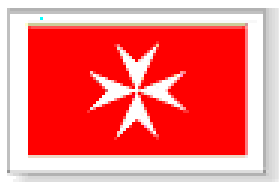




Merchant Shipping Directorate

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Transport Malta



Synopsis of the main amendments and improvements to the Malta Commercial Yacht Code

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Transport Malta is the Authority for Transport in Malta set up by Act XV of 2009



Thanks to the co-operation and to the encouragement received from all stakeholders during the last 5 years, the implementation of the Commercial Yacht Code (CYC) 2015 has proven to be an industry favourite and has contributed in the growth of a cleaner and safer Malta registered commercial yacht fleet.

During these last five years the Merchant Shipping Directorate received valuable feedback from all interested parties and listened to both customers and regulators, and that is the principal reason why the improved CYC 2020 is being rolled out.

The full details about the improvements found in the CYC 2020 may all be found in Annex I of the Code itself and a summary of the main improvements is mentioned herebelow.

Section 3 – Application and Interpretation

- Besides the yachts already certified under MCA LY2/LY3/REG Yacht Code and the Italian Regolamento di Sicurezza recante norme tecniche per le navi destinate esclusivamente al noleggio per finalità turistiche DM n.95, yachts issued with Commercial Yacht Certification by other flag States may, on a case by case basis, at the sole discretion of the Administration, be issued with a three month provisional COC (having the same navigation range as the existing certification), pending the completion of the Initial Surveys.
- Where the Code requires a yacht to comply with any of the provisions of an International Convention (or other related instrument), and the applied requirements are separated into different vessel types, a yacht shall comply with the applied requirements of the Convention that apply to a cargo ship. This is subject to any express provision to the contrary in the Code.

Section 4 – Structural Strength & Watertight Integrity

- The use of any installation/structure/component containing asbestos is prohibited. MSC Circ.1045, as amended, shall be followed for the maintenance and monitoring of any existing onboard materials containing asbestos.
- Flush hatches requirements have been introduced.
- Equivalencies to the sill height requirements have been introduced.
- Requirements for Windows and Portholes have been grouped together under “Glazed Openings”.
- Requirements for glazed openings protecting buoyant volumes and for those glazed openings not protecting buoyant volumes have been detailed.
- Requirements for Deadlights, Storm Shutters and Blanks have been improved.
- Details for the acceptance of non-certified glazed openings fitted on existing yachts have been included.
- Requirements for glazed openings fitted in the forward quarter length of the yacht, below main deck have been introduced.
- Requirements for Sea Strainers have been improved.
- Requirements for the use of glazed railings have been included.

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Section 5 – Rigging on Sailing Yachts

- Masts and Spars and Rigging initial and periodical inspections/survey details have been improved.

Section 6 – Machinery

- Improved requirements for yachts having different power plants have been introduced.
- Requirements for the jacketing/shielding of high-pressure fuel delivery lines have been introduced.
- Requirements for the location/passage of oil fuel lines have been detailed.
- Individual design approval for main and emergency steering gear systems have been introduced.
- Details and requirements for batteries used for propulsion, both as main propulsion or hybrid propulsion, and/or for main electric power supply purposes during yacht operations have been introduced.

Section 7 – Electrical Installation

- The use of risk assessments or hazard identification techniques (such as Failure Modes Effects Analysis (FMEA)) has been introduced.
- Battery installations' inspections and maintenance requirements have been detailed.
- Battery charging systems requirements have been introduced.
- Requirements for the charging of Movable/Portable batteries (including batteries fitted on onboard equipment, toys, appliances etc.) have been introduced.

Section 8 – Intact and Damage Stability

- Damage Stability requirements have been improved.

Section 10 – Life Saving Appliances

- Requirements for Marine Evacuation Systems (MES) have been introduced.
- Section 10.7 - Liferafts and Rescue Boats Launching Appliances' requirements has been revised introducing more technical details in accordance with the LSA Code.
- The 30 minutes abandon ship requirement has been highlighted.
- Requirements for the launching appliances and the rescue boat located forward have been introduced.
- A Dan Buoy is now being required onboard all sailing yachts.
- For yachts having easily transferable liferafts, the requirement of a liferaft(s) transferability drill witnessed by the attending surveyor during initial and renewal surveys and during Flag State Inspections has been introduced.
- Drills' types, details and requirements have been improved.



- On a yacht engaged on a voyage where passengers are scheduled to be onboard for more than 24 hours, musters of newly-embarked passengers shall take place prior to or immediately upon departure. Passengers shall be instructed in the use of the lifejackets and the actions to take in an emergency.
- Whenever new passengers embark, a passenger safety briefing shall be given immediately before departure, or immediately after departure. The briefing shall be made by means of an announcement, in one or more languages likely to be understood by the passengers.
- Onboard training in the use of the yacht's life-saving appliances, including survival craft equipment, the use of the ship's fire-fighting equipment, fire-extinguishing appliances etc., shall be given as soon as possible but not later than 2 weeks after a crew member joins the yacht.
- Details about the on-board training in the use of davit-launched liferafts have been included.

Section 11 – Fire Protection

- Oxy Acetylene Installations requirements have been introduced.
- The possible deployment of Fire Patrols has been introduced.
- The requirements for the carriage of an International Shore Connection have been introduced.
- Details and requirements about the Storage of battery operated Watersports' Equipment/Toys have been included.
- Details and requirements about the installation of BBQ and spit roast appliances have been introduced.
- The minimum capacities of portable fire extinguishers have been detailed.
- CO₂ portable fire extinguisher nozzle access ports shall be available below the navigation bridge console unit(s), providing access to all the compartments located below the navigation console(s). The access ports shall enable the crew to discharge CO₂ portable fire extinguisher(s) directly within the console's compartments allowing the fire extinguishing medium to swiftly penetrate and extinguish any fires located within.
- Structural Fire Protection waiver details for yachts < 24m in length have been introduced.
- B-30 Class fire rating has been replaced with B-15 Class fire rating.
- For composite, aluminium and timber hull yachts, which are not newbuildings, a waiver from the requirement to fully insulate the machinery spaces boundaries may be considered by the Administration, on a case by case basis, subject to the installation of additional passive and/or active mitigating measures and subject to compliance with specific requirements as detailed in the Code.

Section 12 – Equipment

- Details about the use of wire rope or rope of an equivalent material/strength for yachts < 24m in length have been introduced.



Section 13 – Maritime Labour Convention 2006

- Drinking water shall be treated through a UV Water Purifier or an equivalent purification system and drinking water tanks shall be tested for bacteria by a recognised lab on an annual basis and relevant test results shall be kept onboard.
- Details and requirements have been improved for instances when it is neither reasonable nor practicable to site seafarer sleeping accommodation amidships or aft, and above the deepest waterline.
- On a case by case basis, and at the discretion of the Administration, for yachts < 400GT the required floor area for spaces located at the bow, having a side(s) following the bow profile, may be measured at mid-height from deck in order to compensate for the design characteristics of these spaces.
- Yachts < 500 GT, in line with MS Notice 105, are subject to an MLC inspection at intervals not exceeding three years. An MLC Inspection Report shall be issued by the RO or Appointed Surveyor and a copy shall be retained onboard. It is strongly recommended that yachts < 500 GT are also issued with a certificate/statement of compliance, confirming voluntary certification, in order to simplify matters involving port State control inspections and to avoid undue delays in ports.
- Yachts ≥ 500 GT shall comply with the MLC certification requirements as set out in the MS Notice 105, as amended, and in the Merchant Shipping (Maritime Labour Convention) Rules 2013, as amended. MLC certification shall be issued by a RO.

Section 14 – Protection of Personnel

- Over-side working systems requirements have been detailed.
- All yachts shall meet the requirements of the IMO Code on Noise Levels, as far as reasonable and practicable.
- For safe navigation, it is important that sound signals and VHF communications can be properly heard, at the navigating position in normal operating conditions.
- Details about personnel training and familiarisation have been included.
- Details about the use of PPE have been improved.
- The requirements for the carriage of a Portable Atmosphere Testing Instrument onboard yachts ≥ 500GT has been included.
- The Master's Overall Authority has been highlighted.

Section 15 – Navigation and Communication

- Requirements for the use of LED lights have been mentioned.
- The requirement for each yacht to be fitted with a whistle or horn has been introduced.

Section 16 – Marine Pollution Prevention

- EIAPP Certification requirements have been detailed.
- Ballast Water Management (BWM) Convention requirements have been included.

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Section 17 – Manning and Crew Certification

- Requirements concerning the Schedule of Duties have been introduced.
- Details about work and rest hours have been included.

Section 19 – Medical Stores

- The Medical stores including its contents, on all yachts, shall be inspected and certified at intervals not exceeding 12 months by a qualified pharmacist or doctor.

Section 20 – Survey and Certification

- Requirements for Hybrid and Electric yachts have been introduced. Hybrid and Electric vessels shall be Classed, and specific requirements for battery charging have been introduced.
- Rigging survey requirements for sailing yachts have been included.
- On yachts $\geq 24\text{m}$ in length a lightship survey shall be carried out every 5 years.
- Bottom survey requirements have been improved.

Section 22 – Tenders and Ancillary Craft

- Certification requirements for Tenders and Ancillary Craft, including Chase Boats, have been detailed and improved.

Section 23 – Static Chartering

- Static Chartering requirements have been incorporated in the Code.

Section 24 – Helicopter Landing Areas (HLAs)

- Details about HLAs design, safety, construction, maintenance and relevant certification have been introduced in a dedicated Section of the Code.
- The tasks assigned to ROs and AIBs, as applicable, have been detailed.

The Survey Guidelines have been updated/improved in order to reflect the improvements introduced in CYC 2020.

This document is not part of the Code provisions and is for information purposes only.