appliances is to be in accordance to the requirements of 11.3.5.1. The equipment is to be kept in good working order at all times and is to be serviced regularly by qualified and certified shore-based servicing stations in accordance with manufacturer’s instructions and Administration requirements.

If the machinery spaces are provided with a gas extinguishing system then this space shall be capable of being remotely isolated (ventilators stopped and vents closed) to avoid loss of extinguishing medium. Appropriate visual and audible alarms shall be installed in machinery spaces in case of hazardous fire extinguishing gases (such as CO₂) are being utilised.

11.3.5.1 List of Fire Fighting Appliances

11.3.5.2 One hand operated or powered fire pump, located outside the engine spaces, having a sea suction and at least one hose connection (capable of delivering a jet of water to any part of the yacht) is to be installed.

One powered fire pump. This can be engine driven or independently powered and be capable of delivering a jet of water to any part of the yacht.

This class of yachts shall comply with the requirements of SOLAS II-Reg. 2/10 for cargo ships.

11.3.5.3 At least, one fire hydrant, is to be installed, provided that all spaces are easily accessible.

At least two fire hydrants shall be installed, provided all spaces are easily accessible.

11.3.5.4 One fire hose of adequate length with a 10mm diameter jet and spray nozzles shall be installed.

A minimum of three fire hoses of adequate length with a 10mm diameter jet and spray nozzles shall be installed.

Yachts <24m Length

11.3.5.5 A Type Approved and/or MED Approved automatic or manual fixed fire extinguishing system is to be fitted in the engine spaces. See Note 8.

An adequate quantity (not less than five) of portable, Type Approved or Certified fire extinguishers is to be available onboard.

Yachts ≥24m Length & <500GT

A Type Approved and/or MED Approved automatic or manual fixed fire extinguishing system is to be fitted in the engine spaces. The activation system shall not be electrical. See Note 8.

A minimum number of portable, Type Approved or Certified fire extinguishers shall be available onboard as follows :-

Accommodation:

- minimum of 4 portable fire extinguishers of adequate type;

Bridge:

- 1 portable CO₂ and 1 portable powder fire extinguisher;

Engine Room:

- 2 portable powder fire extinguishers;

For oil fires:

- An aggregate of 20 lt portable foam extinguisher

For Electrical Fire:

- A minimum of 9Kg CO₂ portable fire extinguishers

Yachts ≥500GT

This class of yacht shall comply with the requirements of SOLAS II-Reg. 2/10 for cargo ships.

11.3.5.6

Emergency fire pump.

This may be a portable fire pump which may have a jet of at least 6 metres through a 10mm diameter nozzle or a power driven pump which shall be connectable to the main fire line.

The emergency fire pump is to be located outside the engine spaces.

11.3.5.7 2 fire buckets with lanyards.

2 fire buckets with lanyards.

11.3.5.8 1 fire blanket in galley.

1 fire blanket in galley.

11.3.5.9

One fireman's outfit, including a type approved and certified BA Set Including a spare charge.

11.3.5.10

One EEBD set.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

Notes and Additional Requirements:

1. The location of any concealed fire (or safety) appliances is to be clearly marked.
2. The capacity of the power driven fire pumps (including engine driven pumps) shall have a capacity of:

$$2.5 \times \{1 + 0.066 \times (L(B+D))^{0.5}\}^2 \text{ m}^3 / \text{hr.}$$

Where :

L is the length of the yacht

B is the moulded breadth

D is the moulded depth at mid length

3. The secondary (emergency) fire pump (which may be a portable pump) is to have a capacity of at least 80% of the main fire pump. Such a pump is to take suction from a location outside of the engine space. This pump is to have a separate source of power.
4. Fire mains shall be dedicated solely for the intended purpose and shall preferably be metallic, however, non-metallic piping meeting the requirements of the IMO (FTP) Fire Test Procedures Code may be considered for use. Fire mains located on deck shall be provided with drain points to avoid freezing. The size of the fire main is to be designed to suit the size of the fire pumps.
5. Fire hydrants shall be located in easily accessible locations and be fitted with valves and couplings to allow the quick attachment of the fire hoses.
6. Fire hoses shall have jet /spray nozzles. Only hoses made uniquely for this purpose shall be used.
7. Both main and emergency fire pumps shall be connected to the same fire main, unless the emergency fire pump is a portable fire pump. An isolation valve shall be installed in the fire main. This isolation valve is to be operated from outside the engine room.
8. CO₂ systems shall comply with SOLAS Chapter II-2 Regulation 5, paras 1 and 2. Other systems shall comply with SOLAS Chapter II-2 Regulation 5, para 1 and MSC / Circ.668. All new systems shall be type approved and certified by an Appointed Surveyor or Recognised Organisation.
9. Maintenance and servicing of fire systems shall be done regularly, by an RO approved service supplier, as indicated in the relevant sections of the Malta Flag Administration Requirements and as per manufacturer's recommendations. A log of all maintenance and certificates is to be maintained on board.

11.4 Structural Fire Protection

The purpose of this sub-section is to ensure a consistent and safe level of structural fire protection, focusing on protecting high risk spaces such as the engine room, galleys, etc. and making provisions for the restriction on the use of combustibile materials and proposing the requirements for fire detection and effective escape.

For yachts that are not constructed in steel, the fire rating of bulkheads and walls will be determined for each case separately on the basis of design and functional equivalence.

11.4.1 General principles

In order to ensure containment of fires in the space of origin, the herebelow functional requirements shall be met.

11.4.1.1 The yacht is to be subdivided by structural and fire-rated boundaries. The bulkheads and ceilings forming the fire-rated boundaries are defined in accordance with the SOLAS convention as summarised hereunder. Doors, windows and penetrations situated in classified boundaries shall be Type Approved or Certified and have the same fire rating as the boundaries themselves.

Class A Fire Rated bulkheads and decks are categorised by Classes as detailed herebelow, and must comply with the following :

1. they are constructed of steel or other equivalent material;
2. they are suitably stiffened;
3. they are insulated with Type Approved or Certified non-combustible materials such that, in the presence of fire on one side, the average temperature of the unexposed side will not rise more than 140 degrees C above the original temperature, nor will the temperature, at any one point, including at any joint, rise more than 180 degrees C above the original temperature, within the time listed below:

Class "A-60" - 60 min

Class "A-30" - 30 min

Class "A-15" - 15 min

Class "A-0" - 0 min

4. they are constructed as to be capable of preventing the passage of smoke and flame to the end of the one-hour standard fire test;
5. the Administration may require a test of a prototype bulkhead or deck in accordance with the International Code for Application of Fire Test Procedures to ensure the above requirements for integrity and temperature rise are met.

Class B Fire Rated divisions are those divisions formed by bulkheads, decks, ceilings or linings which comply with the following criteria:

1. they are constructed of Type Approved or Certified non-combustible materials, with the exception that combustible veneers may be permitted provided they meet the requirements set out in Chapter II-2 of the SOLAS Convention;
2. they have an insulation value such that the average temperature of the unexposed side will not rise more than 140 degrees C above the original temperature, nor will the temperature at any one point, including at any joint, rise more than 225 degrees C above the original temperature, within the time listed below:-

Class "B-15" - 15 min

Class "B-0" - 0 min

3. they are constructed as to be capable of preventing the passage of flame to the end of the first half hour of the standard fire test;
4. the Administration may require a test of a prototype division in accordance with the Fire Test Procedures Code to ensure that the above requirements for integrity and temperature rise are met.

Class C Fire rated divisions are divisions constructed of approved non-combustible materials. They are not required to meet the requirements relative to the passage of smoke and flame and neither have any limitations relative to the temperature rise. Combustible veneers are permitted provided they meet the requirements set out in Chapter II-2 of the SOLAS Convention.

Class F Fire rated divisions are those divisions formed by bulkheads, decks, ceiling or linings which comply with the following:

1. they shall be so constructed as to be capable of preventing the passage of flame to the end of the first half hour of the standard fire test;
2. they shall have an insulation value such that the average temperature of the unexposed side will not rise more than 139 degrees C above the original temperature, nor will the temperature at any one point, including at any joint, rise more than 225 degrees C above the original temperature, up to the end of the first one-half hour of the standard fire test.

11.4.1.2 The insulation and fire resistance is to be such that the temperature of the structural core does not rise above that at which the structure would start to lose its structural strength during the period of time of the rating of the insulation.

11.4.1.3 Aluminium alloy structures situated in fire rated areas are required to be insulated in such a manner that the temperature at the structural core does not rise more than 200 degrees C above the ambient temperature at any time during the applicable fire exposure.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

11.4.1.4 For composite structures situated in fire rated areas the insulation is to be applied in such a way that the laminate temperature is protected from rising above the minimum allowable heat deflection temperature, at any time during the applicable fire exposure. Particular emphasis is to be made for high risk spaces, in way of escape routes, in muster areas and in life saving appliance launching and embarkation stations. For qualification and acceptance by a Recognised Organisation or by the Administration, fire rated bulkheads shall be certified by means of tests in accordance with the Recognised Organisation Rules, equivalent to International Standards (i.e. ISO 75-2 Method A or equivalent) or with the IMO Fire Test Procedures Code. The minimum heat deflection temperature under load is not to be exceeded until the end of the applicable fire test. Excessive toxic fumes are not to be released at any time and the necessary arrangements are required to prevent this.

11.4.1.5 Thermal insulation of boundaries shall take in consideration the fire risk to the particular space and adjacent areas.

11.4.1.6 Fire integrity of the divisions shall be maintained at all openings and penetrations.

11.4.1.7 For structures in contact with sea-water, the required insulation shall extend at least 300mm below the lightest waterline. In spaces where penetration of oil products or oil vapours is possible, the surface of the insulation is to be impervious to oil or oil vapours. Arrangements shall be made in such a way as to avoid that the insulation gets in contact with any oil leakages/spillage.

11.4.2 Fire Divisions

11.4.2.1 | The fire divisions shall have the fire resistance as required within this section.

11.4.2.2 Insulation need only be applied on the side exposed to the greatest fire risk. If a bulkhead is exposed to fire risks from both sides then the bulkhead is to be protected from both sides. All insulation materials used shall be Type Approved or Certified and be of the not readily ignitable or combustible quality. Adhesives used in the installation of insulation materials shall be Type Approved or Certified and need not be non-combustible, used to a minimum and with their exposed surfaces having low flame spread characteristics.

11.4.2.3 Any doors fitted in the insulated bulkheads shall have the same rating as the insulated bulkhead itself. Such doors and all their fixtures shall be Certified and Type Approved. The doors and their fixtures shall be installed as per maker's instructions. Such doors, or other openings, shall be fitted with a notice and spring loaded devices to normally keep them in the closed position and they have to be openable from both sides.

11.4.2.4 Pipes or ducts penetrating A Class or B Class divisions shall be made of metal or of an equivalent Type Approved or Certified material and must be of a structural construction designed to withstand the same conditions as the divisions they penetrate. This will ensure that heat from a fire is not transmitted through to the uninsulated boundaries. Where the insulation installed does not achieve this, arrangements shall be made to prevent the heat transmission by insulating the horizontal and vertical boundaries or penetrations for a distance of 450mm.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

11.4.2.5 Materials which are adversely effected by heat are not to be used for hull fittings or other outlets close to the waterline. Due regard is to be given to the IMO Fire Test Procedures Code.

11.4.2.6 Electrical cables, pipes, ventilation trunks, girders etc. which penetrate A Class or B Class divisions shall be installed with accepted and Type Approved or Certified arrangements so that their fire resistance is not impaired.

11.4.2.7 Where A Class or B Class divisions are installed, it is to be ensured that intersections, joints, penetrations etc. do not expose any un-insulated sections which may than result in heat transmission.

11.4.2.8 Where B Class divisions are installed, they shall extend to the shell insulation or other separating walls with equivalent fire resistant properties, unless continuous ceilings and/or panelling of class B-15 are installed on both sides of the bulkheads. In that case the bulkhead may end at the continuous ceiling or continuous panelling.

11.4.3 Deck covering

11.4.3.1 The lowest covering layer of decks in accommodation spaces, wheelhouses, navigation rooms, staircases and corridors situated above rooms posing a fire hazard shall be of a Type Approved or Certified material that is not easily flammable, Reference is to be made to the FTP code.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

11.4.4 Structural Fire Rating

11.4.4.1 Steel yachts having a steel boundary for the machinery spaces do not require additional fire protection/insulation. However surfaces on the opposite side of the machinery space shall be coated with finishes/materials having low flame spread characteristics.

11.4.4.2 Composite, aluminium and wooden yachts are required to have their machinery spaces boundaries insulated to minimum B-15. Where fire insulation is fitted in these spaces, and when these spaces extend below the waterline, then the insulation has to extend, at least, to 300mm below the water line.

A waiver from the requirements of 11.4.4.1 and 11.4.4.2 may be considered by the Administration subject to:-

- a. the total combined power does not exceed 375 kW,
- b. the fuel tanks and their remote quick closing valves are located outside the engine room,
- c. not more than 100 litres of fuel is carried inside the engine room,
- d. no escape route is directly adjacent to the engine room.

11.4.4.3

The various spaces and areas are categorised according to the fire risk they present and are defined herebelow. Lift and dumbwaiter trunks shall be enclosed by, at least, 'B-0' Class divisions and have self closing doors.

11.4.4.4 Structural Fire Protection - Yachts ≥ 24 metres in length and <500 GT having an engine power ≥ 375 kW

The following table provides the minimum fire rating requirements :-

Spaces	Short Range Navigation	Unrestricted Navigation
Category 'A' Machinery Spaces	B-15 A-15 *	B-30 A-30 *
Service Spaces including galleys (high fire risk)	-	B-15

(*) Applicable for Steel Yachts

11.4.4.4.1 Composite, aluminium and wooden yachts having an engine power < 375 kW are required to have their machinery spaces boundaries insulated to minimum B-15. Where fire insulation is fitted in these spaces, and when these spaces extend below the waterline, then the insulation has to extend, at least, to 300mm below the water line.

A waiver from this requirement may be considered by the Administration subject to:-

- the fuel tanks and the operation of the remote quick closing valves are located outside the engine room,
- not more than 100 litres of fuel is carried inside the engine room,
- no escape route is directly adjacent to the engine room.

11.4.4.5 Structural Fire Protection for Yachts ≥ 500 GT

Fire class divisions of bulkheads separating adjacent spaces:

Spaces	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Control Stations (1)	B-15* A-0	B-15* A-0	A30†	A-0	B-15‡ A-15	A-30† A-60	B-15‡ A-0	A-30†	U§
Corridors (2)	-	C**	B-0	A-0 B-0	B-0	A-30† A-60	B-15‡ A-0	A-0	U§
Accommodation spaces (3)	-	-	C**	A-0 B-0	B-0	A-30† A-60	B-15‡ A-0	A-0	U§
Stairways and lifts (4)	-	-	-	A-0 B-0	A-0 B-0	A-30† A-60	B-15‡ A-0	A-0	U§
Service spaces (low risk) (5)	-	-	-	-	C**	A-30† A-60	B-15‡ A-0	A-0	U§
Category 'A' Machinery Spaces (6)	-	-	-	-	-	U§	B-15‡ A-0	A-30† A-60	U§
Other Machinery Spaces (7)	-	-	-	-	-	-	B-15‡ A-0	A-0	U§
Service Spaces (high fire risk) (8)	-	-	-	-	-	-	-	A-0	U§
Open decks (9)	-	-	-	-	-	-	-	-	-

* Or Class F division provided exposed surfaces have low flame spread characteristics for 'Short Range Yachts' but A-0 for 'Unrestricted' yachts.

† For yachts up to 50 metres in length and Short Range Yachts of any size.

‡ For yachts of composite construction.

U§ Steel or an equivalent material that does not require to be "A" Class rated and B-15 Class division in case of composite construction yachts.

**A-0 if boundary forms part of a 'main vertical zone'.

Fire Class divisions of decks separating adjacent spaces

Spaces Above →	(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)
Spaces Below ↓									
Control Stations (1)	A-0	A-0	A-0	A-0	A-0	A-60	A-0	A-0	U§
Corridors (2)	A-0	U§	U§	A-0	U§	A-60	A-0	A-0	U§
Accommodation spaces (3)	A-60	A-0	U§	A-0	U§	A-60	A-0	A-0	U§
Stairways and lifts (4)	A-0	A-0	A-0	U§	A-0	A-60	A-0	A-0	U§
Service spaces (low risk) (5)	A-15	A-0	A-0	A-0	U§	A-60	A-0	A-0	U§
Category 'A' Machinery Spaces (6)	A-60	A-60	A-60	A-60	A-60	U§	A-60	A-60	U§
Other Machinery Spaces (7)	A-15	A-0	A-0	A-0	A-0	A-0	U§	A-0	U§
Service Spaces (high fire risk) (8)	A-60	A-0	A-0	A-0	A-0	A-60	A-0	A-0	U§
Open decks (9)	U§	U§	U§	U§	U§	U§	U§	U§	-

U§ Steel or an equivalent material that does not require to be "A" Class rated and B-15 Class division in case of composite construction yachts.

Note: In case of aluminium superstructures reference is to be made to MSC/Circ.1120 of the 2nd June 2004 Part C Regulation 11.3.1

11.4.5 Requirements relating to low flame spread and limited use of combustible materials.

11.4.5.1 Definition

“Low flame spread” is the property required for the surface of certain non-combustible materials which ensures that the spread of flame on the surface takes place at a limited rate. A surface can be considered “low flame spread” when it has been demonstrated and certified in accordance with the IMO FTP Code.

11.4.5.2 Objective of the articles on low Flame Spread Characteristics

The objective of the following requirements regarding low flame spread for surfaces as well as the requirement for limiting the quantity of combustible material within a space is to limit the propagation rate as well as the size of a fire in a space. Effective, approved and certified alternatives and equivalent means to obtain this objective may be accepted by the Administration, on a case by case basis.

11.4.5.3 Requirements for low flame spread

On all yachts, all exposed surfaces of walls, ceilings and floors in corridors and stairways for which structural fire protection is required shall have low flame spread properties. Moreover on all yachts:-

- the exposed surfaces of all ceilings shall comply with the requirements for low flame spread;
- all exposed surfaces in concealed and inaccessible spaces shall comply with the requirements for low flame spread.

11.4.5.4 Limited use of Combustible materials

Veneer layers applied on surfaces and panelling shall comply with the requirements for low flame spread materials. The thickness of these combustible decorative layers shall not exceed 1.5mm.

Organic and inorganic foams used in upholstered mattresses, furniture and fittings shall, at least, be of the combustion modified type containing fire suppressants.

11.4.5.5 Limited use of combustible materials for decorations

Notwithstanding 11.4.5.4, only limited quantities of combustible materials may be used for decoration. The total volume of combustible lining, decorations and veneer in any room for accommodation or general use shall not exceed the volume corresponding to a veneer lining of 2.5mm of the total area of the walls and ceiling.

11.4.6 Doors

11.4.6.1 Doors shall be Type Approved or Certified and have a level of fire rating equivalent to what is required for the bulkhead in which they are installed. Ventilation openings are permitted only in the Class B bulkhead doors and only in their bottom section, with the exception of doors within stairway enclosures. The nominal area of these openings shall not exceed 0.05m². Gratings shall be made from non-combustible material.

11.4.7 Penetrations

11.4.7.1 If Class A, Class B or Class F bulkheads and decks are penetrated by openings for electric cables, pipes, shafts, ducts etc., measures shall be taken to ensure that the fire rating of such bulkheads and decks is not compromised by the penetrations. This will ensure that the insulation is not compromised and that heat from a fire is not transmitted through, to the uninsulated boundaries. Where the insulation installed does not achieve this, arrangements shall be made to prevent the heat transmission by insulating the horizontal and vertical boundaries or penetrations for a distance of 450mm.

11.4.8 Void Spaces

11.4.8.1 Void spaces behind walls and panelling and between ceilings and decks in rooms for accommodation, service rooms and monitoring stations shall be subdivided by draught stops that prevent the free passage of fire, smoke and heat. Draught stops shall be spaced no more than seven metres apart.

11.4.9 Aluminium Superstructure and Aluminium Accommodation Yachts

11.4.9.1 On a case by case basis, certain spaces fitted with type approved and/or certified sprinkler systems or water mist systems, onboard aluminium superstructure and aluminium accommodation yachts, may be exempted from the fire rating requirements of Tables 11.4.4.4 and 11.4.4.5, at the discretion of the Administration.



SECTION 12
EQUIPMENT

12 Equipment**12.1 Anchors and Cables**

12.1.1 This section sets out the minimum standards for the Anchoring, Mooring, Storm Sails, Lifts and Lifting Equipment

For yachts < 24 metres in length, requirements are shown in table 12.1.5.

The size / strength of the chain cable and the anchors for yachts in these categories shall be determined in accordance with the Recognised Organisation's Rules and Regulations. In instances where these are not in compliance with the Class Rules and Regulations, the provision of high-holding power anchors may be considered.

12.1.2 All Yachts shall have at least two (2) anchors. At least one anchor is to be rigged and ready for use at all times.

12.1.3 Electrically operated anchor winches/windlasses shall be supplied by an emergency source of power or be able to be manually operated.

12.1.4 The sizing of anchors and cables shall take into account the additional windage forces of the masts and rigging of sailing yachts. Up to 50% increase in the size/weight of anchors and the Chain/cable may have to be allowed for sailing yachts (over and above the figure allowed for motor yachts).

Anchors and Cables for Motor Yachts < 24m in length

Mean Length $\frac{Loa + Lwl}{2}$ (metres)	Anchor Mass		Anchor Cable/Chain Diameter			
	Main	Kedge	Main		Kedge	
			Chain	Cable	Chain	Cable
	(kg)	(kg)	(mm)	(mm)	(mm)	(mm)
10	12	6	8	12	6	10
11	15	7	8	12	6	10
12	18	9	8	14	8	12
13	21	10	10	14	8	12
14	24	12	10	14	8	12
15	27	13	10	-	8	12
16	30	15	10	-	8	12
17	34	17	10	-	8	14
18	38	19	10	-	8	14
19	42	21	12	-	10	14
20	47	23	12	-	10	14
21	52	26	12	-	10	14
22	57	28	12	-	10	16
23	62	31	12	-	10	16
24	68	34	12	-	10	16

Table 12.1.5

Note: For Sailing Yachts an increase of upto 50% to the above values may be requested by the Administration

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

12.1.5.1 Chain diameter mentioned above is meant for a short link chain. Chain cables shall, at least, be sized in accordance with EN 24565:1989 (covering ISO 4565:1986), or as per Class rules or to an equivalent accepted by the Administration.

12.1.5.2 The rope diameter mentioned above refers to ropes made of nylon. When ropes of other materials are proposed, the breaking load shall not be less than that of the nylon rope specified in the hereabove table.

12.1.5.3 Towing – Accessible efficient strong securing points shall be provided for the attachment of towlines for the yacht to tow and be towed.

12.2 Storm Sails

12.2.1 Sailing yachts shall carry efficient storm sails. These shall be proven capable to take the yacht to windward in cases of heavy weather. In case of sails that can be furled, additional storm sails may not be carried.

12.3 Wire Cutters

12.3.1 All sailing yachts shall carry adequately sized wire cutters suitable for the largest size of rigging wire used on board. In case of solid rod rigging, adequate rod cutting equipment must be placed onboard for emergency use.

12.4 Lifting Equipment

12.4.1 Lifting appliances installed onboard shall be inspected and dynamically tested to 1.1 times the working load at least once in every five years and the relevant test certificate must be retained onboard.

12.5 Lifts

12.5.1 Lifts including dumbwaiters shall be inspected annually by the manufacturer or by an authorised representative. A suitable means of escape from the lift capsule and the lift shaft shall be provided together with an internal lift alarm and lift telephone system. A notice stating that the lift is not to be used in case of fire is to be posted.



SECTION 13

MARITIME LABOUR CONVENTION 2006

This section provides standards of compliance of Commercial Yachts with the MLC 2006, including relevant equivalencies with regards to Accommodation, Recreational Facilities and Medical Stores. The MLC 2006 has been transposed into Maltese Law through the Merchant Shipping (Maritime Labour Convention) Rules, as amended.

For the purpose of this section, in Part A and Part B the term **Existing Yacht** means “**A yacht whose keel was laid or which was in a similar stage of construction before 20/08/2013**” and the term **New Yacht** means “**A yacht whose keel was laid or which was in a similar stage of construction on or after 20/08/2013**”.

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13.1 PART A – MLC 2006 and Accommodation requirements for Existing Yachts

Existing Yachts shall comply with the requirements of Merchant Shipping (Maritime Labour Convention) Rules as amended, except for the Rules relating to Medical Stores for yachts < 24m in length (see Section 19 of this Code) and except for the Third Schedule.

13.1.1 This section provides the minimum requirements for crew and passenger accommodation spaces.

Existing Yachts (i.e. Yachts whose keel was laid or which was in a similar stage of construction before 20/08/2013) shall also comply with the herebelow provisions in addition to the requirements of Merchant Shipping (Maritime Labour Convention) Rules, as amended:

13.1.2 An adequate standard of accommodation shall be provided on board to ensure recreation, comfort, well-being and safety of all persons onboard.

13.1.3 Crew accommodation shall, in general, not be sited completely below the deepest water line and shall not be sited within hazardous spaces.

13.1.4 The accommodation spaces shall be equipped with sufficient hand holds and grab rails within the accommodation spaces to allow safe movement of persons around the accommodation in all weather conditions.

13.2 Access and Escape Arrangements

13.2.1 The means of access and escape shall comply with the requirements set in Section 11 of this Code.

13.3 Lighting in Accommodation Spaces

13.3.1 Adequate electrical lighting systems shall be installed in the accommodation and working spaces.

13.4 Ventilation

13.4.1 All enclosed spaces which are used by onboard personnel have to be effectively ventilated.

When mechanical ventilation is provided for the accommodation spaces this shall have, at least, a capacity of 6 air changes per hour.

Enclosed galleys, where air-conditioning is not fitted, shall be fitted with mechanical ventilation with a capacity of 20 air changes per hour and a mechanical exhaust capable of 30 air changes per hour.

Noise and vibration within the accommodation spaces shall be kept at a minimum.

13.5 Fresh Water Supply

- 13.5.1** There shall be an adequate supply of fresh drinking water on board. This shall be piped to the different accommodation spaces on board. The fresh water system shall be maintained in a clean condition to protect against the contamination of the water.
- 13.5.2** In addition to 13.5.1, an emergency reserve of drinking water is to be carried on board. This may be in dedicated tanks or bottles. The amount required is not to be less than 2 litres per person on board.

13.6 Galley

- 13.6.1** Every yacht, other than day trip yachts, shall be provided with a galley fitted with cooking equipment. The galley is to be supplied with a sink and a safe and adequate working surface.
The floor of the galley is to be of the non skid type.
All furniture and fittings in the galley shall be made of a material which is impervious to dirt and moisture.
Only non-rusting metals may be used in the galley.
- 13.6.2** When gimballed cooking appliances are provided, this shall be provided by a crash bar or by other means to retain the cooking equipment lying on top of the appliances in order to avoid personal injury.

Means shall be provided to lock the gimbaling mechanism.

13.6.3 Storage of Food and Garbage

- a) means shall be provided for the secure and hygienic storage of food.
- b) means shall be provided for the storage of garbage which will not in any way contaminate the stored food.

13.6.4 Messing Facilities

Adequate messing facilities shall be provided. Each messing area shall be large enough to accommodate the greatest number of persons likely to make use of it at any time.

13.6.5 Toilet and Shower Facilities

- 13.6.5.1** Adequate sanitary facilities shall be supplied on board.
- a. There shall be at least one water closet for every eight persons on board;
 - b. There shall be at least one fresh water shower for every eight persons on board;
 - c. There shall be at least one wash basin for every six persons on board.
- 13.6.5.2** In cases when the sanitary system includes a holding tank, care shall be taken to ensure that no toxic or foul fumes or odours would leak from any part of the system to the toilet and into the accommodation spaces.

13.6.6 Stowage and Storage Facilities

Adequate stowage and storage facilities for personal effects shall be provided for each person on board.

13.6.7 Heavy Equipment

All items of heavy equipment shall be able to be secured during the sea voyage.

The doors of all stowage lockers containing heavy items shall be capable of being securely fastened.

13.7 PART B – MLC 2006 and Accommodation Requirements for New Yachts

Accommodation & Recreational Facilities requirements for New Yachts (i.e. yachts whose keel was laid or which was in a similar stage of construction on or after 20/08/2013).

New Yachts shall comply with the requirements of the MLC 2006 as transposed by the Merchant Shipping (Maritime Labour Convention) Rules, as amended, except for the Fourth Schedule.

Part B1 and Part B2 of this section provide equivalence in reference to Title 3 of the MLC 2006 that deals specifically with crew accommodation, recreational facilities and food & catering.

For Medical Stores of Yachts < 24m in length refer to Section 19 of this Code.

13.7.1 PART B1 – Accommodation and Recreational Facilities requirements for New Yachts <200 GT

The purpose of PART B1 is to implement substantially equivalent arrangements to the crew accommodation and recreational facilities requirements of the Maritime Labour Convention 2006 for yachts built after the coming into force of the Convention.

The accommodation shall also be adequate for those who are not seafarers onboard the yacht.

13.7.1.1 General

13.7.1.1.1 Accommodation shall provide decent living conditions and recreational facilities for those persons employed or engaged in any capacity on board.

13.7.1.1.2 So as to provide decent living conditions and recreational facilities, the requirements mentioned in this section are provided as minimum standards.

13.7.1.1.3 The materials used to construct internal bulkheads, panelling and sheeting, floors and joinings shall be suitable for the purpose and conducive to ensuring a healthy environment.

13.7.1.1.4 Excessive noise and vibration shall be limited within accommodation spaces, and as far as practicable in accordance with relevant international standards¹ (1 Please refer to subsidiary legislation S.L. 424.28 on Noise and S.L.424.31 on Vibration, for further

guidance in this regard). Where the seafarers' exposure to noise and vibration is very time limited in accommodation spaces, alternative arrangements may be accepted.

13.7.1.1.5 When agreed by the Administration, yachts which are of traditional build and are true replicas of traditionally designed yachts, which include wooden yachts and other yachts of similar design where their traditional character is incompatible with the detailed accommodation requirements, particularly with regard to cabin size, are exempted from the requirements of this section.

13.7.1.2 Access/Escape Arrangements

Refer to section 11.1.2 of this Code.

13.7.1.2.1 Yachts < 24m load line length shall comply with the following:

13.7.1.2.1.1 Two means of escape shall be provided from-

- (a) accommodation spaces used for sleep or rest; and
- (b) other accommodation spaces having a high fire risk; and
- (c) machinery spaces, except for
 - (i) unmanned spaces or those spaces that are attended only occasionally during normal operations and from which a readily available escape route is provided at all times by the single access, or
 - (ii) those spaces within which a person is never at a distance beyond 5 m from the main escape route.

13.7.1.2.1.2 The means of escape shall be such, that at no time will this be cut off by any single event. In exceptional cases and where it is proven that safety is not compromised, exemptions to the above rules may be considered.

13.7.1.2.1.3 In the event of a single means of escape being accepted, fire detection shall be provided as an effective early warning system to warn and hence prevent the single escape route from being cut off.

13.7.1.2.1.4 An access door to a space, which also serves as one of the escape routes or the only escape route from the space shall be marked accordingly on both sides. Its functionality shall be tested during drills.

13.7.1.2.1.5 Sailing multihulls must have an emergency escape hatch in each inhabited watertight compartment to allow for escape shall the yacht capsize. Escape hatches shall be located above both the waterline in either the normal or capsized position.

13.7.1. 2.2 Yachts ≥ 24m load line length shall comply with the following:

13.7.1.2.2.1 Escape routes on board must allow for a swift and safe escape to the liferaft embarkation deck and shall comply with the following:

- a. Escape routes shall be purposely designed to cater for emergency situations;
- b. Escape routes shall be kept safe, accessible, free of obstacles and shall be aided with the appropriate signage, markings and lighting.

13.7.1.2.2.2 Stairways, ladders and corridors shall be arranged and designed in such a way so as to provide an easy escape leading to a survival craft embarkation point.

13.7.1.2.2.3 All compartments within the yacht must be provided with satisfactory escape routes. Two escape routes from every restricted space or group of spaces shall be provided within the accommodation spaces. Clear markings must be provided for concealed escape routes.

Machinery spaces on motor yachts shall be provided with at least two escape routes and where reasonable and practicable, as far apart as possible:

- i. escape routes within accommodation spaces shall be arranged in such a way so as to avoid passage through high fire risk areas.
- ii. Where escape routes pass from one compartment through another, the secondary escape route must be as far as possible from the main means of escape. Escape hatches must be of a size capable of handling persons of diverse anatomical size, safely and with ease.
- iii. A single escape route may be accepted from those spaces which are unmanned or only occasionally manned, only if such a route avoids entry into a machinery space, galley or passage through a watertight door.
- iv. Escape routes must be free of obstacles and any furniture within the path must be secured so as to prevent shifting and potential obstruction of the route.

- v. Doors within escape routes must be key-less and capable of being easily opened from either side. Doors shall open towards the direction of escape. Handles must be permanently fixed. Where for security purposes the doors are lockable from the outside, measures to allow access for rescue purposes must be provided accordingly.

13.7.1.2.2.4 Passenger lifts shall not be considered as a means of escape.

13.7.1.3 Headroom

13.7.1.3.1 There shall be adequate and reasonable headroom for all seafarers on board taking into consideration the size and operation of the vessel. The provided headroom shall not result in discomfort to seafarers.

13.7.1.3.2 For spaces within the accommodation where seafarers are expected to stand for prolonged periods, the minimum headroom shall be 203 cm. The Administration may allow reduced height in some locations shall this not result in discomfort to seafarers.

13.7.1.4 Ventilation

Refer to the Merchant Shipping (Maritime Labour Convention) Rules, as amended.

13.7.1.5 Heating and insulation

13.7.1.5.1 The accommodation shall be adequately insulated, with all accommodation spaces adequately heated, whilst taking into account climatic conditions within vessel's intended area of operation.

13.7.1.6 Lighting

13.7.1.6.1 An electric lighting system shall be installed and be capable of supplying adequate light to all enclosed accommodation and working spaces. The system shall be of simple design, practical and safe.

13.7.1.6.2 Where reasonable and practicable, seafarer's sleeping rooms and mess rooms shall be lit by natural light and provided with adequate artificial light. Where the provision of natural light is impracticable, adequate artificial light may be acceptable in limited areas.

13.7.1.7 Water services and provision

- 13.7.1.7.1 Hot and cold running fresh water shall be available in all sanitary spaces.
- 13.7.1.7.2 An adequate supply of fresh and hygienically safe drinking water shall be provided and piped to convenient positions throughout the accommodation spaces.
- 13.7.1.7.3 In addition, an emergency reserve supply of drinking water shall be carried, sufficient to provide coverage for the entire duration of the voyage.

13.7.1.8 Galley facilities and provision of food

Refer to the Merchant Shipping (Maritime Labour Convention) Rules, as amended.

- 13.7.1.8.1 The organisation and equipment of the catering department shall be such so as to permit the provision of adequate, varied and nutritious meals prepared and served in hygienic conditions. This shall include as a minimum that the galley is fitted with a means of cooking and a sink and have an adequate working surface for the preparation of food. The galley floor shall be provided with a non-slip surface providing a good foothold.
- 13.7.1.8.2 All furniture and fittings in the galley shall be made of a material which is impervious to dirt and moisture. All metal parts of furniture and fittings shall be rust resistant. Porous materials such as wood shall be avoided.
- 13.7.1.8.3 An effective means of scheduled pest control shall be put into practice and records of same kept.
- 13.7.1.8.4 The ventilation in the galley shall be arranged to ensure that there is an adequate supply of fresh air and for the efficient discharge of fumes into the open air. Hood filters shall be kept oil and grease free.
- 13.7.1.8.5 Cooking appliances shall be protected by a crash bar or other means so as to prevent personal injury.
- 13.7.1.8.6 Safe means shall be provided to allow the cook to be secured in position, allowing both hands to remain free for working, when the vessel's motion threatens safe working conditions. In extreme conditions cooking over open flames shall be discouraged.

- 13.7.1.8.7 Secure and hygienic storage for food and garbage shall be provided.

- 13.7.1.8.8 Mess rooms shall be large enough to accommodate the greatest number of persons likely to use it, at any one time. Following consultation with the yacht owner and the bona fide seafarers' representatives, the Administration may approve a single mess room onboard.

13.7.1.9 Hand Holds and Grab Rails

- 13.7.1.9.1 There shall be sufficient hand holds and grab rails within the accommodation to allow for safe movement around at all times. Stairways shall be given special consideration.

13.7.1.10 Sleeping accommodation

- 13.7.1.10.1 Sleeping accommodation shall be of adequate size and properly equipped so as to ensure reasonable comfort and to facilitate tidiness. Weekly inspections by the master shall be undertaken and recorded accordingly.
- 13.7.1.10.2 There shall be no direct access into sleeping rooms from such spaces as machinery, galleys, paint rooms or from engine, deck, and other bulk storerooms, drying rooms, communal wash places or water closets.
- 13.7.1.10.3 In seafarer accommodation, wherever possible, the maximum number of persons per sleeping room is to be two and there shall be unobstructed access to at least one side of each bed. In cases where the cabin area allows for an increase in the maximum number of persons per sleeping room, this shall be approved by the Administration.
- 13.7.1.10.4 Sleeping accommodation shall be situated or equipped, as practicable, so as to provide appropriate levels of privacy for both men and for women.
- 13.7.1.10.5 Berths for seafarers must have a minimum inside dimension of:
 - a. not less than 190 cm by 70 cm, with no tapering, where it is satisfied that this is reasonable and will not result in discomfort to the seafarers; or
 - b. not less than 198 cm by 80 cm, where a taper is permitted from half the length of the berth so that under no circumstances the berth is narrower than 50 cm.

(See Annex 1 for alternative arrangements)

13.7.1.10.6 Where considered appropriate, means for preventing the occupants from falling off the bunk, shall be provided.

13.7.1.10.7 Sleeping rooms shall be situated above the load line/freeboard mark. No sleeping rooms are allowed forward of the collision bulkhead.

13.7.1.10.8 Where it is not possible to provide sleeping accommodation above the load line/freeboard mark (or the deepest waterline where no load line/freeboard mark is provided), an alarm shall be fitted to provide early warning of flooding, by alerting occupants within the sleeping accommodation and allowing them sufficient time to escape from the accommodation. The tone of the alarm shall be easily distinguishable from the tone(s) of any other alarms fitted on the yacht.

13.7.1.11 Sanitary facilities

13.7.1.11.1 There must be at least one set of sanitary facilities, which is segregated from the accommodation spaces, for every 6 seafarers onboard. Each set of sanitary facilities shall include one shower or one tub, one wash basin and one water closet. Each set of sanitary facilities must be provided with a door that is lockable. Where reasonable and practicable, there shall be separate sanitary facilities provided for men and for women. For multiple shower cubicles, shower curtains shall be provided accordingly.

13.7.1.11.2 In yachts where a sanitary system, including a holding tank, is provided, care shall be taken to ensure that there is no possibility of fumes from the tank finding their way back to a water closet shall the water seal at the toilet be broken. Sewage generated gases are known to be hazardous.

(See Annex 2 for alternative arrangements)

13.7.1.12 Mess rooms

13.7.1.12.1 It may be that in some cases the mess will be a shared facility for seafarers and passengers. Mess rooms shall be of adequate size and comfort and properly furnished and equipped (including ongoing facilities for refreshment), taking account of the number of seafarers and passengers likely to use them at any one time. Where it is reasonable and practicable the crew and passengers can be served at different sittings.

13.7.1.13 Recreational facilities

13.7.1.13.1 Appropriate seafarers' recreational facilities, amenities and services, as adapted to meet the needs of seafarers living and working onboard, shall be provided.

13.7.1.13.2 All yachts shall have a space or spaces on open deck to which seafarers can have safe access when off duty, which shall be a weather protected area relative to the size of the yacht and the number of seafarers onboard. Due consideration shall be given to any areas on deck which may be considered as posing a safety risk to seafarers. Such spaces may be shared with the passengers onboard. Availability of such spaces is dependent on atmospheric or security related conditions and which remain at the discretion of the master.

13.7.1.14 Stowage facilities for personal effects

13.7.1.14.1 Each seafarer shall be provided with adequate storage space for personal effects having a minimum of 125 litres per seafarer.

13.7.1.15 Machinery space boundaries

13.7.1.15.1 Where machinery spaces are adjacent to accommodation spaces, the boundaries shall be designed so as to be as gas tight and noise attenuated as reasonable and practicably possible.

13.7.1.15.2 Machinery space boundaries must retain any liquids which may leak from equipment found within the machinery space.

13.7.1.16 Securing of Heavy Equipment

13.7.1.16.1 All heavy items of equipment such as permanent ballast, batteries, cooking stove, etc, shall be securely fastened in place. All stowage lockers containing heavy items shall have lids or doors which are capable of being securely fastened.

13.7.1.17 Protection from mosquitoes

13.7.1.17.1 Yachts regularly trading within mosquito infested areas shall be provided with

either suitable screens or other appropriate devices such as electronic or similar.

13.7.1.18 Master's inspections

13.7.1.18.1 There shall be weekly documented inspections carried out on board yachts, by or under the authority of the Master, with respect to:

- i. supplies of food and drinking water;
- ii. all spaces and equipment used for the storage and handling of food and drinking water;
- iii. galley and other equipment used for the preparation and service of meals; and
- iv. seafarers' accommodation cleanliness, habitability and state of repair.

13.7.1.18.2 Records of inspections and the results thereof shall be maintained and be readily available for inspection by Flag and Port State Authorities upon request.

13.7.2 **PART B2 – Accommodation and Recreational Facilities requirements for New Yachts ≥ 200 GT**

The purpose of Part B2 is to implement substantially equivalent arrangements to the seafarer accommodation and recreational facilities requirements within the Maritime Labour Convention 2006 Rules for yachts built after the coming into force of the Convention.

13.7.2.1 Introduction

13.7.2.1.1 This section applies to yachts the keel of which was laid or was at a similar stage of construction, on or after 20/08/2013.

13.7.2.1.2 When agreed to by the Administration, yachts which are of traditional build and are true replicas of traditionally designed yachts, which include wooden yachts, and other yachts of similar design where their traditional character is incompatible with the detailed accommodation requirements, particularly with regard to cabin size, are exempted from the requirements of this section.

13.7.2.2 General

13.7.2.2.1 Accommodation shall provide decent living conditions and recreational facilities for all seafarers onboard the vessel. The accommodation shall also be adequate for all

persons who are not seafarers.

13.7.2.2.2 So as to provide decent living conditions and recreational facilities the following minimum standards shall be complied with:

- a. The materials used to construct internal bulkheads, panelling, sheeting, floors and joinings shall be suitable for the purpose and conducive to ensuring a healthy environment. All relevant health and safety standards shall be observed.
- b. The accommodation shall be adequately insulated; proper lighting and sufficient drainage shall be provided.
- c. There shall be no direct openings into sleeping rooms, from storage areas and machinery spaces or from galleys, storerooms, drying rooms or communal sanitary areas. That part of a bulkhead separating such places from sleeping rooms and external bulkheads shall be efficiently constructed of steel or other approved material and is watertight and gas-tight.

13.7.2.3 Headroom

13.7.2.3.1 The minimum permitted headroom in all seafarer accommodation shall be not less than 203 cm. A reduction in headroom may be permitted provided it is reasonable and does not result in discomfort to the seafarer. Any such reduction is subject to approval by the Administration

13.7.2.4 Access/Escape arrangements

13.7.2.4.1 Refer to Section 11.1.2 of this Code.

13.7.2.5 Lighting

13.7.2.5.1 Seafarer's sleeping rooms and mess rooms shall be lit by natural light and provided with adequate artificial light and which must be sufficient for reading. Where the provision of natural light is impracticable, appropriate artificial light may be acceptable only in those areas agreed to by the Administration.

13.7.2.6 Heating

- 13.7.2.6.1** Comfortable and controllable heating shall be provided through an appropriate heating system, except for those yachts exclusively operating in tropical climates.

13.7.2.7 Ventilation

- 13.7.2.7.1** Sleeping rooms and mess rooms shall be adequately ventilated. Yachts, except those regularly operating in areas where temperate climatic conditions do not require this, shall be equipped with an air conditioning facilities serving the seafarer accommodation, radio room (if separate) and any centralised machinery control room . All sanitary spaces shall have an independent extraction system exhausting to open air.

13.7.2.8 Sleeping Accommodation

- 13.7.2.8.1** Where practicable, the sleeping accommodation shall meet the full requirements of the Maritime Labour Convention 2006 provided hereunder. Where this is not practicable the sleeping accommodation shall meet the substantially equivalent requirements of 13.7.2.8.3 for yachts \geq 200 GT and $<$ 500 GT, and 13.7.2.8.4 for yachts \geq 500GT and $<$ 1250GT.

13.7.2.8.2 *Sleeping Accommodation Maritime Labour Convention 2006 requirements:*

- 13.7.2.8.2.1** Sleeping rooms shall be situated above the deepest waterline amidships or aft where practicable. Where this is impractical, sleeping rooms may be located in the fore part of the vessel, but in no circumstance forward of the collision bulkhead or immediately beneath working alleyways.
- 13.7.2.8.2.2** When it is neither reasonable nor practicable to site seafarer sleeping accommodation amidships or aft, and above the deepest waterline as required, measures taken to ensure an equivalent level of seafarer health and safety shall be agreed to with the Administration. Where the sleeping accommodation is below the deepest waterline amidships, a bilge flooding alarm shall be provided in the sleeping accommodation to provide early warning of flooding to that compartment. It is not permitted to allow sleeping accommodation with the deck head lining below the deepest intact waterline. In addition, for yachts other than short range yachts, where

such accommodation is sited partially below the deepest waterline, it shall be arranged such, that in the event of damage to the watertight compartment in which the accommodation space is situated, the deck head lining shall not be immersed. Satisfactory arrangements shall be made for lighting and ventilation.

- 13.7.2.8.2.3** Sleeping rooms shall be separate for men and for women.

- 13.7.2.8.2.4** A separate berth for each seafarer shall in all circumstances be provided. The minimum inside dimensions of a berth shall be at least 198 cm by 80 cm. Narrower berths may be permitted in either:

- (a) sleeping rooms occupied by only one seafarer or
- (b) sleeping rooms where en-suite sanitary facilities are provided, as long as the width at one end is no less than 50 cm and the width is at least 80 cm at the opposite end and over half the length of the bed.

- 13.7.2.8.2.5** Where practical, the master, the chief engineer and the chief navigating officer shall have, in addition to their sleeping rooms, an adjoining sitting room, day room or equivalent additional space. The wheelhouse, if suitably fitted, may be considered if it is available for this exclusive use and when the yacht is not engaged in navigation. When the yacht is however engaged in navigation, the watch-keepers shall in no way be distracted.

- 13.7.2.8.2.6** Every seafarer is to be provided with a clothes locker of ample space (having a minimum 475 litres) and a drawer or equivalent space of not less than 56 litres by volume. If this drawer is included in the clothes locker, than the combined volume shall not be less than 500 litres. The locker shall have a shelf and be lockable. If it is not reasonable and practicable to achieve this, a minimum storage volume of 300 litres may be accepted by the Administration, with the difference in volume, made available for the seafarer elsewhere in the accommodation spaces.

- 13.7.2.8.2.7** Sleeping rooms shall be provided with a table or desk, which may be of the fixed, drop-leaf or slide-out type or another alternative individual table, complimented with comfortable seating accommodation.

- 13.7.2.8.2.8** In calculating the floor area of sleeping rooms, spaces occupied by berths, lockers, seats, chests of drawers and other furniture shall be included in the area, but spaces which by reason of their small size or irregular shape cannot accommodate furniture and do not contribute to the area available for free movement,

shall not be included. Where a berth or other fixed furniture is situated at the side of the vessel the projected area (to floor level) of such berths or fixed furniture may be used in the calculation of the sleeping room area.

- 13.7.2.8.2.9** Where possible an individual sleeping room shall be provided for each seafarer, the floor area of which, shall not be less than 4.5 m². This minimum floor area may include en-suite sanitary facilities where provided. Consider Annex 2 for alternative equivalences.
- 13.7.2.8.2.10** Where it is not practical to provide single occupancy cabins, sleeping rooms to be occupied by a maximum of two seafarers may be accepted, provided that the floor area of such sleeping rooms, is not less than 7 m². The floor area may include en-suite sanitary facilities, if provided. Consider Annex 2 for alternative equivalences.
- 13.7.2.8.2.11** The floor area for sleeping rooms for seafarers who are officers on yachts where an adjoining sitting room, day room or equivalent additional space are provided, shall not be less than 4.5 m² per seafarer. This area may include en-suite sanitary facilities.
- 13.7.2.8.2.12** The floor area for sleeping rooms for seafarers who are officers on yachts where no adjoining sitting room, day room or equivalent additional space are provided, shall not be less than 7.5 m² per seafarer. This area may include en-suite sanitary facilities.
- 13.7.2.8.3** *Equivalent arrangements to the full Maritime Labour Convention 2006 sleeping accommodation for yachts ≥ 200GT and < 500GT.*
- 13.7.2.8.3.1** Where practicable sleeping rooms shall be situated above the deepest waterline amidships or aft. Where this is impractical, sleeping rooms may be located in the fore part of the vessel, but in no case forward of the collision bulkhead. Sleeping rooms shall not be situated immediately beneath working alleyways.
- 13.7.2.8.3.2** When it is neither reasonable nor practicable to site seafarer sleeping accommodation amidships or aft, above the deepest waterline, measures taken to ensure an equivalent level of seafarer health and safety shall be agreed to with the Administration. Where the site of the sleeping accommodation is below the deepest waterline amidships, a bilge flooding alarm shall be provided in the cabin to provide early warning of water ingress to that compartment. Sleeping accommodation with the deck head lining below the deepest intact waterline is not permitted. In addition, for yachts other than short range yachts, where such accommodation is sited partially below the deepest waterline it shall be arranged such, that in the event of damage to the watertight compartment in which the accommodation space is situated, the deck head lining shall not be immersed. Satisfactory arrangements shall also be made for lighting and ventilation.
- 13.7.2.8.3.3** Separate sleeping rooms shall be provided for men and for women.
- 13.7.2.8.3.4** A separate berth for each seafarer shall in all circumstances be provided. The minimum inside dimensions of a berth shall be at least 198 cm by 80 cm. Narrower berths may be permitted in either:
- sleeping rooms occupied by only one seafarer or
 - sleeping rooms where en-suite sanitary facilities are provided, as long as the width at one end is no less than 50 cm and the width is at least 80 cm at the opposite end and over half the length of the bed.
- 13.7.2.8.3.5** Where practical, the master, the chief engineer and the chief navigating officer shall have, in addition to their sleeping rooms, an adjoining sitting room, day room or equivalent additional space. The Navigating Bridge, may also be considered, if it is suitably fitted and available for this exclusive use when the ship is not engaged in navigation. When the ship is engaged in navigation, the watch keepers shall in no case be distracted.
- 13.7.2.8.3.6** Every seafarer is to be provided with a clothes locker of ample space (having a minimum 475 litres) and a drawer or equivalent space of not less than 56 litres. If the drawer is incorporated in the clothes locker then the combined minimum volume of the clothes locker shall be 500 litres. The locker shall be fitted with a shelf and be able to be locked by the seafarer so as to ensure security and maintain privacy. Where the total required volume cannot be provided within the cabin, the Administration may consider accepting individual secure facilities, elsewhere within the seafarer accommodation, provided that within the cabin a minimum of 300 litres storage space is provided for each individual seafarer.
- 13.7.2.8.3.7** Sleeping rooms shall be provided with a table or desk of the fixed, drop-leaf slide-out or other type including comfortable seating arrangements.
- 13.7.2.8.3.8** A single berth seafarer's cabin that is not provided with en-suite sanitary facilities shall have a floor area of not less than 3.6 m².

- 13.7.2.8.3.9** A single berth seafarer's cabin that is provided with en-suite sanitary facilities shall have an aggregate floor area of not less than 4.5 m².
- 13.7.2.8.3.10** A double berth seafarers' sleeping room not provided with en-suite sanitary facilities shall have a floor area of not less than 7 m².
- 13.7.2.8.3.11** A cabin accommodating two seafarers and which is provided with en-suite sanitary facilities shall have an aggregate minimum floor area of 6.2 m². En-suite sanitary facilities are considered to compensate for reduced floor area and form part of the floor area. Consider Annex 2 for equivalent arrangements.
- 13.7.2.8.3.12** Where the reduced floor areas in 13.7.2.8.3.8 to 13.7.2.8.3.11 are adopted, the free floor area in the sleeping accommodation shall be at least 1.45 m² per seafarer to provide for sufficient comfortable movement.
- 13.7.2.8.3.13** Where it is not practical due to hull shape or internal members to meet the 1.45 m² per seafarer requirement of paragraph 13.7.2.8.3.12, a reduction may be sanctioned by the Administration. Reduction is subject to the cabin arrangement allowing for free movement of the upper part of the body equivalent to the nominal area of 1.45 m² per seafarer and that the minimum floor area is not below 1 m² per seafarer.
- 13.7.2.8.3.14** Where the requirements of 13.7.2.8.3.13 are accepted by the Administration the en-suite sanitary facilities shall have a floor area of not less than 1.2 m² per seafarer and be large enough to allow use of the facilities with the door closed. Where the floor area of the en-suite sanitary facilities is in excess of 1.2 m² per seafarer the free floor area of the cabin may be reduced but shall never be less than 1 m² per seafarer.
- 13.7.2.8.4** *Equivalent arrangements to the full Maritime Labour Convention 2006 sleeping accommodation for yachts of ≥ 500GT and < 1250GT.*
- 13.7.2.8.4.1** Sleeping rooms shall be situated above the deepest waterline amidships or aft where practicable. Where this is impractical, sleeping rooms may be located in the fore part of the vessel, but under no circumstance forward of the collision bulkhead nor directly below working alleyways.
- 13.7.2.8.4.2** When it is neither reasonable nor practicable to site seafarer sleeping accommodation amidships or aft, and above the deepest waterline and as may be required, measures taken to ensure an equivalent level of seafarer health and safety shall be agreed to with the Administration. Where sleeping accommodation is below the deepest waterline amidships, a bilge flooding alarm shall be provided in the cabin to provide early warning of water ingress to that compartment. Sleeping accommodation with the deck head lining below the deepest intact waterline is not permitted. In addition, for yachts other than short range yachts, where such accommodation is sited partially below the deepest waterline it shall be arranged such, that in the event of damage to the watertight compartment in which the accommodation space is situated, the deck head lining shall not be immersed. Satisfactory arrangements shall also be made for lighting and ventilation.
- 13.7.2.8.4.3** Separate sleeping rooms shall be provided for men and for women.
- 13.7.2.8.4.4** A separate berth for each seafarer shall in all circumstances be provided. The minimum inside dimensions of a berth shall be at least 198 cm by 80 cm. Narrower berths may be permitted in either (a) sleeping rooms occupied by only one seafarer or (b) sleeping rooms where en-suite sanitary facilities are provided, as long as the width at one end is no less than 50 cm and the width is at least 80 cm at the opposite end, and over half the length of the bed. Consider Annex 2 for equivalent arrangements.
- 13.7.2.8.4.5** Where practical, the master, the chief engineer and the chief navigating officer shall have, in addition to their sleeping rooms, an adjoining sitting room, day room or equivalent additional space. The Navigating Bridge, may serve such purpose if suitably fitted and if available for this exclusive use when the ship is not engaged in navigation. When the ship is engaged in navigation, the watch keepers must in no way, be distracted.
- 13.7.2.8.4.6** Every seafarer is to be provided with a clothes locker of ample space (minimum 475 litres) and a drawer or equivalent space of not less than 56 litres. If the drawer is incorporated in the clothes locker then the combined minimum volume of the clothes locker shall be 500 litres. The locker shall be fitted with a shelf and be able to be locked by the seafarer for security and privacy. Where the total required volume cannot be provided within

the cabin, alternative secure facilities may be provided for elsewhere within the seafarer accommodation, provided that within the cabin, a minimum of 300 litres of storage space is provided for each individual seafarer.

- 13.7.2.8.4.7** Sleeping rooms shall be provided with a table or desk that may be of the fixed, drop-leaf slide-out or other type including also comfortable seating arrangement
- 13.7.2.8.4.8** Single berth seafarer’s cabin not provided with en-suite sanitary facilities shall have a floor area of not less than 3.6 m²
- 13.7.2.8.4.9** A single berth seafarer’s cabin provided with en-suite sanitary facilities shall have an aggregate floor area of not less than 4.5 m².
- 13.7.2.8.4.10** Sleeping rooms suitable for accommodating two seafarers and that are not provided with en-suite sanitary facilities shall have a floor area of not less than 7 m².
- 13.7.2.8.4.11** Single occupancy cabins for seafarers who are officers for whom no adjoining sitting room, day room or equivalent additional space is provided, shall be not less than 4.5 m² for a vessel of 500GT and not less than 7.5 m² for yachts of 1,250GT and over.

For a vessel of intermediate gross tonnage the floor area shall be determined by linear interpolation, as shown in Figure 1 below:

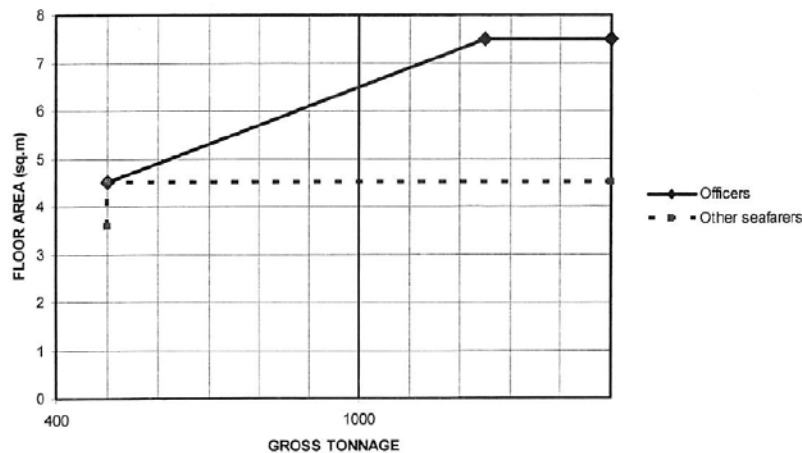


Figure 1 – Cabin Floor Areas – Single Occupancy

- 13.7.2.8.4.12** Floor areas of double occupancy cabins with en-suite sanitary facilities for seafarers, who are officers, shall be not less than 6.2 m² for a vessel of 500GT and not less than 15 m² for yachts of 1,150GT and over. For a vessel of intermediate gross tonnage the floor area shall be determined by linear interpolation, as shown in Figure 2 below.

For seafarers who are not officers, the floor area of a double occupancy cabin with en-suite sanitary facilities shall increase at the same rate as cabins provided for seafarers who are officers until it is 7 m².

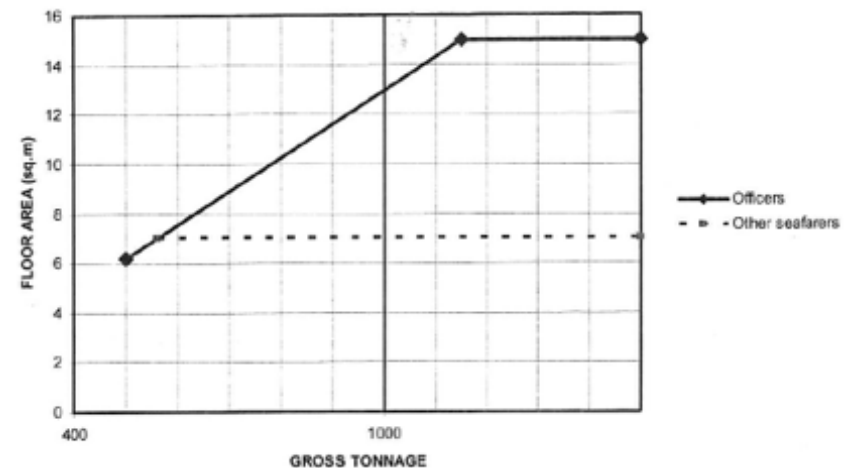


Figure 2 – Cabin Floor Areas – Double Occupancy

- 13.7.2.8.4.13** For leisure purposes, officer’s cabins having a floor area less than 7.5 m² shall be provided with televisions and DVD players or equivalent electronic audio-visual equipment.
- 13.7.2.8.4.14** Where a sitting room in accordance with paragraph 13.7.2.8.4.11 is not provided an additional comfortable shared sitting area for seafarers who are officers is to be provided. The minimum floor area of the sitting room shall be of not less than 1.5 m² per officer. The wheelhouse may be considered if it is suitably fitted and available for this exclusive use when the vessel is not engaged in navigation. When in navigation the watch keepers must in no way be distracted.

13.7.2.9 Mess Rooms

13.7.2.9.1 Mess rooms shall be located away from sleeping rooms to avoid disturbing those persons sleeping or at rest and shall be located as close as is practicable to the galley. Mess rooms shall be of adequate comfort and be properly furnished and equipped (including ongoing facilities for refreshment), whilst also taking account of the number of seafarers likely to use them at any one time. Mess rooms for seafarers who are officers and other seafarers may be separate or common, and as deemed appropriate.

13.7.2.9.2 Where the equivalent arrangements in 13.7.2.8.3 and 13.7.2.8.4 are invoked, the floor area of the mess room for seafarers shall be not less than 1.5 m² per intended seating capacity.

13.7.2.10 Galley Areas, Food Preparation, Storage, and Provision of Food

13.7.2.10.1 The organisation and equipment of the catering department shall be such, so as to provide the seafarers with adequate, varied and nutritious meals prepared and served in hygienic conditions. As a minimum, the galley must be equipped with a means for cooking and a sink, and shall have an adequate working surface for the preparation of food. The galley floor shall be provided with a non-slip surface providing a good foothold.

13.7.2.10.2 All furniture and fittings in the galley shall be made of a material which is impervious to dirt and moisture. All metal parts of furniture and fittings shall be rust resistant. Wood materials being porous in nature shall be avoided.

13.7.2.10.3 The ventilation in the galley shall be arranged to ensure that there is an adequate supply of fresh air and for the efficient discharge of fumes into the open air. Air conditioning systems shall provide a minimum of 25 m³ of air per hour per person, accommodated in the ventilated space during normal operating conditions. Enclosed galleys shall be given special consideration, and where air conditioning is not fitted, shall have as a minimum, a mechanical supply of 20 fresh air changes per hour and a mechanical exhaust of 30 changes per hour. Due to the potential accumulation of grease and oil on extraction filters and within ducting regular inspections and cleaning is to be attended to as required.

13.7.2.10.4 A cooking appliance that is provided with a gimball mechanism shall also be provided with a locking device. The appliance shall be protected by a crash bar or other means to prevent personal injury.

13.7.2.10.5 When the vessel motions threaten safe working conditions, means shall be provided to allow the person cooking, to be secured in position with both hands free for working. The use of open flames in adverse conditions shall be avoided. Secure and hygienic storage for food and garbage shall be provided.

13.7.2.11 Water Services

13.7.2.11.1 An adequate supply of fresh drinking water shall be provided and piped to convenient positions throughout the accommodation spaces.

13.7.2.11.2 An emergency reserve supply of drinking water sufficient to last for the duration of the voyage shall be carried.

13.7.2.12 Sanitary Facilities

13.7.2.12.1 For every six seafarers or less who are not provided with en-suite sanitary facilities, a minimum of one water closet, one washbasin and one tub or shower, or both shall be provided at a near and convenient location.

13.7.2.12.2 Separate sanitary facilities shall be provided for men and for women. In respect of sanitary facilities for men and for women, yachts shall be provided with a minimum of 2 sets of sanitary facilities for the first two seafarers onboard plus an additional set of sanitary facilities for every additional 6 seafarers or part thereof.

13.7.2.12.3 Where a cabin is provided with en-suite sanitary facilities those facilities shall include a minimum of one toilet, one wash basin and one tub or shower or both.

13.7.2.12.4 Where private or semi-private facilities cannot be provided, all seafarers shall have convenient access to sanitary facilities on board, meeting minimum standards of health and hygiene and a reasonable standard of comfort. Hot and cold running fresh water shall be available in all wash places.

13.7.2.12.5 Where practical, sanitary facilities within easy access of the wheelhouse, and the machinery space or near the engine room control centre shall be provided.

13.7.2.12.6 Every cabin shall be provided with a washbasin with hot and cold running fresh water, except where such a washbasin is situated in the provided en-suite sanitary facilities.

13.7.2.13 Hospital accommodation

13.7.2.13.1 Yachts carrying 15 or more seafarers and engaged in an international voyage of more than three days' duration shall be provided with separate hospital accommodation and which is to be used exclusively for medical purposes. This may be a treatment room that meets the requirements for hospital accommodation. Hospital accommodation shall be designed to facilitate the provision of medical first aid and to help prevent the spread of infectious diseases.

13.7.2.13.2 It is recommended that the arrangement of the entrance, berths, lighting, ventilation, heating and water supply shall be designed in such a way so as to ensure comfort and facilitate the treatment of patients.

13.7.2.13.3 Sanitary facilities are for the exclusive use of the occupants of the hospital accommodation, and installed as part of the accommodation such as sanitary facilities shall include as a minimum one toilet, one washbasin and one shower or tub.

13.7.2.13.4 Short-range yachts and other yachts engaged solely in navigation within 60 miles of the coast are exempt from 13.7.2.13.1. In cases where such yachts are engaged on voyages of more than three days duration, for example on re-location trips, an en-suite cabin shall be designated exclusively for medical purposes.

13.7.2.14 Laundry Facilities

13.7.2.14.1 Appropriately situated and furnished laundry facilities shall be provided.

13.7.2.15 Offices

13.7.2.15.1 Where practicable, separate offices or a common office for use by deck and engineer seafarers, shall be provided.

13.7.2.16 Other Provisions

13.7.2.16.1 A recreation space on open deck for seafarers shall be provided. The total floor area so allocated shall be calculated at the rate of 1.5 m² for every seafarer likely to use

the space at any one time. Access to and use of the recreational area shall be at the discretion of the Master.

13.7.2.16.2 Yachts trading within mosquito infested areas shall be provided with either suitable screens or other appropriate devices, such as electronic or similar.

13.7.2.16.3 Appropriate seafarers' recreational facilities, amenities and services, as adapted to meet the special needs of seafarers who live and work onboard shall be provided.

13.7.2.17 Master's Inspections

13.7.2.17.1 There shall be weekly inspections carried out on board yachts, by or under the authority of the Master, with respect to:

- i. supplies of food and drinking water;
- ii. spaces and equipment used for the storage and handling of food and drinking water;
- iii. galley and other equipment used for the preparation and service of meals; and
- iv. cleanliness, habitability and state of repair of seafarer accommodation.

13.7.2.17.2 Records of inspections and the results thereof shall be maintained and be readily available for inspection by Flag and Port State Authorities upon request.

13.7.2.18 Hand holds and grab rails

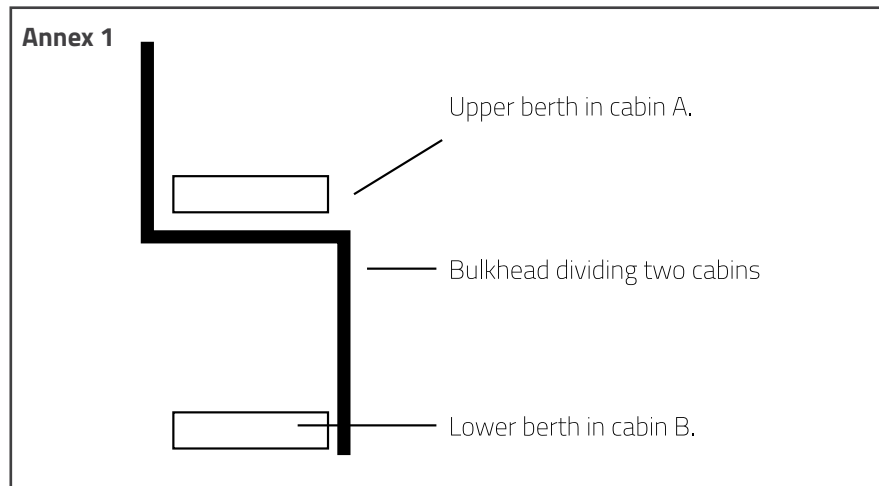
13.7.2.18.1 There shall be sufficient hand holds and grab rails within the accommodation to allow safe movement within the accommodation at all times. Stairways shall be given special consideration.

13.7.2.19 Securing of Heavy Equipment

13.7.2.19.1 All heavy items of equipment such as permanent ballast, batteries, cooking stove, etc, shall be securely fastened in place. All stowage lockers shall have lids or doors capable of being securely fastened.

13.7.2.20 Sailing Yachts

- 13.7.2.20.1 The requirements applicable to motor yachts shall similarly apply to sailing yachts.
- 13.7.2.20.2 Sailing yachts of less than 1,500GT may invoke the variations contained in paragraphs 13.7.2.20.3 and 13.7.2.20.4, herebelow.
- 13.7.2.20.3 When on a sailing ship (such as a training or racing sailing ship) the minimum requirement of paragraph 13.7.2.8.3.12 cannot be met due to the complement on board, seafarers' accommodation arrangements shall be to the same standard as that provided for passengers.
- 13.7.2.20.4 Where due to the absence of a wheelhouse the requirements of 13.7.2.8.4.14 cannot be met, an alternative space or even a spare cabin may serve the purpose. The space or cabin so designated shall be such to allow seafarers to meet in a totally private environment.

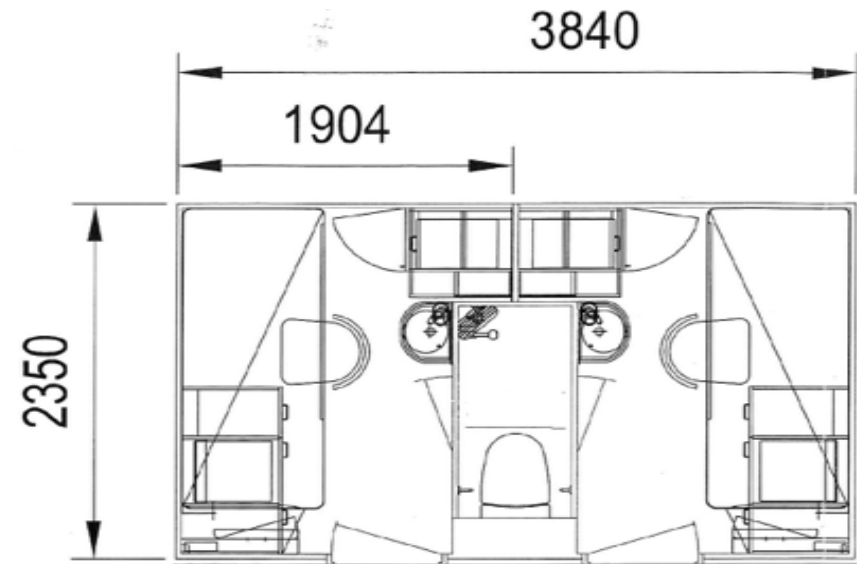


The horizontal width of the bunks shall be a minimum of 98cm. The saving in floor area is equivalent to approximately 50% of the bunk width. The drawback for such an arrangement is that cabins must be in line with one another, the plus point being that an area can be deducted from the width of a cabin (due to the overlap in bunk design) whilst still remaining close to the requirements of the MLC 2006.

Adding to the above design there is a growing popularity of sanitary spaces being shared between two cabins (see Annex 2) and with same having interconnecting doors. This arrangement is applicable for adjoining cabins only. Bearing in mind the human element, such an arrangement would function well with crew members having opposite watches (thus with minimum overlap), as conflicts (relative to rest periods) would be avoided. Such sanitary spaces must be shared by crew members of the same gender.

Sanitary spaces as per Annex 2 shall include all items as required by the convention; this involves integrating and thus utilising all available space onboard. Combining this layout with the decked (overlapping) bunk concept, a significant reduction in floor area can be achieved, whilst remaining within the requirements of the MLC 2006. This data may prove to be a useful tool when discussing and accepting new buildings.

Annex 2



Two Cabins showing shared sanitary spaces

The sanitary space has a total area of 1.08 m², when 50% of this area is added onto the cabin area as per dimensions in Annex 2, the total floor area is 4.47 m² and in line with the convention.



SECTION 14

PROTECTION OF PERSONNEL

This section details requirements in addition to those contained in Section 13 - MLC 2006.

14.1 Gangways, Passarelles, Accommodation Ladders etc.

14.1.1 A safe means of access is to be provided whilst the yacht is moored in port.

14.1.2 Any gangways, passarelles and accommodation ladders shall be manufactured to adequate and recognised standards. They shall be clearly marked with the number of persons and the total weight that can be safely carried.

In case such equipment has no details about Safe Working Load, then a load test shall be carried out and witnessed by an Appointed Surveyor or Recognised Organisation.

This test shall:-

- be carried out to 120% of the rated load at mid span (75kg per person is to be assumed);
- deflections shall be measured;
- confirmation that no permanent deformations are present after the test.

A test certificate is to be issued and retained on board.

14.2 Sea and Harbour Pilots

Should it be necessary for a yacht to take a pilot on board then safe boarding arrangements shall be provided.

Due consideration shall be given to any Port State Requirements in the yacht's trading area.

14.3 Safe working Aloft and Overside

14.3.1 When it is necessary to work aloft, overside and on the bow sprit of sailing yachts any of the above mentioned areas the following arrangements shall be made:-

- Safety nets shall be laid below the bow sprit. Safety grab rails and strong points for the attachment of safety harnesses shall be provided;
- The use of safety harnesses is mandatory;
- Sufficient foot supports shall be rigged to enable the crew working on the yards or on the bow sprit to step on them;

- For climbing aloft, the mast shall be equipped with fixed metal steps or ladders. Ratlines or rattling bars fitted across the shrouds on traditional rigs may be considered to form an acceptable permanent ladder.

14.3.2 Any newly installed rail and trolley systems used for working over the side shall be tested, certified and approved to a recognised EU standard for fall protection equipment (EN795; 1996; Class D) and shall display the CE mark.

Existing rail and trolley systems shall be tested to a recognised EU standard for fall protection equipment. The test is to be witnessed by an Appointed Surveyor or Recognised Organisation and the test certificate is to be retained onboard.

14.4 Personal Clothing

14.4.1 Each person on board shall have the necessary protective clothing required to undertake his necessary duties onboard.

14.4.2 Each member of the crew shall have the necessary safety working outfits required to carry out his work safely.

14.4.3 Each person on board shall wear non skid deck shoes.

14.5 Chemicals

Each crew member shall be given suitable protective clothing and equipment for protection against the effects of corrosive chemicals that may be used for maintenance on board. This may include special gloves, goggles and eyewash.

14.6 Noise

14.6.1 Noise levels on board yachts shall be kept to the lowest possible levels and in accordance with MLC 2006.

14.6.2 The wearing of ear protectors in spaces where the noise levels normally exceeds 85 dB(A) is mandatory. The ear protectors must be capable of being worn with other safety equipment.

Signs and symbols for the use of ear protectors shall be posted on the entrance of the machinery spaces. Such symbols must conform to international (IMO, EU) standards.

Ear protectors having the correct level of noise attenuation required for each particular application shall be supplied for each member of the crew who may have to enter the spaces.

14.7 Training Manual

A training manual shall be available onboard and shall include details of established safe working practices, guidance on onboard training, personal clothing and protection from injury, health and safety awareness and prevention of pollution.

14.8 Helicopters

Helicopter Landing/Parking areas shall be located on the superstructure or weather deck or on a purpose built landing pad that is permanently fixed to the yacht. The structure of the landing pad shall be approved by an RO to be suitable for the size and type of helicopter(s) being used on the yacht. The maximum weather conditions in which the helipad may be utilised shall be clearly specified. Furthermore, helipads in use also during the dark hours shall be fitted with lighting in conformance to SOLAS II-2. Preferably a helicopter should not be re-fuelled onboard however, if it is envisaged that helicopter refuelling will be carried out onboard, then all refuelling and ancillary safety facilities shall be in compliance with SOLAS for the type and size of helicopter(s) involved. Other helicopter/helipad International Regulations and/or Codes may be considered by the Administration on a case by case basis. If the helipad is accessible to passengers, when not in use, appropriate railing shall be provided all around. The approved Stability Booklet shall include and cater for the helicopter operations. Helicopter operations shall be restricted in accordance with weather conditions and in accordance with the helipad relevant design standards and limitations. Additional requirements issued by port states where the yacht is operating shall be complied with, as applicable.

14.9 Cranes and other Lifting Appliances

All cranes and lifting appliances onboard shall be marked with the appropriate Safe Working Load (SWL). Life saving launching appliances which are used also as cranes shall comply with the requirements of the LSA Code and the requirements of Section 10.7 of this Code.

Cranes and Lifting Appliances shall be dynamically tested on an annual basis and a dynamic overload test of 1.1 times the SWL shall be carried out, at least, once in every five years and the relevant test certificate shall be available onboard.



SECTION 15

NAVIGATION AND COMMUNICATION

15.1 Safety of Navigation

All yachts shall be equipped with adequate nautical instruments, navigational equipment and navigational and hydrographic charts/data to ensure safe operation and safe navigation. All equipment listed within this section is to be certified ('wheelmarked') in accordance to the Marine Equipment Directive 96/98/EC as amended or to equivalent standards, accepted by the Administration.

15.1.1 Every yacht shall carry on board adequate and updated Nautical Charts for the intended voyages. Yachts fitted with an approved Electronic Chart Display and Information System (ECDIS), are accepted as meeting the chart carriage requirements when navigating within waters covered by Electronic Navigation Charts (ENC) officially issued by an authorised Hydrographic Office subject to suitable duplicate/back-up arrangements being provided.

The following arrangements are accepted as fulfilling the duplicate/back-up requirements:

1. an appropriate folio of up-to-date paper nautical charts; or
2. a second type approved ECDIS; or
3. a Type Approved or Certified electronic back-up arrangement for ECDIS mode of operation (using ENC).

Both the primary and secondary (alternative 2.) ECDIS shall be fully independent and both supplied from the yacht's main and emergency source of power. In addition, a reserve power source (UPS mode) with a capacity of at least 30 minutes is to be provided if change-over of the source of power entails restarting of ECDIS.

For alternatives 2 and 3 above, an appropriate folio of up-to-date paper charts is to be available to enable the yacht to safely reach a port within or adjacent to its trading areas when coverage by ENC is not available.

When paper nautical charts serve as the only back-up arrangement (alternative 1), the charts shall be up to-date and include the planned route and, when navigating within restricted waters, the yacht's position is to be regularly updated to ensure a safe take-over of ECDIS functions shall the need arise.

15.2.1 Every yacht shall also carry on board adequate and updated Nautical Publications for the trading area.

These shall include:-

- Sailing directions;
- List of lights;
- Notices to Mariners;
- Pilot Books;
- Tide Tables;
- Radio Aids to Navigation;
- Port Information Guide.

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- IAMSAR Manual Vol.III;
- Port Information Guide.

15.2.2 Shipborne Navigational Equipment

15.2.2.1 All yachts shall be provided with a properly calibrated magnetic compass, or other means, independent of any power supply, that may determine the ship's heading and that displays the heading at the main steering position. All yachts ≥ 150 GT shall have a spare magnetic compass.

15.2.2.2 On steel yachts, the magnetic compass shall be calibrated taking into consideration the B, C and D coefficients and the heeling error.

15.2.2.3 The magnetic compass and its repeater shall be so positioned as to be easily seen and read by the helmsman at the main steering position.

15.2.2.4 | Magnetic compasses shall be supplied with a deviation card that shall be renewed at least every three years.

15.2.2.5 Satellite Compasses are accepted as an alternative on Short Range Navigation Yachts provided the following conditions are satisfied :-

- Two, type-approved, satellite compasses are installed;
- The compasses are independently supplied from the main and emergency sources of power;
- The compasses are each provided with a reserve power source (UPS) having a capacity sufficient for at least 30 minutes operation;
- The compasses have separate display units;
- One compass is positioned at the main steering position and the second compass must be positioned in a location which is clearly visible from the main steering position;
- If fitted the gyro-compass, has also to be independently powered from UPS system.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

15.2.2.6 All yachts shall be equipped with an Echo Sounding Device. This is to be easily visible from the navigation position.

15.2.2.7 All yachts shall be equipped with a 9 GHz radar. This is to be easily visible from the navigation position.

15.2.2.8 All yachts shall be equipped with a receiver for a global navigation satellite system (GPS) or other means, suitable for use at all times throughout the intended voyage, in order to be able to establish and automatically update the yacht's position.

15.2.2.9 A speed and distance measuring device is to be installed on every yacht unless this is being measured via the GPS unit.

15.2.2.10 | All yachts shall be equipped with a Rudder Angle Indicator. | All yachts shall be equipped with a Rudder Angle Indicator.

15.2.2.11 All yachts shall be equipped with an Engine Revolution Counter in the navigation position.

15.2.2.12 | A Gyro Compass is to be provided.

15.2.2.13 All yachts ≥ 300 GT shall be fitted with an approved Automatic Identification System (AIS).

15.2.2.14 | All yachts ≥ 300 GT shall be fitted with a Long-Range Identification and Tracking (LRIT) system. Yachts certified to operate exclusively within Sea Area A1, which are fitted with an AIS, and which are under continuous AIS coverage shall not be required to install an LRIT system. The system is to be certified in accordance with IMO Resolution MSC.210(81). Reference is also to be made to IMO MSC.1/Circ.1307 and to the Malta Merchant Shipping Notices No.77 and No.78.

15.2.2.15 All yachts shall be equipped with a Search Light of adequate size and intensity intended for search and rescue operations at night and intended to assist any berthing operations in the dark.

15.2.2.16 All yachts shall be provided with an efficient daylight signalling lamp. On yachts < 150 GT, an efficient waterproof electric torch suitable for Morse signalling is acceptable.

15.2.3 Weather Measuring Instruments

15.2.3.1 All yachts shall carry the following Measuring Instruments:

- Barometer;
- Sailing yachts shall carry an anemometer and an inclinometer.

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- Barometer;
- Sailing yachts shall carry an anemometer and an inclinometer.

Yachts <24m Length

Yachts ≥24m Length & <500GT

Yachts ≥500GT

15.2.4 Navigation Lights, Shapes and Sound Signals

Reference is to be made to the requirements of the International Regulations For Preventing Collisions At Sea, 1972, COLREGs.

15.2.4.1 All yachts are required to comply with COLREGs, as applicable. On a case by case basis, due to the geometrical design of certain types of yachts, the longitudinal position of the main mast may be accepted to be located aft of midships.

15.2.4.2 Type Approved or Certified navigation lights shall be provided with main and emergency power supply. If navigation lights are not fitted with duplicated bulbs, spare bulbs shall be carried onboard and, in case of bulb failure, shall be easily replaced in a short period of time.

15.2.4.3 Yachts ≥ 24 metres are required to have their 'Navigation Lights Plan' approved by a Recognised Organisation or an Appointed Surveyor. In cases where compliance is not practicably possible, the proposed alternatives/equivalent arrangements shall be approved by the Administration.

15.2.4.4 Commercial Yachts shall be fitted with a Bridge Navigational Watch Alarm System (BNWAS) in accordance with SOLAS Chapter V by the dates as indicated in the table herebelow taking into consideration the yacht's Gross Tonnage and Date of Build. The BNWAS System shall be certified as compliant with the performance standards laid down in IMO's Performance standards for a Bridge Navigational Watch Alarm System (BNWAS) adopted by Resolution MSC.128 (75).

BNWAS Installation Dates

Date of Built versus Gross Tonnage	≥ 150 GT & < 500 GT	≥ 500 GT
Before the 1st July 2002	First Survey after 1st January 2018	First survey after 1st January 2017
After the 1st July 2002 but Before the 1st July 2011	Fitted(*)	Fitted(*)
On or after the 1st July 2011	Fitted(*)	Fitted(*)

(*) – To be checked and confirmed fitted by next periodical survey.

15.2.4.5 Bridge Navigational Watch Alarm Systems installed prior to 1st July 2011 will be considered eligible for exemption from full compliance with the standards of Resolution MSC.128(75) if the system satisfies the Recognized Organization's rules for the relevant classification notation or the minimum requirements set out in Technical Notice SLS.19.

15.3 Radio Communication

All yachts shall carry radio transmitting and receiving equipment adequate for the area and range of operation. The Certificate of Compliance issued to a yacht will reflect the Sea Area coverage provided by the equipment installed. Reference is to be made to Section 2 of this Code for definitions of the Sea Areas A 1, A 2, A 3 and A 4.

15.3.1 Sea Area A 1

All yachts navigating in Sea Area A 1 shall be fitted with:

- 15.3.1.1 A VHF/RT radio installation capable of transmitting Digital Selective Calling (DSC) on Channel 70. It shall also be possible to initiate transmission of distress alerts on Channel 70.
- 15.3.1.2 In addition to 15.3.1.1, a VHF DSC watch receiver has to be fitted. This unit may be combined with the unit specified under 15.3.1.1.
- 15.3.1.3 A NAVTEX receiver. Additional means of receiving MSI transmissions (such as INMARSAT EGC System) must be installed should the yacht be operating in areas where NAVTEX coverage is not available.
- 15.3.1.4 A Search And Rescue Transponder (SART). Yachts \geq 500 GT shall have a second SART unit.
- 15.3.1.5 A COSPAS-SARSAT 406 MHz satellite Emergency Position-Indicating Radio Beacon (satellite EPIRB), programmed with the yacht's MMSI number.
- 15.3.1.6 Two portable VHF (GMDSS) units. Yachts \geq 500 GT shall be provided with a third portable VHF (GMDSS) unit.

15.3.2 Sea Area A 2

In addition to the equipment prescribed for Sea Area A1, yachts navigating in Sea Area A 2 shall be fitted with:

- 15.3.2.1 An MF DSC/RT installation also having DSC Watch keeping capability on frequency 2187.5Khz.

- 15.3.2.2 Alternatively to 15.3.2.1, an INMARSAT-C unit complete with EGC receiver.

15.3.3 Sea Area A 3

In addition to the equipment prescribed for yachts navigating in Sea Area A1, yachts navigating in Sea Area A 3 shall also have:

- 15.3.3.1 An additional VHF DSC/RT unit (para. 15.3.1.1, 15.3.1.2 refers).
- 15.3.3.2 An INMARSAT-C unit with Enhanced Group Call (EGC) receiver capability.
- 15.3.3.3 An MF/HF DSC/RT installation also having DSC watch keeping capability on 2187.5KHz, 8414.5KHz and at least one other DSC distress & safety frequencies within the HF marine band.
- 15.3.3.4 Alternatively to 15.3.3.3, an additional INMARSAT-C unit complete with EGC receiver may be installed.
- 15.3.3.5 A valid Shore based maintenance agreement.

15.3.4 Sea Area A 4

In addition to the equipment and requirements specified in sections 15.3.3.1, 15.3.3.2, 15.3.3.3 and 15.3.3.5, an additional COSPAS-SARSAT satellite EPIRB (as per 15.3.1.5) is to be provided.

15.3.5 Sources of Energy

- 15.3.5.1 Whilst the yacht is at sea there shall be a continuous supply of electrical energy adequate to operate the radio installation and to charge any batteries used as the reserve source of energy.

15.3.5.2 A dedicated reserve source of energy, independent of the main and emergency source of electrical power shall be provided for the purpose of conducting distress and safety radio communications in the event of failure of the main and emergency source of electrical power. This shall have a minimum capacity for operating the required radio equipment for a period of at least:

- i) 1 hr on yachts provided with an emergency source of electrical power, and;
- ii) 6 hrs on yachts not provided with an emergency source of electrical power.

15.3.5.3 If an uninterrupted input of information from the yacht's navigational or other equipment to a radio installation as required by this section, including the navigational receiver, is needed to ensure its proper performance, means shall be provided to ensure the continuous supply of such information in the event of failure of the ship's main and/or emergency source of electrical power.

15.3.5.4 When the reserve source of energy consists of a re-chargeable accumulator battery such batteries shall be able to be automatically re-charged through an independent charger and shall reach their minimum capacity requirements within 10 hrs.

15.3.5.5 All accumulator batteries for the radio installation shall be installed as high as possible in the yacht so that any form of flooding will not affect the efficiency of the batteries.

15.3.6 Operation Performance

15.3.6.1 All radio communication equipment is to be SOLAS and/or MED Type Approved or Certified.

15.3.6.2 The GMDSS installation shall be installed in an easily accessible position.

15.3.6.3 The GMDSS installation is to be protected against the effects of sea water/spray, extremes of temperature and other adverse conditions.

15.3.6.4 The following shall be clearly marked next to the equipment:

- the Call Sign / MMSI No. / IMN Nos., as applicable;
- any other applicable codes.

15.3.6.5 On board sailing yachts, if the radio antenna is fitted on the mast, then an emergency antenna is to be provided on board.

15.3.7 Watches

A yacht at sea shall maintain a continuous watch keeping on (as applicable):-

- VHF Channel 16;
- VHF Channel 13;
- VHF (DSC) Channel 70;
- MF on the distress and safety DSC frequency 2187.5 KHz;

HF on the distress and safety distress frequencies 8414.5KHz and at least on one other DSC distress & safety frequency within the HF marine band.

Satellite shore to ship distress alerts if fitted with a radio facility for reception of maritime safety information by INMARSAT enhanced group calling systems.

It is recommended that yachts carry on board the latest editions of the Admiralty List of Radio Signals (ALRS) applicable.

15.3.8 Radio Personnel Qualifications

Reference is to be made to Section 17.2 with regards to Radio Personnel Qualifications.



SECTION 16

MARINE POLLUTION PREVENTION

16 Marine Pollution Prevention

16.1 It is the responsibility of the crew and all persons on board commercial yachts to comply with the applicable requirements of this section at all times.

16.2 For yachts < 400 GT not subject to some/all sub-sections hereunder it is the Owner's/ Master's responsibility to comply with the requirements of the local Administration and Port State requirements.

16.3 Oil Pollution Prevention – MARPOL Annex I

All yachts are prohibited from discharging oily bilge water overboard. Tank(s) of adequate capacity shall be provided for retention of all oil residues. These must be retained on board until disposal to appropriate shore facilities is possible.

Where a yacht is fitted with oil filtering equipment, it shall be ensured that the equipment is Type Approved or Certified and that the calibration and testing of the equipment is carried out at intervals as per the manufacturer's recommendations.

All yachts ≥ 400 GT are required to be surveyed and certified in line with MARPOL Annex I.

16.4 Prevention of Pollution by Sewage – MARPOL Annex IV

All yachts ≥ 400 GT and all yachts certified to carry more than 15 persons are required to be surveyed and certified in line with Marpol Annex IV.

16.5 Prevention of Pollution by Garbage – MARPOL Annex V

All yachts are required to comply with the applicable provisions of MARPOL Annex V. Yachts ≥400 GT and yachts certified to carry 15 persons or more are required to be provided with a Garbage Management Plan (*) and a Garbage Record Book in the form specified within MARPOL Annex V.

(*) Refer to the guidelines for the development of garbage management plans adopted by the MEPC resolution on MEPC 71(88).

16.6 Prevention of Air Pollution and Energy Efficiency – MARPOL Annex VI

All yachts ≥ 400 GT, including existing yachts, are required to be surveyed and certified in line with Marpol Annex VI.

16.6.1 Yachts having equipment containing ODS shall maintain an Ozone Depletion Substances Record book (can be in electronic format) where entries and records of repairs or maintenance of such equipment, recharge and discharge of ODS can be made.

16.6.2 An International Energy Efficiency Certificate (IEEC) is to be issued as per Annex VI at the first intermediate or renewal survey, on or after the 1st January 2013.

16.6.3 With regards to Marpol Annex VI Reg.13 Tier III requirements, the term "for recreational purposes", shall also apply to Commercial Yachts i.e. Tier III requirements do not apply to:

- a) Commercial Yachts < 24m in length;
- b) Commercial Yachts ≥ 24m and < 500GT, constructed prior to January 2021

16.7 Anti-Fouling Systems

The use of organotin compounds which act as biocides in anti-fouling systems is prohibited. Yachts ≥ 400 GT shall be surveyed and certified in accordance with the requirements of Annex I of EC Regulation 782/2003 as amended and all yachts ≥ 24 metres but <400 GT shall be issued with an AFS-Declaration as per Annex III of EC Regulation 782/2003 as amended.

16.8 MARPOL related manuals to be carried onboard yachts ≥ 400 GT.

- a. SOPEP – Shipboard Oil Pollution Emergency Plan
- b. SEEMP – Ship Energy Efficiency Management Plan
- c. Garbage Management Plan

16.9 Green Yacht Notation

In its quest to encourage the design, construction and operation of more environmentally friendly yachts the Administration has introduced the 'Green Yacht' Notation.

This voluntary notation is based on environmental performance status which covers all aspects of the yacht's impact on the environment. This notation will be assigned and issued directly by the Administration, to yachts which through investment in eco-friendly design, onboard equipment, and operational procedures contribute to an improvement in environmental performance beyond the minimum levels set by national and international environmental regulations.

The main points taken into consideration for the assignment of this notation are:-

Yacht materials and building procedures, CO₂ emissions, Hydrocarbons/Oil from Machinery Spaces, Sewage, Grey water, Garbage, Other sea pollution sources (ballast water, antifouling systems, etc), Ozone-Depleting Substances, Greenhouse gases and pollutants, Nox, Sox and Particulates.

Interested parties who would like to apply for the assignment of this notation shall submit a detailed technical report (including photos) to the Administration indicating measures taken regarding all the points mentioned above and on any other eco-friendly initiatives.



SECTION 17

MANNING AND CREW CERTIFICATION

17 Manning and Crew Certification

The aim of this section is to determine the minimum safe manning requirements and the minimum level of crew certification.

During lay up or during wintering periods the number of crew may be reduced whilst an adequate and sufficient number of crew onboard, that are able to handle emergencies, are kept onboard. The number of crew remaining onboard during these lay up or wintering periods must also comply with local port authorities and/or insurance requirements.

Yachts \geq 24m in length must carry onboard a Minimum Safe Manning Certificate issued by the Administration.

17.1 Crew Qualifications

Qualifications issued in accordance with the STCW Convention, as amended, are accepted subject to endorsement by the Maltese Administration. Details about recognition of non-Maltese Certificates of Competence for Service on Maltese vessels may be found on Merchant Shipping Notice No.92 (refer to Transport Malta website). Other yacht/ship qualifications may be accepted on a case by case basis.

On a case by case basis, officers who are in possession of an NOE (Notice of Eligibility) or have a written declaration that they are progressing towards meeting the minimum requirements to obtain their relevant certification will be accepted to work in the capacity of the rank being sought, only for a limited period of time.

All crew members, including cooks and stewardesses, shall hold a valid medical fitness certificate and a Basic Training Certificate in accordance with STCW Reg.VI/1 or a Certificate, recognised by the Administration, which proves basic training in:

- Personal survival techniques,
- Fire Prevention and Fire Fighting,
- Elementary First Aid,
- Personal Safety and Social Responsibility,
- Security Awareness (applicable for yachts \geq 500GT)

17.2 Radio Personnel Qualifications

Yachts < 300 GT and certified to operate within Sea Area A1 require a minimum one operator to be in possession of a GMDSS Short Range Certificate (SRC).

Yachts \geq 300 GT and < 500 GT, certified exclusively for Sea Area A1 require, at least, one operator to be in possession of a GMDSS Restricted Operator's Certificate (ROC) in accordance with STCW IV/2.

Yachts \geq 300GT and < 500 GT, certified to operate beyond Sea Area A1 require, at least, one operator to be in possession of a GMDSS General Operator's Certificate (GOC) in accordance with STCW IV/2.

Yachts \geq 500 GT require that at least two deck/navigation personnel be in possession of a GMDSS General Operator's Certificate (GOC) in accordance with STCW IV/2. ROC Certification is accepted for yachts certified to operate exclusively in Area A1.

17.3 Minimum Safe Manning scales for yachts < 24 metres in length

Operational limits	Sailing Yachts	Motor Yachts
Up to 60 miles from a safe haven	Master + An experienced seaman	Master + An experienced seaman
Up to 150 miles from a safe haven	Master + Yacht Rating	Master + Yacht Rating One of the above crew members shall have an Approved Engine Course certificate.
Unrestricted Navigation	Master + OOW (Nav) One of the crew members shall have an Approved Engine Course certificate.	Master + OOW (Nav) One of the crew members shall have an Approved Engine Course certificate.

17.4 Requirements for yachts ≥ 24 metres in length

17.4.1 Minimum Safe Manning Requirements

The Administration will issue a Minimum Safe Manning Certificate for yachts ≥ 24m in length following receipt and review of the application for a safe manning document. The application has to include the proposed manning levels and copies of the appropriate crew certification.

When determining the minimum safe manning scales onboard, the following factors will be taken in consideration:

- i. Gross tonnage;
- ii. Main propulsion machinery power installed on board;
- iii. Length and nature of voyages with passengers on board;
- iv. Frequency of Port Calls;
- v. Areas of operation including the environmental conditions and time of year;
- vi. Size, age, type of yacht, type of rig (in case of sailing yachts), equipment, automation and layout;
- vii. Type of construction and type of equipment on board;
- viii. STCW requirements;
- ix. Yacht's operational requirements and the minimum number of crew required to maintain a safe operational level for the crew and to handle emergency situations and muster and disembark the passengers;
- x. Maintain a safe engineering watch and operate the ship's machinery in a safe manner.

The schedules provided within this section shall serve to indicate the typical manning requirements of the Administration.

17.4.2 Minimum Safe Manning scales for motor yachts ≥ 24 metres in length

Crew Certification is subject to prior acceptance by the Administration.

Miles from a Safehaven	Personnel	Yacht Type		
		≥24m & <200GT	≥200GT & < 500 GT	≥ 500 GT
Up to 60	Master	1	1	1
	Chief Officer	-	1	1
	OOW (Navigation)	-	-	-
	Chief Engineer ▲	1	1	1
	Second Engineer	-	-	-
	Assistant Engineer	-	1	1
	Yacht Rating	1	2	2
Up to 150	Master	1	1	1
	Chief Officer	1	1	1
	OOW (Navigation)	-	-	-
	Chief Engineer ▲	1	1	1
	Second Engineer	-	-	1
	Assistant Engineer	-	1	-
	Yacht Rating	1	2	2
Unlimited	Master	1	1	1
	Chief Officer	1	1	1
	OOW (Navigation)	-	1	1
	Chief Engineer ▲	1	1	1
	Second Engineer	-	1	1
	Assistant Engineer	1	-	-
	Yacht Rating	2	2	2

Notes:

“▲” On yachts having gas turbine propulsion the Chief Engineer is required to have attended an approved Gas Turbine Course.

17.4.3 Minimum Safe Manning scales for sailing yachts ≥ 24 metres in length

Crew Certification is subject to prior acceptance by the Administration.

The indicated minimum safe manning requirements for sailing yachts are based on a standard rig. The level of automation and/or complexity of the rig may require additional personnel to operate the rig.

Miles from a Safehaven	Personnel	Yacht Type		
		≥24m & <200 GT	≥200GT & < 500 GT	≥ 500 GT
Up to 60	Master	1	1	1
	Chief Officer	-	1	1
	OOW (Navigation)	-	-	-
	Chief Engineer	1*	1*	1
	Second Engineer	-	-	-
	Assistant Engineer	-	1+	1
	Yacht Rating	2	2	3
Up to 150	Master	1	1	1
	Chief Officer	1	1	1
	OOW (Navigation)	-	-	-
	Chief Engineer	1*	1*	1
	Second Engineer	-	-	1
	Assistant Engineer	-	1+	-
	Yacht Rating	2	2	3
Unlimited	Master	1	1	1
	Chief Officer	1	1	1
	OOW (Navigation)	-	1	1
	Chief Engineer	1	1	1
	Second Engineer	-	-	1
	Assistant Engineer	1+	1+	-
	Yacht Rating	2	2	3

Notes:

a) "*" The Chief Engineer may be omitted if the power is < 300 kW per engine and if another crew member holds an AEC (Approved Engine Course) Certificate. Moreover, in case of omission of the Chief Engineer the yacht must have the main engine parameter indicators on the cockpit.

b) "+" The Assistant Engineer may be omitted if the power is > 300 kW but < 500 kW per engine.

17.5 Dual Certification

Dual Deck and Engineer roles may be accepted provided that :-

- a) The officer is suitably qualified and experienced in both disciplines;
- b) Only one officer onboard may be allowed to act in dual role;
- c) The person is not the Master;
- d) The yacht is issued with a full UMS Notation for unmanned machinery space operation or satisfies the following:
 - The yacht has full control of main engine manoeuvring,
 - High Level Bilge Alarms are fitted in the machinery spaces,
 - The Engine Alarms and Engine Fire Alarm (if fitted) is relayed to the Bridge.

Notwithstanding the hereabove provisions the crew compliment on yachts < 24m must not be less than 2 and the crew compliment on yachts ≥ 24m must not be less than 3.

17.6 Special Considerations

On case by case basis, the Administration will consider requests for reduction in the engine crew compliment subject that the herebelow criteria are satisfied :

- a) the yacht being a 'Short Range Yacht';
- b) the maximum periods of navigation not exceeding 12 hours duration;
- c) one crew member (excluding the Master) holds a Yacht Engine Operator Certificate or equivalent;
- d) the yacht having a valid engine maintenance agreement with the engine makers (or their approved service station).



SECTION 18

SPECIAL CATEGORY YACHTS

18.1 High Speed Yachts

18.1.1 High speed yachts shall comply with the IMO High Speed Craft (HSC) Code, as far as practicable. Any deviations from the HSC Code have to be accepted by the Administration.

18.1.2 High speed yachts shall be built under Class supervision and maintain Class.

18.2 Sail Training Yachts

18.2.1 A Sail Training Yacht may carry a combination of trainees and passengers, however the number of passengers may not exceed 12.

18.2.2 The crew compliment on board requires to be set by the Administration taking in consideration the number of trainees, the area of operation, the time of year, the weather conditions and the level of competence of the trainees being trained.

18.2.3 Trainees and/or volunteers onboard sail training vessels are not considered as seafarers subject that they are not included in the Muster list and they are not expected to assume any responsibilities during emergency situations.

18.3 Traditional / Historical Yachts

18.3.1 This special category of yachts will be considered by the Administration on a case by case basis.

18.3.2 These yachts, as far as practicable, shall comply with the contents of this Code.

The Administration is conscious that these yachts may not be able to comply with all the requirements set out in this Code and thus equivalent arrangements will be considered on a case by case basis.

Under these circumstances, what traditional/historical yachts lack in modern technology or structural details shall be compensated for by operational measures that ensure the yacht's safe operation without destroying their particular historical character and design.

18.3.3 Such yachts would normally be certified to operate within 60 miles from a safe haven and in good weather conditions, however, special considerations may be made on a case by case basis.

18.4 Bareboat Charter Yachts (Yachts < 24 metres in length only)

18.4.1 Duty of Familiarisation at Handover

The Owner/Managing Agent or an appointed representative with in-depth knowledge of the yacht shall be present at the handover of the yacht to the chartering Master and crew in order to complete the following familiarisation processes:

1. A demonstration of the stowage of all gear and the method of use of all lifesaving and fire- fighting appliances on board the yacht shall be given;
2. The location and method of operation of all sea cocks and bilge pumps shall be explained;
3. A demonstration to ensure familiarisation with all mechanical, electrical and electronic equipment shall be carried out;
4. Checks to be carried out on the engine prior to starting, whilst running and after stopping to be demonstrated;
5. The method of setting, sheeting and reefing each sail shall be shown.

18.4.2 Documentation

The Owner/Manager of the yacht or his representative shall make sure that the Original Trading Certificates are handed over to the incoming Master and Crew. The documents shall include:-

1. Certificate of Registry;
2. Safe Manning Certificate (if issued);
3. The Certificate of Compliance to trade as a Commercial Yacht;
4. All other certificates issued to the yacht;
5. Details about the permitted operating area, navigational restrictions, and any special instructions which may affect the operational safety of the yacht;
6. All Instruction and Training manuals;
7. All the yacht's technical drawings and diagrams;
8. The yacht's maintenance records. The due dates of maintenance of all equipment shall be highlighted;
9. Yacht's Class records (if the yacht is in Class);

10. The inventory of yacht's equipment and spare parts. Details of spare parts suppliers is to be also provided;
11. The plan of stowage of all moveable equipment necessary for the safe operation of the yacht;
12. A list of contact telephone numbers (24 hours) of persons who may be contacted by the Chartering Master and Crew in case of emergencies or when special advice is required;
13. The original copy of the insurance policy (unless the Charterers will take separate insurance cover for the duration of the charter).

18.4.3 Handover Documentation

18.4.3.1 The handing over and taking over Masters shall sign a handing over document. This document shall list all items noted in 18.4.1 and 18.4.2 and any other items they deem important.

18.4.3.2 The quantities of fuels and unused consumables remaining on board at time of hand over shall be agreed upon and an adequate list shall be drawn up and signed by both parties.

18.4.3.3 A crew list with full details of the new crew taking over the yacht shall be sent to the Administration. The crew list is to be accompanied with a copy of all the crew certificates.

18.4.4 Off-Hire Procedures

18.4.4.1 When the yacht is returned to the Owners/Managers after the period of charter the same procedures indicated in 18.4.1, 18.4.2 and 18.4.3 shall be followed.

18.4.4.2 All handover documents shall be signed by both parties.

18.5 Yachts taking part in races

18.5.1 Yachts holding a Certificate of Compliance to trade as a Commercial Yacht do not need to remain fully in compliance with the requirements of the Code during races and during the transfer voyages to and from the race location.

18.5.2 Any person on board is to be clearly informed of the suspended commercial yacht certifi-

cation status for the duration of the race and/or the transfer voyage. The Administration is to be informed when the Yacht is transferring for a race or taking part in a race.

18.5.3 It remains the responsibility of the Owner/Agents/Master of the yacht to have the persons on board covered by a valid insurance policy for the duration of the race and the relevant transfer voyage.



SECTION 19
MEDICAL STORES

All yachts shall carry adequate medical stores suitable for their area and range of operation.

19.1 Yachts < 24m in length shall carry:-

Name of Items and Ordering Description

FIRST AID KIT

The kit shall be kept in a damp proof strong canvas bag, satchel or a box with a carrying strap and shall, at least, contain the following:-

QTY
REQUIRED
1

Triangular bandages with sides of about 90cm and a base of about 127cm	4
Standard dressings No.8 or 13 BPC	6
Standard dressings No.9 or 14 BPC	2
Extra large sterile unmedicated dressings 28cm x 17.7cm	2
Medium size safety pins, rustless	6
Assorted adhesive dressing strips medicated BPC	19
Sterile pads with attachments	2
Packages each containing 15g sterile cotton wool	2
Pair of large disposable polythene gloves	5
PARACETAMOL - 500mg tablet	50
SEASICKNESS REMEDY tablets (Hyoscine hydrobromide 0.3mg recommended)	50
BUTTERFLY CLOSURES	19
Adhesive skin closures, length about 5cm individually sealed sterile, in a container	
FORECEPS	1
Epilation with oblique ends, 12.5cm of stainless steel throughout	

SCISSORS (approved medical type) 1

About 18cm, one blade sharp pointed and the other round-ended

THERMOMETER 1

Ordinary range clinical thermometer, stubby bulb pattern

FIRST AID MANUAL 1

(Published by an approved Body or Authority)

19.2 Yachts ≥ 24m in length

Reference is to be made to the Merchant Shipping (Maritime Labour Convention) Rules, as amended.



SECTION 20

SURVEY & CERTIFICATION

20 Survey and Certification

20.1 All yachts covered by this Code are required to be surveyed, certified and maintained in accordance to their respective category requirements in order to maintain the validity of their Certificate of Compliance to Trade as Commercial Yacht (hereinafter referred to as COC).

20.1.1 Appointed Surveyors and Recognised Organisations are authorised by this Administration to perform surveys and certification pertaining to this Code. Qualified, experienced and skilled exclusive surveyors belonging to Recognised Organisations may carry out the full range of survey and certification processes pertaining to this Code. Appointed Surveyors are authorised to carry out the survey and certification processes pertaining to this Code in the areas in which they are adequately skilled, experienced and qualified to act.

20.1.2 Appointed Surveyors shall follow the Code of Ethics and Conduct for Appointed Ship Surveyors issued by the Administration whilst Recognised Organisations' Surveyors are to follow the relevant Recognised Organisation's own Code of Ethics.

20.1.3 Recognised Organisations and Appointed Surveyors shall carry out the surveys and the subsequent reporting without undue delay.

20.2 Initial Surveys

20.2.1 As part of the Initial Survey a brief, photographic survey report complimenting the Survey Forms MSD CY Initial and MSD CY Survey Report is to be submitted to the Administration.

20.2.2 Yachts already certified in accordance with the MCA LY2/LY3 Code or with the Italian Regolamento di Sicurezza per il Noleggio will be issued with a three month provisional COC (having the same navigation range as the existing certification), pending the completion of the Initial Surveys as prescribed in this section.

20.2.2.1 In order for the provisional COC to be issued, proof of the previous Charter Yacht Certification is to be provided together with a signed declaration indicating the existence (with full details) or non-existence of any equivalencies or exemptions.

20.2.3 If a yacht < 24m or an existing yacht ≥ 24 m and < 500 GT has never been classed by a Recognised Organisation or if the yacht has not been built under the supervision of a Recognised Organisation or if the yacht (<24 m) has not been built and certified under the Recreational Craft Directive, the following drawings/calculations shall be submitted to a Recognised Organisation or an Appointed Surveyor for assessment and approval:

Yachts < 24m length

- General Arrangement Plan
- Owner's Manual
- Declaration of Conformity and CE Certificate
- Bilge System
- Fire System
- Black Water System
- Ventilation Plan
- Electrical System
- Fuel System
- Rigging Plan (for sailing yachts)
- Stability Calculation as per ISO 12217

Yachts < 24m in length which can demonstrate to have at least a 5 year safe and satisfactory operational and service history may be dispensed from the above drawing assessment/approval requirement.

Yachts ≥ 24 m length

- General Arrangement Plan
- Structure / Scantlings Plan
- Lines Plan
- Midships Section and Transverse Sections
- Structural Fire Protection Plan
- Watertight Bulkheads (WT doors, openings etc)
- Water Freeing Arrangements
- Rigging plan and full specifications of the rig (for sailing yachts)
- Safety and Fire Safety plan
- Calculation of Engine Power

- Fuel System
- Bilge System
- Fire Fighting Plan
- Electrical systems (including navigation lights)
- Rudder details / design
- Equipment number
- Stability calculations and Stability Booklet
- Freeboard Assignment
- Record of compliance with the Code
- Record of Radio Equipment on board
- Longitudinal Strength Calculation

Special considerations may be accepted by the Administration for yachts having a safe and satisfactory operational and service history for more than 5 years.

New yachts $\geq 24\text{m}$ in length shall be classed and/or shall have been built in compliance to a Recognised Organisation Rules' and classed during construction by an RO.

Yachts ≥ 500 GT shall be Classed and maintain Classification valid throughout the validity of the COC.

- 20.2.4** A detailed survey, having the same criteria of a Renewal Survey of the hull, the machinery and of all equipment shall be carried out. A Drydocking Survey shall also be carried out unless the yacht holds a valid Class Certificate. If at the time of survey, it is not possible to carry out a Drydocking Survey, then the yacht shall be surveyed afloat and the Drydocking Survey of the underwater parts shall be carried out not later than 6 months from the date of the Initial Survey (which may be extended by the Administration for not more than a further 6 months) subject to an internal hull inspection (including internal inspection of any hull tanks) being carried out during the Initial Survey itself. Drydocking of yachts holding a valid Class Certificate is not required.
- 20.2.5** For every class of yacht a full survey and operational test of safety equipment, life saving appliances, fire detection and fire fighting equipment shall be carried out.
- 20.2.6** All items relating to freeboard, waterfreeing arrangements and crew safety shall also be checked.
- 20.2.7** The stability calculation/booklet of the yacht shall be checked for compliance with the requirements set out in Section 8 of the Code. For Yachts $\geq 24\text{m}$ in length, in the event that the Yacht has not been issued with a Stability Booklet approved by a Recognised Organisation or by an Appointed Surveyor than an Inclining Experiment is to be carried out and

subsequently a new approved Stability Booklet must be made available onboard. On yachts where the stability data onboard does not fulfill the full requirements of Section 8 of this code a new inclining test shall be carried out and a new approved Stability Booklet shall be issued within 12 months.

- 20.2.8** Sea trials and operational tests shall also be carried out under supervision of the attending surveyor. Sea trials may be dispensed with on yachts holding a valid Class Certificate (covering also machinery) and on yachts having a valid servicing contract with the engine makers whilst also having all machinery/equipment maintenance records available onboard.
- 20.2.9** A Safety Radio Survey shall be carried out by a radio inspector approved by a Recognised Organisation. Yachts ≥ 300 GT shall be issued with an International Ship Safety Radio Certificate.
- 20.2.10** A Load Line Survey shall be carried out and an International Load Line Certificate is to be issued on all yachts $\geq 24\text{m}$ in length.
- 20.2.11** MARPOL (IOPP, ISPP& IAPP) surveys shall be carried out on all yachts ≥ 400 GT (ISPP Survey when carrying more than 15 persons) and relevant certificates issued.
- 20.2.12** New yachts $\geq 24\text{m}$ in length & < 500 GT shall be Classed or shall have been built in compliance to a Recognised Organisation Rules' and classed during construction by an RO. Yachts $\geq 24\text{m}$ in length & < 500 GT which do not hold a valid Class Certificate (being an existing yacht or being a new yacht which has not maintained Class) at the time of this survey, shall also have their Hull & Machinery surveyed, with the same extent and criteria as a Classification Society Hull and Machinery Renewal Survey, by the attending surveyor. In this regards the relevant part of the Form MSD CY Survey Report relating to Class has also to be utilised and duly filled in. Yachts ≥ 500 GT shall be Classed by a Recognised Organisation and hold a valid Certificate of Classification at the time of the Initial Survey. For this category of yacht the Class Certificate shall be maintained valid throughout the whole period of the COC validity.
- 20.2.13** Yachts ≥ 500 GT shall also be audited and issued with ISM and ISPS Certificates.
- 20.2.14** Refer to 20.8 for details about the Survey Guideline forms to be utilised during this survey. Refer to 20.10 for the list of Certificates to be issued and/or to be available onboard during this survey.

20.2.15 An MLC Survey is to be carried out in accordance with Section 13 of the Code.

20.2.16 Upon satisfactory review of the survey reports and related documentation, the yacht will be issued with a 5 year validity COC. The COC will clearly indicate the yacht's operational range and maximum number of passengers and is issued only by the Administration.

20.3 Renewal Surveys

20.3.1 A renewal survey shall be carried out within 3 months prior to the expiry of the COC. The Form MSD CY Survey Report shall be utilised during this survey and the applicable sections duly filled in. Failure to carry out the Renewal Survey within the COC validity period will result in the automatic suspension of the COC. Re-instatement of the COC will be granted once the overdue renewal survey is carried out.

20.3.2 During a renewal survey a full inspection of the yacht shall be carried out. A Drydocking Survey shall also be carried out unless the yacht holds a valid Class Certificate. If at the time of survey, it is not possible to carry out a Drydocking Survey, then the yacht shall be surveyed afloat and the Drydocking Survey of the underwater parts shall be carried out not later than 6 months from the date of the Renewal Survey (which may be extended by the Administration for not more than a further 6 months) subject to an internal hull inspection (including internal inspection of any hull tanks) being carried out during the Renewal Survey itself. Drydocking of yachts holding a valid Class Certificate is not required.

20.3.3 The hull, machinery, systems and equipment of the yacht shall be thoroughly inspected and tested. Yachts $\geq 24\text{m}$ in length & $< 500\text{ GT}$ which do not hold a valid Class Certificate shall also have their Hull & Machinery surveyed with the same extent and criteria as a Classification Society Hull and Machinery Renewal Survey, by the attending surveyor. In this regards the relevant part of the Form MSD CY Survey Report relating to Class has also to be utilised.

20.3.4 The yacht's documents and certificates shall be reviewed. For yachts $\geq 500\text{ GT}$ the validity of the Class Certificate is to be ascertained.

20.3.5 Sea trials and operational tests shall also be carried out under supervision of the attending surveyor. Sea trials may be dispensed with on yachts holding a valid Class Certificate (covering also machinery) and on yachts having a valid servicing contract with the engine makers whilst also having all machinery/equipment maintenance records available onboard.

20.3.6 Any other statutory surveys which are due shall also be carried out during the COC Renewal Surveys. The statutory certificates validity is to be fully maintained during the whole COC validity period.

20.3.7 When Statutory Certificates are issued by Appointed Surveyors than they are to be harmonised with the COC validity.

20.3.8 On yachts $\geq 24\text{m}$ a lightship survey shall be carried out once in every ten years during a Renewal Survey and relevant records shall be retained onboard and a copy shall be sent to the Administration. A new inclining experiment and new approved stability booklet are required should the lightship survey result in a change in the lightship weight $\geq 2\%$ and/or a shift in the longitudinal centre of gravity $\geq 1\%$ (measured from the aft perpendicular) and / or the calculated vertical gravity rises by 0.25% and above (measured from the keel).

20.3.9 Refer to 20.8 for details about the Survey Guideline forms to be utilised during this survey. Refer to 20.10 for the list of Certificates to be issued and/or to be available onboard during this survey.

20.3.10 On successful completion of the renewal survey the attending surveyor, shall endorse the relevant section on the COC and shall report to this Administration, which, after reviewing the survey report and documentation, will issue a new COC, valid for another 5 years.

20.4 Intermediate and Annual Surveys

20.4.1.1 Yachts $\geq 24\text{m}$ length must carry out annual surveys during the 5 year validity of the COC. The Form MSD CY Survey Report shall be utilised during this survey and the applicable sections duly filled in. Surveys must be carried out by an Appointed Surveyor or by a Recognised Organisation. The Annual Surveys shall be carried out within 3 months before or after each anniversary date. A Renewal Survey shall be carried out within three months prior to the expiry of the COC. Survey due dates are indicated on the COC.

20.4.1.2 Yachts $< 24\text{m}$ length, shall carry out an Intermediate Survey between the 2nd and 3rd year from the Initial/Renewal anniversary date, whilst a Renewal Survey shall be carried out within three months prior to the expiry of the COC. Surveys must be carried out by an Appointed Surveyor or by a Recognised Organisation. Survey due dates are indicated on the COC.

20.4.2 Subject to the satisfactory outcome of a survey, the COC shall be duly endorsed on the prescribed space and a copy of the endorsed COC together with a survey report shall be provided to the Administration. Copies of any Statutory Certificates endorsed by the attending surveyor, shall also be sent to the Administration. Failure to carry out the Intermediate/Annual Survey within the prescribed window will result in the automatic suspension of the COC, unless an extension has been granted by the Administration. Re-instatement of the COC will be granted following a Renewal Survey without the necessity of a drydock.

20.4.3 Refer to 20.8 for details about the Survey Guideline forms to be utilised during this survey. Refer to 20.10 for the list of Certificates to be issued and/or to be available onboard during this survey.

20.4.4 On Yachts \geq 300GT an annual Safety Radio Survey shall be carried out by a radio inspector approved by a Recognised Organisation. On Yachts < 300 GT an annual inspection of the EPIRB and AIS shall be carried out by an approved service supplier.

20.5 Occasional Surveys, Surveys following Damage, Surveys following Port State Control and Surveys following Recommendations

20.5.1 Occasional Surveys, Surveys following Damage and Surveys following Recommendations shall be carried out by an Appointed Surveyor or by a Recognised Organisation, as deemed necessary by the Administration.

Masters/Owners/Managers are required to contact the Administration following Damage and/or following a Port State Control Detention. On a case by case basis, the Administration will carry out additional/occasional surveys in order to confirm the validity of the COC. Failure to inform the Administration about Damage and/or Port State Control Detention may lead to suspension of the COC.

20.6 Major Repairs and/or Conversions

Major repairs and/or conversions must be carried out under the supervision of an Appointed Surveyor or a Recognised Organisation.

20.7 Historical Yachts, Tenders & Other Ancillary Craft

20.7.1 Historical yachts shall be surveyed by an Appointed Surveyor or a Recognised Organisation acting under the direction of the Administration.

20.7.2 An Initial Survey shall be carried out to determine the requirements and the criteria of Inspection required. The survey outcome shall be communicated to the Administration and the particular certification requirements applicable, category of yacht, area of operation, number of passengers, applicable restrictions and equivalent arrangements must be agreed with the Administration.

20.7.3 Tenders and other Ancillary Craft shall also be surveyed in conjunction with the mother yacht. Tender(s) details and survey outcome shall be duly included in the survey report and the tender(s) shall be mentioned on the COC.

20.8 Checklists and Guidelines to be used during surveys

For all yachts the following Survey Guidelines forms are to be utilised:-

Initial Surveys: MSD CY Initial (choose the form corresponding to the length/GT of the yacht) in conjunction MSD CY Survey Report Forms

Intermediate, Annual and Renewal Surveys: MSD CY Survey Report Form

Note that for yachts \geq 24m which do not hold a valid Class Certificate the relevant Section of form MSD CY Survey Report relating to Class shall also be utilised and be duly filled in.

20.9 Implementation of the new survey & certification regime for yachts already issued with a COC

20.9.1 Yachts < 24m already issued with a COC, have to comply with the new survey & certification regime at their first Renewal Survey.

20.9.2 Yachts \geq 24m already issued with a COC, have to comply with the new survey & certification regime at the first periodical survey.

20.9.3 The list of Authorised Surveyors may be found on TM's website: www.transport.gov.mt

20.10 List of Reports & Certificates to be Available Onboard

All Statutory Certificates' format shall be in compliance with the samples provided in the annexes of the relevant Codes, Conventions and Regulations.

	< 24m	≥ 24m			
		<300GT	≥300GT & <400GT	≥400GT & <500GT	≥500GT
Inspection Report	√	√	√	√	√
COC & Rec. of Equipment	√	√	√	√	√
Radio Inspection Report	√	√	√	√	√*
ITC		√	√	√	√*
ILLC		√	√	√	√*
SAFRAD & Form R			√	√	√*
IOPP Cert. & Supplement				√	√*
IAPP				√	√*
ISPP	>15 persons	>15persons	>15persons	√	√*
Certificate of Class (Mandatory)					√*
SAFCON					√*
SAFEQ & Form E					√*
SMC					√*
ISSC					√*
CSR					√
MSM		√	√	√	√
AFS Declaration		√	√		
AFS Cert.				√	√*
MLC**					√*
IEEC				√	√*

(*) – For Yachts ≥500GT, all Certificates besides the Inspection Report, COC and Record of Equipment, CSR and MSM are to be issued by a Recognised Organisation.

(**) – Yachts < 500GT, shall be issued with documentary evidence confirming compliance (or voluntary certification) with the MLC.



SECTION 21
ISM AND ISPS

1. ISM

All yachts \geq 500 GT and their respective Safety Managers shall comply with the International Safety Management (ISM) Code as per SOLAS Ch.IX.

The International Safety Management (ISM) Code means the International Management Code for the Safe Operation of Ships and for Pollution Prevention adopted by the International Maritime Organization by resolution A.741 (18). The ISM Code is the standard for establishing a system for the safe management and operation of vessels and for pollution prevention. It sets rules for the organisation of the owner or company management in relation to safety and pollution prevention, and for the implementation of a Safety Management System (SMS).

An owner can manage his own yacht or appoint a safety management company, but the owner or company ashore (the office – not just the yacht) has to be audited and be issued with a Document of Compliance (DOC) whilst the yacht shall be issued with a Safety Management Certificate (SMC).

Recognised Organisations are authorised to carry out ISM audits and certification on behalf of this Administration.

The Administration strongly recommends that yachts $<$ 500 GT voluntarily implement the appropriate ISM Code provisions, as far as practicable. In these cases, the ISM Audit and the issuance of the Statement of Compliance may be carried out also by an Appointed Surveyor who is qualified and authorised by the Administration.

2. ISPS

All yachts \geq 500 GT shall comply with the International Ship and Port Facility Security (ISPS) Code as per SOLAS Ch.XI/2 and be issued with an International Ship Security Certificate (ISSC).

The ISPS Code is a comprehensive set of measures to enhance the security of ships and port facilities, developed in response to the perceived threats to vessels and port facilities in the wake of the 9/11 attacks in the United States. The ISPS Code is implemented through Chapter XI-2 Special measures to enhance maritime security in the International Convention for the Safety of Life at Sea (SOLAS). In essence, the Code takes the approach that ensuring the security of vessels and port facilities is a risk management activity and that, to determine what security measures are appropriate, an assessment of the risks must be made in each particular case. The purpose of the Code is to provide a standardised, consistent framework for evaluating risk, enabling masters and governments to offset changes in threat with changes in vulnerability for vessels and port facilities through determination of appropriate security levels and corresponding security measures.

Only Recognised Organisations are authorised to carry out ISPS audits and certification on behalf of this Administration.

The Administration strongly recommends that yachts $<$ 500 GT voluntarily implement the appropriate ISPS Code provisions, as far as practicable. In these cases, the ISPS Audit and the issuance of the Statement of Compliance may be carried out also by an Appointed Surveyor who is qualified and authorised by the Administration.



SECTION 22

TENDERS AND OTHER ANCILLARY CRAFT

- 1.1** Yacht tenders may be of rigid or inflatable construction or a combination of both and may be either stowed on board or towed or, in special circumstances, may even navigate together with the yacht. However, the tender may not be engaged on separate commercial activities. Such tenders shall be used in conjunction with the mother yacht and may operate only within a 3 nautical mile radius from the mother vessel. An extended tender operating range may be considered by the Administration on a case by case basis, however for tenders having Recreational Craft Directive Certification to a minimum of Design Category B, and which are equipped with the necessary radio, safety and life saving equipment, the range of tender operation may be extended upto a 20 nautical miles radius from the mother vessel, subject to favourable weather conditions. The number of persons the tender may safely carry and the name of the mother yacht shall be clearly marked onboard of the tender. Personal watercraft may not be considered as tenders for the purposes of this sub-section.
- 1.2** All tender(s) and ancillary craft belonging to the yacht shall be surveyed in conjunction and with the same survey criteria of the mother yacht and they shall be duly maintained in a good state of maintenance and shall be provided with the necessary safety equipment for the range of operations intended. When a tender is intended to be used as a rescue boat, it is required to be certified in line with SOLAS or MED (Marine Equipment Directive).
- 1.3** All tender(s) and other ancillary craft belonging to the yacht and having a length between 2.5 metres and 24 metres shall be certified and marked in accordance with the Recreational Craft Directive 2003/44/EC. Craft not falling under this Directive shall be certified to an applicable recognised International Standard. Submersible craft shall comply with IMO MSC Circ.981 and they shall be built and maintained in accordance with the rules of a Recognised Organisation and be suitable for their intended use. Periodical maintenance shall be carried out as recommended by the manufacturer. The crew operating the submersible craft shall be appropriately trained and qualified.
- 1.4** Submersibles, Amphibious Craft and Hover Craft, when utilised solely in conjunction with the mother yacht are considered as ancillary craft and their details shall be included in the relevant inspection report.
- 1.5** All craft falling under this sub-section shall be used exclusively in conjunction with the mother yacht and are not permitted to engage in separate voyages or other commercial activities. The Master is responsible to ensure that the use of these craft is in compliance with the Rules and Regulations imposed by the Port Authorities for the area of operation and that the crew operating these craft are trained, qualified and experienced with the use of these craft.