Merchant Shipping
Directorate

COMMERCIAL YACHT
CODE 2020

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SECTION 1
FOREWORD

1.1 This fourth 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.

The CYC 2020 updates and replaces the CYC 2015 version and is effective as from 1st January 2021.

Existing yachts already certified in accordance to the CYC 2015, shall comply with the requirements of the CYC 2020 by not later than the yacht's first periodical survey carried out after the 1st June 2021.

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 safe haven (Short Range)**, or (b) **Navigation within 150 miles from a safe haven** 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 out onboard evaluations. 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 office audits and vertical contract 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 the Merchant Shipping Act, the Owner, Operator, or Master of a ship are required to report any occurrence of a marine accident or incident to:

a. within 24hrs to the Maltese Authorities, in this case the Maltese Administration, on e-mail: mershipmalta.tm@transport.gov.mt and tech.tm@transport.gov.mt
b. the Marine Safety Investigation Unit by the quickest means available on e-mail: msiu.tm@transport.gov.mt

For accidents/Incidents happening in Maltese waters the VTS shall be immediately informed verbally, in view of safety of navigation within such waters and also in respect of any pollution to the marine environment. A written report shall be sent within 24 hrs.

Owners and Masters shall also be guided by Merchant Shipping Notice No. 94 and Section 307 of the Merchant Shipping Act.

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 and 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 embarcation 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 doors, weathertight and watertight doors fitted onboard other than those for hull openings.
g . Be aware and be able to follow any Security related procedures.

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.

1.16 Yachts which are 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, as amended, 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. Yachts issued with Commercial Yacht Certification by other flagstates may be accepted on a case by case basis at the sole discretion of the Administration.

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 ≥ 500 GT shall be classed by an RO and shall maintain valid classification throughout the validity of the COC.
b. New yachts ≥ 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.
c. All yachts, irrespective of their size and area of operation, fitted with battery installations intended as the sole source of propulsive power or as part of a hybrid system, shall be classed and shall maintain Classification throughout the validity of the COC.

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;

Aft Perpendicular means the perpendicular taken at the after end of Length (L);

Amidships means the middle of the Length (L);

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 or Government 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;

Aviation Inspection Body means a body having the expertise and the responsibility of inspecting and certifying helicopter landing areas;

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;

Breadth (B) means the maximum breadth of the yacht, measured amidships to the moulded line of the frame in a yacht with a metal shell and to the outer surface of the hull in a yacht with a shell of any other material. The width of any permanently fixed fenders shall not be included;

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;

Central Control Station means a control station in which the following control and indicator functions are centralised: (a) fixed fire detection and fire alarm systems; (b) automatic sprinkler, fire detection and fire alarm systems; (c) fire door indicator panels; (d) fire door closure; (e) watertight door indicator panels; (f) watertight door closures; (g) ventilation fans; (h) general/fire alarms; (i) communication systems including telephones; and (j) microphones to public address systems;

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 or Recognised Organisation (RO) means an organisation recognised by the Government of Malta in terms of the Merchant Shipping Act;

Code means the Malta Commercial Yacht Code;

COLREG means the Convention on the International Regulations for Preventing Collisions at Sea 1972 (COLREG 72);

Commercial Yacht is a yacht engaged in lawful trade, having a length overall (LOA) ≥ 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;

Company means the Owner of the yacht or any other Organisation or person such as the Manager, or the Bareboat Charterer, who has assumed the responsibility for operation of the yacht from the owner.

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, firefighting 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;

Deadlight means a secondary watertight closure fitted to a glazed opening and which is fitted to the inside of the vessel;

Depth (operational) means the vertical distance measured from to the top of the freeboard deck beam at side to the underside of the keel or to the underside of the propellers or to the underside of the rudder, whichever is the deepest;

Design Pressure means the hydrostatic pressure for which each structure or appliance assumed watertight in the intact and damage stability calculations is designed to withstand;

Design Waterline means the deepest loaded draught as per the all-seasons Load Line assigned to the vessel;

Draught (Draft) or (d) means the vertical distance from the keel line at mid-length to the yacht's waterline;

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;

Embarkation Station means the place from which a survival craft is boarded. An embarkation station may also serve as a muster station, provided there is sufficient room, and the muster station activities can safely take place; there;

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;

Equivalent Material means aluminium alloy or any other non-combustible material which, by itself or due to the insulation provided, maintains structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test.

Existing Yacht means a yacht, the keel of which was laid or was at a similar stage of construction prior to entry into force of this Code;

Fire Damper means a device installed in a ventilation duct, which under normal conditions remains open allowing flow in the duct, and is closed during a fire, preventing the flow in the duct to restrict the passage of fire. In using the above definition, the following terms may be associated:
"automatic fire damper" is a fire damper that closes independently in response to exposure to fire products;
"manual fire damper" is a fire damper that is intended to be opened or closed by the crew by hand at the damper itself; and
"remotely operated fire damper" is a fire damper that is closed by the crew through a control located at a distance away from the controlled damper;

Fire Safety Systems Code means the International Code for Fire Safety Systems as adopted by the Maritime Safety Committee of the IMO by resolution MSC.98 (73), as amended;

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 amended;

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 in compliance with the requirements of the Life-Saving Appliances Code;

Forward Perpendicular means the perpendicular taken at the forward end of the length (L) such that the perpendicular coincides with the fore side of the stem on the waterline on which the length is measured;

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;

Garage Space means those enclosed spaces above and below the bulkhead deck used for the storage of tenders, pleasure craft, vehicles, jet skis or any other such engine/battery driven units and recreational dive systems;

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;

Glazed Opening means an opening in the hull, superstructure or deckhouse of a yacht's structure fitted with a transparent or translucent material. Windows and portlights are considered as glazed openings;

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 those areas which may contain combustible or explosive gases, dusts or vapours, in which the use without proper consideration of machinery or electrical equipment may lead to a fire hazard or explosion;

Helicopter Landing Area (HLA) referred also to as a **Helideck** means a purpose built helicopter landing and take-off area located on a vessel including all structure, firefighting appliances and other equipment necessary for the safe operations of helicopters;

High Speed Craft Code means the International Code of Safety for High Speed Craft, adopted by the Maritime Safety Committee of the IMO by resolution MSC.97(73), as amended;

ICLL or **LL** 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 ≥ 24m with keel laid after the 21st July 1968 and to yachts ≥ 150GT with keel laid before the 21st July 1968;

ILO means the International Labour Organisation;

Immersion Suit means a protective suit which reduces the body heat loss of a person wearing it in cold water complying with the requirements of the LSA Code;

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 may be exempted from this requirement;

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;

Intact Stability Code, 2008 means the International Code on Intact Stability, 2008 (2008 IS Code) as adopted by IMO Circular MSC.267(85), as amended;

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, as applicable;

Length (L) means 96% of the total length on a waterline of a yacht at 85% of the least moulded depth measured from the top of the keel, or the length from the fore-side of the stem to the axis of the rudder stock on that waterline, if that be greater. In yachts designed with a rake of keel the waterline on which this 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;

Lightest Seagoing Condition means the loading condition with the ship on even keel, with 10% stores and fuel remaining and with the full number of passengers and crew and their luggage;

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 (LSA Code) means the International Life Saving Appliances Code adopted by the International Maritime Organisation by Resolution MSC.48(66), in it's 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 including 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, and similar spaces, and trunks to such spaces;

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 in the aggregate a total power output ≥ 375 kW; or
c. any oil fired boiler or oil fuel unit or any oil-fired equipment other than boilers;

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 normally divided by A class divisions bulkheads, the mean length of which, on any deck, does not normally exceed 40 metres;

Major Alteration/Conversion means, namely, a substantial change in the vessel's dimensions and/or carriage capacity and/or the vessel's type and/or any change that substantially increases the vessel's life;

Marine Evacuation System (MES) means an appliance complying with the requirements of the LSA Code, for the rapid transfer of persons from the embarkation deck of a yacht to a floating survival craft;

MARPOL73/78 means the International Convention for the Prevention of Pollution from Ships,1973, as amended;

Master includes every person (except a pilot) having command or charge of a yacht and, in relation to a yacht, include the captain or skipper;

Mid-length means the mid-point of the subdivision length of the yacht;

Mile means a nautical mile consisting of 1852 metres;

Moulded Depth means, subject to paragraphs (a) to (c) below, the vertical distance measured from the top of the keel to the top of the freeboard deck beam at side, provided that

a. in wood and composite yachts, the distance is measured from the lower edge of the keel rabbet and where the form at the lower part of the midships section is of a hollow character, or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel;

b. in yachts having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwale were of angular design; and

c. where the freeboard deck is stepped and the raised part of the deck extends over the point at which the moulded depth shall be determined, the moulded depth shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part;

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;

Muster Station means an area where passengers and crew can be gathered in the event of an emergency, given instructions and prepared to abandon the craft, if necessary;

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;

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 2013/53/EU, as amended and the Marine Equipment Directive 2014/90/EU, as amended;

Officer means a seafarer who is qualified under the International Convention on Standards of Training, Certification and Watchkeeping for Seafarers (STCW) or under another equivalent standard as prescribed in the Code;

Open Decks include open deck spaces and enclosed promenades having no fire risk;

Over-side Working Systems means the securing, anchoring or track and rail systems used to access external portions of the vessel for maintenance and wash down. This can include but not limited to track and car systems or static harness points;

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) 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. 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. child under one year of age;

Passenger Yacht/Ship means a vessel carrying more than 12 paying passengers;

Person means a person over the age of one year;

Private Yacht (Pleasure 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 freeboard decks and raised quarterdecks, or other exposed decks lower than one standard height of superstructure above the freeboard deck, and upon exposed decks situated forward of a point located a quarter of the yacht's length from the forward perpendicular that are located lower than two standard heights of superstructure above the freeboard deck;

Position 2 means upon exposed decks situated abaft a quarter of the yacht's length from the forward perpendicular and located at least one standard height of superstructure above the freeboard deck and lower than two standard heights of superstructure above the freeboard deck. Upon exposed decks situated forward of a point located a quarter of the yacht's length

from the forward perpendicular and located at least two standard heights of superstructure above the freeboard deck and lower than three standard heights of superstructure above the freeboard deck;

Public Spaces means those portions of the accommodation which are used for halls, dining rooms, lounges and includes similar permanently enclosed spaces;

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;

Recognised Organisation (RO) or Classification Society means an organisation or other body recognised by the Government of Malta in terms of the Merchant Shipping Act;

Recreational Craft Directive is the EC Directive 2013/53/EU, as amended;

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 a mobile satellite service ship earth station 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, Pilots 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 m^2 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 tenders 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 m^2,including drying rooms and laundries.

In terms of the requirements of section 11 of this Code, a galley may only be assumed to fall under low risk service space category if it contains coffee machines, toasters, dish washers, microwave ovens, water heaters and similar appliances, each have a maximum power rating not exceeding 5kW and electric cookers and electric hotplates, each having a maximum power rating of 2kW 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 that no passengers are carried on board and subject that safety conditions/ precautions are taken as deemed necessary;

Smoke/Fire Damper/Flap/Shutter means a device installed in a ventilation system, which under normal conditions remains open allowing flow in the duct, and is closed during a fire, preventing the flow to restrict the passage of smoke and hot gases. A smoke damper is not expected to contribute to the integrity of a fire rated division penetrated by a ventilation duct. In using the above definition, the following terms may be associated: "automatic smoke damper" is a smoke damper that closes independently in response to exposure to smoke or hot gases; "manual smoke damper" is a smoke damper intended to be opened or closed by the crew by hand at the damper itself; and "remotely operated smoke damper" is a smoke damper that is closed by the crew through a control located at a distance away from the controlled damper;

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;

Sprinkler means a fixed pressure water-spraying fire-extinguishing system complying with the provisions of the Fire Safety Systems 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;

Standard Superstructure Height (H_{std}) means standard superstructure height which shall be taken as: (a) 1.8 metres for vessels up to 75 metres in length; (b) 2.3 metres for vessels of 125 metres or more in length; and (c) superstructure heights for vessels of intermediate lengths shall be obtained by interpolation;

STCW means the International Convention on Standards of Training, Certification and Watchkeeping 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;

Steel or Other Equivalent Material means any non-combustible material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test;

Storm Covers/Shutters means a portable protective closure fitted to a glazed opening and which is fitted to the outside (weather side) of the yacht.

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

Trim means the difference between the draft forward and the draft aft, where the drafts are measured at the forward and aft terminals respectively, disregarding any rake of keel;

Two-way VHF Radiotelephone set means a portable or a fixed portable two-way VHF radiotelephone 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 is not bound to operate within any specific range;

Watertight means capable of preventing the passage of water in any direction under the head of water likely to occur in intact and damaged conditions;

Weatherdeck means a deck which is completely exposed to the weather from above and from at least two sides;

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 yacht;

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 operations, which do not carry more than 12 passengers and which are not less than 15 metres in length overall (LoA).

The following yacht categories apply:-

- Yachts ≥ 15 m LoA and < 24 m in length,
- Yachts ≥ 24 m in length and < 500 GT,
- Yachts ≥ 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 ≤ 24 m in length and which have been built under the EU 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 in conformance to Design Category A of the EU 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 in conformance to Design Category B of the EU 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 onboard

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

In the case of yachts ≤ 24 m and which have been built under the EU 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 never 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 shall 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 into consideration. 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 requirements and standards as applicable to a new yacht.

In case of major alterations and/or refurbishments to an existing yacht, then the whole yacht shall be required to meet all the requirements and 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.

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 may be exempted from this requirement.

Yachts ≥ 300 GT shall be marked externally with their IMO Number. The marking may be horizontal provided that it is visible from the air.

3.7 International Conventions and Related Instruments

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

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 EU 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 EU 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 which are certified in accordance to the EU 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 assessment and a 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 to the EU Recreational Craft Directive will be dealt with on a case by case basis at the discretion of the Administration.

4.1.3 Existing yachts ≥ 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 the yacht's structural strength and integrity. New yachts ≥ 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 ≥ 500 GT shall be Classed and shall maintain valid Classification Certification by one of the Recognised Organisations.

4.1.4.1 Yachts which intend to operate in Polar Regions shall meet requirements of the Code, the IMO Polar Code, as applicable, and those of a Recognised Organisation appropriate, to the intended area of operation.

	Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
4.1.5	**Weather Deck and General Requirements**		
4.1.5.1	All yachts shall have a freeboard deck and be fitted with 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.		
4.1.5.2	Any conditions which restrict the use of the yacht at sea and the yacht's declared area(s) of operation shall be declared on the Certificate of Compliance to Trade as a Commercial Yacht (COC).		
4.1.5.3	Yachts having an elevated risk of suffering a lightning strike shall be fitted with lightning strike protection.		
4.1.5.4	The use of any new installation/structure/component containing asbestos is prohibited. MSC Circ.1045, as amended, shall be followed for the maintenance and monitoring of any existing on board materials containing asbestos.		
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 .	
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 Rules.	
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.	
4.1.6.5	Hinged doors may be used on watertight bulkheads. Such doors are to be auto closing and/or 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.	Approved hinged doors may be provided for infrequently used openings in watertight compartments, where a crew member shall be in immediate attendance when the door is open at sea. 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. Auto closing doors may be accepted when fitted with appropriate audio and visual alarms on the bridge. The auto closing doors shall also automatically close when there is a fire alarm.	

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
4.1.6.6 Procedures for the operation of watertight doors shall be posted in suitable locations. Watertight doors shall be normally closed, with the exception of sliding watertight doors providing the normal access to frequently used living and working spaces. Additionally, when an access is unlikely to be used for lengthy periods, the door shall be closed. All watertight doors shall be operationally tested before a yacht sails and once a week. 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. Openings are generally to be fitted with a sill not less than 600mm above the design waterline. Openings in the hull with a sill height less than 600mm above the design waterline may be specially considered by the Administration subject to (a) doors from the space providing internal access have a sill height of at least 600mm above the design waterline; (b) the effect of flooding on stability is considered; (c) operational control and limitations on when and where the opening may be used.	
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 the EU Recreational Craft Directive (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.	
Arrangements, on existing yachts, which provide an equivalent level of safety in respect of downflooding risks may be considered by the Administration.		
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.	

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
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 during navigation shall, not exceed an area of 1m² in clear area 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. These hatches shall be located as near to the centreline as practicable and the hatchways covers shall be permanently attached to the hatch coamings and, where hinged, the hinges shall be located on the forward side.		
4.2.2.6 Hatches that are designated for escape purposes shall be equipped with covers which can be opened from both sides, and be fitted with permanent handles. Outer 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 shall be posted. Escape hatches need not be required to have a coaming provided the hatch cover is weathertight and the hatch is kept closed during navigation and marked accordingly and be provided with open/close indication at the navigation position. Fixed glass type escapes shall have a clearly marked emergency hammer located in their vicinity.		
4.2.2.7 Escape hatches on multihull yachts shall be provided with blanks.		
4.2.2.8 Flush hatches (with significantly reduced coaming or without coaming) having the same strength and watertightness/weathertightness as the adjacent deck, may be allowed to be installed onboard but these shall be kept efficiently closed at all times, not just during navigation. The flush hatch closing arrangement shall be approved by the surveyor. When it is strictly necessary to open a flush hatch, this shall be done only when the yacht is moored/anchored in sheltered waters and adequate protection acting as barrier shall be erected and appropriate illumination shall be available around the open hatch so that no one may accidentally fall in.		
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 and shall be hinged forward.	Doors in superstructures which give access to spaces below the weatherdeck shall be arranged to open outwards, be weathertight and when located in the superstructure side, be hinged at the forward edge. Each doorway shall have sill heights as follows: ▪ Doors located ¼ forward length and used at sea: 600mm for unrestricted service and 300mm for short range service; ▪ Forward facing doors located aft of ¼ 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.	

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
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 ¼ 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 ¼ 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.	

4.2.3.4 On a case by case basis and at the discretion of the Administration, equivalencies to the sill height requirements may be considered for doors facing aft, subject to the following:

a. no direct access leading below is fitted in the vicinity of the door;
b. the door shall be located at least 600mm above the waterline
c. the safety of the yacht is not impaired in any sea condition;
d. the door shall be located in an area which is well protected from green seas;
e. portable sills are fitted when the yacht is at sea; and/or
f. gutters aka 'reverse sills' shall be fitted aft of the door and they shall meet all herebelow requirements:
    i. the gutter shall be fitted along the whole width of the door and along any adjacent non-opening glass structure;
    ii. the gutter shall be at least 150mm deep and 250mm wide;
    iii. the gutter shall be fitted with an adequate number of drains which will enable the gutter full of water to fully drain in not more than 60s. The drains' diameter shall not be less than 75mm each;
    iv. the gutter drains shall discharge by gravity directly overboard, and if discharging takes place below the waterline, they shall be fitted with non-return valves;
    v. the gutter shall be covered with a grating of sufficient strength and which has a minimum of 70% open area.;
    vi. the grating shall be removable so that the gutter and drains may be periodically cleaned.

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:

a. be made from toughened safety glass. In case of chemically toughened glass, the glass shall be certified and tested in accordance with EN 1288-3, based on the requirements given in ISO 11336-1. Regular inspections of the glazed openings, with particular reference to the surface condition, shall form part of the operational procedures and shall be inspected annually;

b. not be fitted in such a position that their sills are below a line drawn parallel to the freeboard deck at side and having its lowest point 2.5% of the breadth (B), or 500 millimetres, whichever is the greatest distance, above the design waterline;

c. be fitted in a way to fully meet the ICLL requirements;

d. not be fitted in the hull in the way of the machinery spaces; and

e. be of the non-readily opening type and they shall be securely closed when the vessel is at sea and an indication be provided on the bridge showing that they are closed;

f. be fitted with a notice stating that they shall be kept closed when at sea;

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

h. have certified glass/fixture strength greater or equal to the adjacent deck's strength, when fitted on the main deck.

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

4.2.5.3 The skylights shall be Type Approved and/or CE Certified. Skylights on existing yachts which have been operational for more than 5 years may be accepted subject to a Watertightness Test in accordance with ISO 12216, as amended.	Skylights shall be constructed in accordance with Recognised Organisation Rules. Skylights on existing yachts which 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 conformance to Recognised Organisation Rules.

4.2.5.4 A portable storm cover for each weatherdeck glass skylight shall be provided on board. The storm cover has to be able to be properly secured in case of damage to the glass panel.

4.2.5.5 Portable storm covers may be dispensed with 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.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

4.2.6 Glazed Openings

4.2.6.1 Glazed Openings shall:

a. be made from toughened safety glass. In case of chemically toughened glass, the glass shall be certified and tested in accordance with EN 1288-3, based on the requirements given in ISO 11336-1. Regular inspections of the glazed openings, with particular reference to the surface condition, shall form part of the operational procedures and shall be inspected annually;

b. not be fitted in such a position that their sills are below a line drawn parallel to the freeboard deck at side and having its lowest point 2.5% of the breadth (B), or 500 millimetres, whichever is the greatest distance, above the design waterline;

c. be fitted in a way to fully meet the ICLL requirements;

d. not be fitted in the hull in the way of the machinery spaces;

e. be of the permanently closed or the non-readily opening type which shall be securely closed during navigation. A notice shall be posted besides or on the glazed opening stating that it shall be kept closed during navigation; and

f. when fitted below the weatherdeck, the non-readily openable type glazed openings shall be of a limited size and be fitted with an open/close position indication system visible on the bridge.

4.2.6.2 When glazed openings are fitted by bonding, the following provisions shall be observed:

a. measures to ensure the integrity of the bond line taking into account environmental and ageing effects; and

b. arrangements shall be such that glazed openings and doors cannot fall from their mountings should the bond line fail or due to the effects of fire when required to be fire rated;

c. the bondings shall be inspected by the attending surveyor during periodical surveys. Pressure tests shall be carried out as deemed necessary by the surveyor.

4.2.6.3 Where glazed openings protect buoyant volumes, they shall be designed using the pressure heads derived from a recognised International Standard such as ISO 5780 or ISO 11336-1. CE Certified windows/portlights may be accepted onboard yachts < 24m in length, subject that the window/portlight area is not larger than that of a portlight having a 250mm diameter.

4.2.6.4 Where glazed openings **do not** protect buoyant volumes, they shall be designed using the pressure heads rules of a Recognised Organisation or a recognised International Standard such as ISO 11336-1. CE Certified windows/portlights may be accepted onboard yachts < 24m in length, subject that the window/portlight area is not larger than that of a portlight having a 250mm diameter.

4.2.6.5 Glazed openings within the buoyant part of the hull shall be provided with deadlights so arranged that they can be easily and effectively be closed and secured watertight.

4.2.6.6 Deadlights may be portable provided these are stored in an easily accessible location and are readily mountable in a seaway. Instructions to the Master as to when deadlights shall be applied to glazed openings shall be provided.

4.2.6.7 Storm covers shall be required in the following locations, where deadlights are not already required:

a. glazed openings in the front and sides on Position 1;

b. glazed openings in the front on Position 2.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
4.2.6.8	Where storm covers are interchangeable between port and starboard sides, a minimum of 50% of each size shall be provided. 100% storm covers shall be provided for front facing glazed openings.	
4.2.6.9	If the glazed openings meet an enhanced structural standard, in accordance with Recognised Organisation rules, a recognized International Standard, or a factor of 1.5 applied to the RO Rules' design pressure of the glazed opening, then storm covers may be dispensed with.	

4.2.6.10 Non-certified glazed openings fitted on existing yachts may be accepted subject to the satisfactory outcome of test having a minimum test pressure of 4 times the required design pressure derived from an appropriate international standard, provided that as a minimum, the calculated thicknesses shall meet a ROs requirements; and the testing shall be witnessed by the attending surveyor. All such glazed openings shall be fitted with deadlights.

4.2.6.11 On a case by case basis, and at the discretion of the Administration, glazed openings fitted in the forward quarter length of the yacht below main deck may be allowed and these shall meet the following requirements:

a. glass type and glass thickness shall be in excess of 30% from the glass thickness as required by RO Rules;
b. the glazing, including its fixture, shall be of an equivalent strength to the surrounding hull;
c. the glazed openings shall be fitted with deadlights which shall always be kept closed when the yacht is at sea. Deadlights shall be permanently hinged;
d. the Master's Operational Instructions shall be clear in requiring that the forward quarter glazed openings' deadlights shall be kept closed during navigation;
e. a notice shall be posted on the bridge in order to remind all concerned that the forward quarter glazed openings shall be closed prior to sailing;
f. a clearly legible notice shall be posted on the internal part of the deadlights warning that the deadlights shall never be removed/opened during navigation;
g. no glazed opening or part thereof shall be located forward of the collision bulkhead.

4.2.6.12 Blanks shall be provided for the glazed openings fitted below weatherdeck, which are not equipped with deadlights. Blanks shall be stored near their respective glazed openings.

4.2.6.13 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, as amended, is permitted.

	Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
4.2.7	**Ventilators and Exhaust**		
4.2.7.1	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 380mm for short range yachts.	
4.2.7.2	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.		
4.2.7.3	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.		
4.2.7.4	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.		
4.2.7.5	Engine exhaust ducts which penetrate the hull below the weather deck shall be of an equivalent strength and construction of the adjacent hull structure and be provided with anti-siphon equipment to avoid back flooding into the hull through the exhaust system.		
4.2.7.5.1	For short range yachts if an exhaust outlet closing device is not possible to be fitted then an anti-siphon loop having a minimum height of 1000mm shall 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 adjacent hull structure.		
4.2.7.6	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.		
4.2.8	**Air Pipes/Vents**		
4.2.8.1	Air pipes/vents fitted on the weatherdeck shall be of an appropriate construction and be properly supported. Air pipes/vents shall be fitted as far inboard as practicable or directly behind the bulwark.		
4.2.8.2	Air pipes/vents fitted on the weatherdeck shall be installed taking into consideration downflooding and any unwanted ingress of water below deck when the yacht is heeled.	Air pipes/vents fitted on the weatherdeck shall be installed taking into consideration downflooding and 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.	

	Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
4.2.8.3	Airvents fitted on the weather deck shall have a permanently attached means of closure.		
4.2.8.4		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. The air vent heads shall be type approved.	
4.2.9	**Sea Inlets, Discharges and Scuppers**		
4.2.9.1	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.		
4.2.9.2	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 having a similar resistance to impact, fire and corrosion. Non-metallic valves shall not normally be considered equivalent. In general, the sealing of the valve shall be metal to metal.		
4.2.9.3	The standards of ICLL shall be applied to every discharge led through the shell of the vessel as far as it is reasonable and practicable to do so, and in any case, all sea inlet and overboard discharges shall be provided with efficient shut-off valves arranged in positions where they are readily accessible at all times.		
4.2.9.4	No plastic valves are allowed to be fitted on the hull below the weatherdeck.		
4.2.9.5	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 inbuilt watertightness, in order to ensure watertightness in case of damage. Retractable accessories must be fitted with appropriate valves. Hull penetrating accessories and/or underwater lights shall be Certified and/or Type Approved for underwater use.		
4.2.9.6	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.		
4.2.9.7	Sea Strainers on yachts < 24m in length, which may present a risk of flooding (i.e. those located below the deepest waterline) and all sea strainers onboard yachts ≥ 24m in length shall be made of metallic material. Sea Strainers having a perspex/non-metallic dome/top shall be fitted with a watertight metallic lid/cover which shall be kept closed during navigation.		
4.2.10	**Water Freeing Arrangements**		
4.2.10.1	The standards for water freeing arrangements shall follow the requirements of the ICLL.		

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
4.2.10.2 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 safety rails be installed in the opening.

4.2.10.3 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.

4.2.10.4 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.

4.2.10.5 Where the solid bulwark height does not exceed 150 millimetres, specific freeing ports, as defined above, are not required.

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.

4.3.3 Glazed railings may be fitted in areas in Position 2 of the yacht subject to conformance with RO Rules and subject to approval from a RO. Glazed railings which are not equipped with solid cup rails may be fitted onboard, on a case by case basis, at the discretion of the Administration, and upon approval by a RO.

4.4 Helicopters and Helicopter Landing Areas

See Section 24.

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 the subject to a continuous monitoring and to a preventive maintenance schedule in accordance with a Maintenance Manual. 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 to 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 by the attending surveyor during the yacht's Initial Survey. A physical survey on the rig stepping procedure and the rig behaviour during sea trials is to be carried out by the attending surveyor.
5.1.3	The Maintenance Manual provided by the Mast Manufacturer shall be reviewed and approved by the body assigned to review the rig design. The Maintenance Manual records and rig maintenance records shall be reviewed during periodical surveys.
5.1.4	There shall be adequate access to inspect the condition of the masts in way where the mast passes through the deck and in way of the mast step.
5.1.5	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 which is equivalent or higher to the strength of non-flexible steel wire rope. The yacht shall carry a log detailing all rigging elements used whilst clearly recording when each element has been installed/replaced.
5.2.2	When solid rods are used for standing rigging, a log detailing the date when each element has been put in use, shall be kept onboard. 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 of all chainplates to the hull. Chainplates installed on new sailing yachts ≥ 24m are to be approved by a Recognised Organisation.
5.2.5	A rigging survey shall be carried out by a professional rigger, jointly with the attending surveyor in conjunction with initial, renewal and periodical surveys carried out onboard the yacht. The rigging survey reports together with the rigging material/equipment certificates shall be maintained onboard.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
5.2.6 If any rigging is utilised as a lifesaving 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 or LSA Code. 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.	When any part of the rigging is used as a lifesaving appliances launching device its material, construction and arrangement must meet the requirements of the LSA 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.	

SECTION 6
MACHINERY

	Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
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 is 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 duly considered and 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, certified non-metallic piping meeting the requirements of the IMO Fire Test Procedures (FTP) Code may be accepted.		
6.1.3	The yacht shall be fitted with a diesel (or any other accepted fuel such as biofuel, LNG etc) or an electric or a hybrid power plant of an adequate power to safely navigate the yacht. No petrol engines are allowed to power the yachts. Irrespective of other Classification requirements set out in this Code, all yachts fitted with power plants, other than diesel and biofuel engines, shall be Classed by a RO and shall carry a valid Classification Certificate covering both Hull and Machinery.		
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, extremely cold surfaces and other hazards.		
6.1.5	The fuel delivery lines 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 machinery spaces.		
6.1.6	Where fuel/oil level gauges penetrate below the tank top, the valves are to be of self-closing type in conformance to SOLAS. When a glass fuel/oil level gauge is fitted it shall be of the "flat glass" type.		
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 Yachts fitted with an engine(s) having an individual power output ≥ 375 kW shall have the external high-pressure fuel delivery lines, fitted between the high pressure fuel pumps and the engines fuel injectors, protected with a jacketed piping system capable of containing fuel from a high-pressure line failure. A jacketed pipe incorporates an outer pipe into which the high-pressure fuel pipe is placed, forming a permanent assembly. The jacketed piping system shall include a means for collection of leakages. Yachts ≥ 500 GT shall also be fitted with a fuel leakage alarm in accordance to SOLAS. Yachts fitted with an engine(s) having an individual power output < 375 kW shall have the external high pressure fuel delivery lines screened or otherwise suitably protected to avoid spray or leakages onto possible sources of ignition.		
6.1.9 Oil fuel lines shall not be located immediately above or near units of high temperature including boilers, steam pipelines, exhaust manifolds, silencers or other equipment operating at temperatures ≥ 220°C. As far as practicable, oil fuel lines shall be arranged far apart from hot surfaces, electrical installations or other sources of ignition and shall be screened or otherwise suitably protected to avoid oil spray or oil leakage onto the sources of ignition. The number of joints in such piping systems shall be kept to a minimum.		
6.1.10 **Engine Starting**		
6.1.10.1 Means shall be provided to ensure that the machinery can be brought in to operation from a dead yacht condition without external aid.		
6.1.10.2 Engines may be started manually, mechanically or by batteries.		
6.1.10.3 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. Engine Starting 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 or Individual Design Approved main and emergency steering gear systems approved by a RO.	
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 or Individual Design 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.	Steering gear systems and installations shall meet the requirements of a RO's Rules and for yachts ≥ 500GT, shall be in compliance to SOLAS II-1/Part C, as far as practicable. 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.	

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
	In these cases, design assessment, surveys of the dismantled steering gear system and sea trials will be carried out to confirm the efficiency of the existing steering system.	
6.2.6 The emergency steering position shall be fitted with: a. Heading indication; and b. Rudder angle indication.		
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 emergency bilge pump; ▪ electrically operated bilge pumps shall be in accordance to ISO 8849, as amended.	The bilge pumping system shall be in compliance with the requirements of a Recognised Organisation's Rules and in compliance with SOLAS II-1/Part B Reg. 35-1 for cargo vessels. The capacity of the bilge pumps shall be in compliance with SOLAS. Onboard Short Range yachts, a portable bilge pump may be accepted as an emergency bilge pump.	
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 navigation bridge. Bilge Pumps with Automatic Controls shall be provided with a manual override switch. Automatic controls shall be provided with a visual indication, both in the engine room and in the navigation bride, showing that the pump is set and ready to operate in automatic mode.	

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
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 a visual and 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**		
7.1	The electrical installation shall be designed such that:-	The electrical installation shall be designed and outfitted to the rules and requirements of a Recognised Organisation. The installation shall be such that:-	
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 supplied from 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. Electric devices working in potentially hazardous areas, into which petroleum vapour or other hydrocarbon gas may leak, shall be of a type certified for the particular hazard.		
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.	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: 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 switchboards and the storage and operation areas of any portable fire/bilge pump, where applicable; d. navigation lights and other lights required by COLREGs. 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 (all types)

7.3.1 Batteries suitable for marine use and not liable to leakage shall be installed onboard. Stowage areas for batteries shall be equipped with adequate ventilation leading to the outside spaces of the yacht, in order to avoid any 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 the sealed type.

7.3.2 Batteries used for propulsion, both as the main propulsive power or hybrid propulsion, and/or for main electric power supply purposes during yacht operations.

7.3.2.1 Where batteries are used for propulsion, both as main propulsion or hybrid propulsion, and/or for main electric power supply purposes during yacht operations, the battery system design and operation shall meet the requirements of SOLAS II-1 Part D and the yacht shall be issued with a valid class certificate covering both hull and machinery. Additionally, battery installations shall also comply with the following:

a. Battery compartments shall be specially located and designed to ensure that the batteries are kept within their thermal operating limits in the most onerous conditions. Temperature control systems shall be employed with levels of redundancy to ensure that localised cell temperatures remain within manufacturer's guidelines. Failure of the temperature control system or excessive rise in the battery compartment temperature shall provide early alarms on the bridge;
b. Battery compartments shall be fitted with a gas, smoke and heat detection system and an automatic fixed fire extinguishing system. When activated the detectors shall initiate appropriate alarms and shall also automatically isolate electrical systems, shut down and close the ventilation system and activate the fixed fire extinguishing system;
c. Ventilation systems shall be able to be shut down from a safe location outside the battery compartment;
d. Ventilation inlets and exhausts shall be fitted with permanently attached closing/shutdown flaps/shutters which shall be capable of being easily closed remotely;
e. Ventilation systems shall be able to safely expel any toxic or flammable gases to a safe location on the outside of the yacht;
f. The batteries location and fixings shall ensure that any liquid residues are removed from around the batteries and fire-fighting mediums shall adequately spread through the battery compartment to extinguish a potential fire;
g. The batteries and ancillary equipment shall be fixed within the battery compartment such that they can endure the maximum predicted vessel motions. Heavy items or items which could cause physical damage to the batteries shall not be co-located within the battery compartment unless these are well secured in place at all times. Consideration shall be given to fixing the batteries adjacent to any potential sources of heat which could result in inadvertent heating of the batteries;
h. Consideration shall be given to the reduction of combustible materials within a battery compartment. Dangerous goods shall not be stored in a battery compartment;
i. Battery compartments shall comply with the Structural Fire Integrity and Protection requirements as Machinery Spaces of Category A.

7.3.2.2 There are several areas within a design where the use of risk assessments or hazard identification techniques (such as Risk and Failure Modes Effects Analysis (FMEA)) shall be performed to understand the potential safety issues for personnel, the environment, the yacht and the yacht's operations.

7.3.2.3 Risk assessments or hazard identification techniques shall be performed to understand the potential safety issues for personnel, the yacht, the environment and the yacht's operations caused by a battery installation. Suitable mitigations or safeguards shall be implemented to reduce risks to an acceptable level. In general, amendments to operational methods or procedures shall not be accepted as an alternative to the safe design of a battery system and its installation in a yacht.

	Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
7.3.2.4	Battery installations' inspections and maintenance shall be in accordance with manufacturer's recommendations and shall include the testing of all sensors, assessment of the state of health of each cell, recording of the environmental conditions in the battery compartment and assessment of any other relevant factors. Routine onboard inspections shall be carried out and shall check for any physical damage, leakages, signs of arcing or increased temperature, correct operation of ventilation and battery protection systems, etc.		
7.3.2.5	Battery charging systems shall be fitted with circuitry to prevent overcharging and overheating. Special attention is to be taken in cases of any batteries onboard being placed under charge due to the possibility of explosions or fires.		
7.3.2.6	Movable/Portable batteries (including batteries fitted on onboard equipment, toys, appliances etc.), during the charging process, shall be placed in a well ventilated area onboard which is either an open deck, or either a continuously manned area or otherwise an area which is covered by a gas, smoke and heat detection system and an automatic fixed fire extinguishing system. All ventilation air intakes and exhausts, in battery charging stations which are not continuously manned, shall be fitted with a permanently attached closing/shutdown flaps/shutters which shall be capable of being easily closed remotely. It is strongly recommended that the yacht is never left unattended during the movable/portable batteries charging process.		
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 accessories 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 switchboard.		

	Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
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 be 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 firefighting 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 firefighting system; 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.

7.6.2 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
INTACT AND DAMAGE STABILITY

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
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 booklet/standard of a yacht type not covered by the herebelow categories, shall be submitted to an Appointed Surveyor (for yachts < 500GT) or to a 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 by 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 calculations. 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 the IMO Polar Code and RO Rules. Stability conditions shall include those for icing.	

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

8.2 Simplified Stability Test

8.2.1

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

The 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	Yachts ≥24m Length & <500GT	Yachts ≥500GT

8.2.2

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

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.

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 shall be taken as follows:-

   $A_{req} = 0.055 + 0.001\,(30° - \theta_{max})$ 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.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

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:-

   $A_{req} = 0.055 + 0.001\,(30° - \theta_{max})$ 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.

Superstructures, the doors of which do not comply with the requirements of Regulation 12 of ICLL, shall not be taken into account.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
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 Sailing Vessels Monohulls

Curves of statical 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.

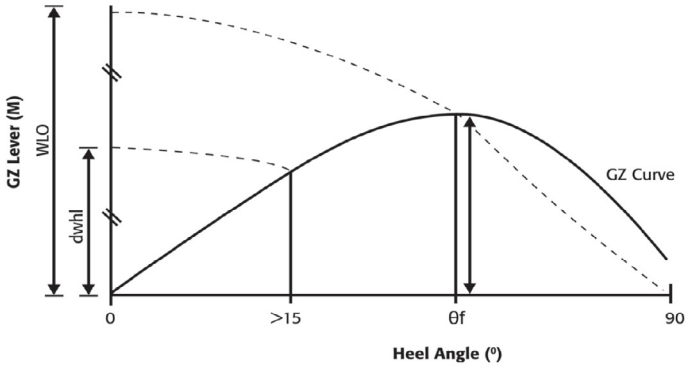
The GZ curves required as above shall have a positive range of not less than 90°. For yachts of more than 45m, a range of less than 90° may be considered but may be subject to agreed operational criteria.

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°

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

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



Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

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 Sailing Vessels

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 VCG 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 mean 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 in pitch = CG' x cos (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 (m^3), in the hull, fittings and equipment is greater than:

1.2 x (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 side hulls each having a total buoyant volume of at least 150% of the displacement volume in the fully loaded condition.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

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, freeboard 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

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
	In the damaged condition, as considered above, 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 passenger ship 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 attending Appointed Surveyor or RO prior to its use in stability calculations. A lightweight check shall be carried out once in every five years during a renewal survey. A margin of 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. 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/model.	

8.6 **Stability Documents**

All yachts shall be provided with a Stability Booklet or stability calculations (for yachts<24m) approved by an Appointed Surveyor or by a Recognised Organisation. The Stability Booklet for yachts ≥ 500GT 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 major refit shall be subjected to a complete reassessment of stability and provided with newly approved stability booklet. A major refit or major alteration is one which results in having 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 if the calculated vertical centre of gravity rises by 0.25% and above (measured from the keel). A lightweight check shall be carried out, at least, every five years during a renewal survey.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
	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 watch keeper. 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, shall be accompanied by an approved updating of the stability booklet. For Short Range Yachts, where the damage stability, has not been assessed, the following note shall be added to the Approved Stability Booklet: *This vessel has not been assessed for damage stability, and therefore might not remain afloat in the event of damage or flooding.*	

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.	Yachts shall comply with ILLC Chapter III for the assignment of the freeboard mark which corresponds to the deepest load condition. The freeboard assignment shall be included in the stability booklet of the yacht. Yachts < 500GT are not required to comply fully with Regulation 5 of the ICLL, but in any case the inner diameter of the plimsoll mark shall not be less than 150mm.	
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 and to 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 lines 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 Stability Calculations, or whose stability has been calculated in accordance to EN ISO 12217-1, as amended, for non-sailing yachts or EN ISO 12217-2, as amended, 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.		

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

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 glazed openings. 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 and MED certified.	Life saving equipment shall be provided onboard. All equipment is to be type approved and MED certified.	
10.2	**Marine Evacuation System (MES), inflatable liferafts and inflatable life jackets requirements.**		
10.2.1	Marine Evacuation System (MES), inflatable liferafts, hydrostatic release units (other than disposable HRUs) and inflatable lifejackets shall be serviced annually by approved servicing stations. Servicing certificates shall be maintained on board at all times.		
10.2.2	All liferafts (including any easy transferable liferafts) shall be float free and fitted with Hydrostatic Release Units (HRUs) and have their painter permanently attached to the yacht following the original manufacturer's instructions. Weak links shall also be appropriately fitted in accordance with manufacturer's instructions. Easy transferable liferafts shall be able to be shifted via a clear path on the same deck level. On yachts fitted with side-to-side easy transferable liferafts, a liferaft(s) transferability drill shall be witnessed by the attending surveyor during initial and renewal surveys and during Flag State Inspections.		
10.2.3	Liferaft launching and embarcation stations shall be accessible via the open deck or via a continuous fire shelter.		
10.2.4	Each marine evacuation system shall be deployed from the yacht on a rotational basis at least once every six years.		
10.2.5	Liferafts shall be equipped with a SOLAS B Pack. If necessary, SOLAS B pack 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.
10.2.6	**Marine Evacuation Systems (MES) Requirements.**		

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

10.2.6.1 Where (MES) are intended to be utilised as either the sole or supplementary means of abandonment, all such systems shall be of an approved type in compliance with the LSA Code and comply with the following requirements:

1. The MES embarkation station shall not be higher than the bulkhead deck.
2. At least one suitably sized inflatable slide or chute shall be provided on either side of the yacht. Where the installation results in the slide or chute coming into direct contact with the hull shell, the side shell shall be locally insulated to A-60. The extent of insulation to be provided shall be sufficient to cover at least +/- 10° of longitudinal trim in way of the applicable areas.
3. Due consideration shall be given to the location and protection of MES stowage arrangements with respect to protection against fire. Such locations shall be treated as Category (5) Spaces for the purpose of Structural Fire Protection, Detection and Extinction.
4. Powered hatches, openings and doors that are required to be opened prior to MES deployment shall:
    a. be provided with both main and a local source of emergency power and
    b. capable of manual operation; and
    c. have the time to operate included within the required 30 minutes evacuation time.

10.2.6.2 Stowage of MES shall comply with the following:

1. Marine Evacuation Systems shall be in such positions as to ensure safe launching having particular regard to clearance from the propeller and steeply overhanging portions of the hull and so that, as far as practicable, the system can be launched down the straight side of the yacht;
2. The yacht's side shall not have any openings (including scuppers and overboard discharges) between the Embarkation Station of the Marine Evacuation System and the waterline in the lightest seagoing condition. Means shall be provided to protect the system from any projections including but not limited to fin stabilisers;
3. Where glazed openings are located in the ship's side between the Embarkation Station of the Marine Evacuation System and the waterline in the lightest seagoing condition, they shall be A-0, unless the side shell in which they are located is required to be of a higher fire rating;
4. Each Marine Evacuation System shall be stowed so that neither the passage nor platform nor its stowage or operational arrangements shall interfere with the operation of any other life-saving appliance at any other launching station;
5. The stowage of the MESs shall be so arranged so that in their stowed positions they are protected from damage by heavy seas.

10.2.6.3 MES operational requirements:

1. MESs shall be arranged such that liferafts shall be securely attached to the platform and released from the platform by a person either in the liferaft or on the platform;
2. MESs shall be capable of being deployed from the ship under unfavourable conditions of trim of up to 10° and list of up to 20° either way;
3. Any part of the MES requiring maintenance by the yacht's crew shall be readily and easily accessible;
4. Any inflatable liferaft used in conjunction with the marine evacuation system shall:
    a. be sited close to the system container but be capable of dropping clear of the deployed system and boarding platform;
    b. be capable of release one at a time from its stowage rack with arrangements which shall enable it to be moored alongside the platform;
    c. be stowed with its painter permanently attached to the yacht;
    d. be so stowed as to permit manual release of one raft or container at a time from their securing arrangements;
    e. be stowed in float-free arrangement and location;
    f. be provided with pre-connected or easily connected retrieving lines to the platform.
    g. be of the self-righting or canopied reversible type.

	Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
10.3	All lifejackets carried on board are to be of the SOLAS Approved Type and MED certified and be fitted with a light and whistle. They shall also be marked with the yacht's name and Port of Registry.		
10.3.1	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.		
10.7	**Liferafts and Rescue Boats Launching Appliances' Requirements**		
10.7.1	Where installed, Liferaft Davits, Rescue Boats and tender Launching Appliances shall as far as practicable and possible, meet the requirements as those for yachts ≥ 24m	Launching Appliances for liferafts and rescue boats shall be Type Approved, Individual Design Approved or MED Certified and comply with the IMO Life Saving Appliances (LSA) Code, Ch.VI/6.1.2. The launching appliances and attachments, other than winches, shall be designed and constructed to withstand a static proof load test of not less than 2.2 times the maximum working load. Factors of safety which shall be applied are 6 for falls, suspension chains, links, blocks hooks and sheaves, and 4.5 for all structural members including winch structural components. There is no requirement to recover the rescue boat provided that the casualty and the boat's crew can be recovered onboard from the rescue boat in the water. Onboard yachts allowed to use a certified tender for rescue purposes in lieu of a rescue boat, the tender launching appliances, shall comply with the requirements of Section 10.7. A safe means of retrieval of an unconscious person(s) from a tender (used in lieu of a rescue boat) to the yacht, shall be available onboard.	Launching appliances for liferafts and rescue boats shall be Type Approved, Individual Design Approved or MED Certified and comply with the requirements of the IMO Life Saving Appliances (LSA) Code, as amended. The launching appliances and attachments, other than winches, shall be designed and constructed to withstand a static proof load test of not less than 2.2 times the maximum working load. Factors of safety which shall be applied are 6 for falls, suspension chains, links, blocks hooks and sheaves, and 4.5 for all structural members including winch structural components.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
10.7.2	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.	
10.7.3	On vessels equipped with a rescue boat (which is not one of the vessel's survival craft) weighing < 5,500 N in the fully equipped condition with the engine, but without the crew, the launching appliance does not need to be fitted with stored mechanical power. Slewing of the launching appliance shall be possible by one person against the adverse list of 20 degrees and trim of 10 degrees.	
10.7.4	The launching appliances shall be serviced annually by the manufacturer or by an approved servicing company authorised by the manufacturer. The launching appliances and its attachments shall be subject to a quinquennial (five yearly) dynamic overload test to at least 1.1 times the safe working load, and this test shall be witnessed and certified by the attending Appointed Surveyor or RO. The relevant test certificate shall be available onboard. New installations shall be factory dynamically tested to at least 2.2 times the safe working load and dynamically re-tested onboard at 1.1 times the safe working load. Both the factory and onboard tests shall be witnessed by a RO, an Appointed Surveyor or a Notified Body.	
10.7.5	Galvanised steel falls shall be certified by an RO and be of the 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 shall be renewed at intervals not exceeding the makers' recommendations. RO certified falls made from alternative materials may be considered by the Administration on a case by case basis.	

10.7.6 Cranes which are also used as liferafts and/or rescue boats launching appliances shall also comply with the requirements of Section 10.7

10.7.7 The liferafts 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.

10.7.8 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 lifesaving appliance. Means shall be provided to prevent overboard discharge of water into the survival craft.

10.7.9 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.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
10.7.10 All lifesaving 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.		
10.7.11 All survival craft required for the yacht's abandonment by the total number of persons onboard shall be capable of being launched with their full complement of persons and equipment within a period of 30 minutes from the time the abandon ship signal is given and after all persons have been assembled, with lifejackets donned.		
10.7.12 If stowed forward the launching appliance and rescue boat shall be entirely located in a sheltered position abaft the vertical extension of the aft most portion of the collision bulkhead.		
10.7.13 Rescue boats shall be stowed in a state of continuous readiness for launching in not more than 5 minutes, and if the inflated type, in a fully inflated condition at all times.		
10.7.14 Rescue boats shall have sufficient mobility and manoeuvrability in a seaway to enable persons to be retrieved from the water, marshal and tow liferafts.		

	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
▪ Lifebuoys 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
▪ Lifejackets (See note 9)	120% of total persons onboard	120% of total persons onboard	120% of total persons onboard		
▪ Children lifejackets (See note 9)	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		
▪ Portable Air Horn	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 (See Note 6)	100% of persons onboard	100% of persons onboard	100% of persons onboard
▪ Immersion Suits (See Note 7)	-	2	100% of persons onboard
▪ Dan Buoy (only for sailing yachts - See Note 10)	Yes	Yes	Yes

Note 1. All liferafts shall be type approved and MED Certified. They must contain emergency packs as detailed in the Code. Their stowage on board shall be such that they may be easily launched. Liferafts shall be fitted with a hydrostatic release device/unit 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. Easy transferable liferafts shall be able to be shifted via a clear path on the same deck level. In cases where liferafts are enclosed in a special moulded locker, the top of the locker shall be also float free, the locker shall be appropriately marked and easily openable in any condition. A liferaft(s) transferability drill shall be witnessed by the attending surveyor during initial and renewal surveys and during Flag State Inspections.

Note 2. Lifeboats and their launching appliances shall be Type Approved and/or MED Certified and fully conform with the LSA Code.

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, at least, 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, at least, 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 Type Approved and MED Certified rescue boat in conformance with the LSA Code 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. TPAs are required on all yachts other than those operating exclusively in Maltese Waters and other than those operating during summer only and other than those operating where the sea water temperature in the area of operation does not fall below 20°C. TPAs are not required onboard of yachts equipped with Immersion Suites.

Note 7. Immersion suites are required on yachts which trade in areas where the sea water temperature may fall below 20°C. For yachts ≥ 500GT, fitted with lifeboats and/or davit launched liferafts, the amount listed above can be reduced to 3 units per lifeboat and one unit per liferaft. Yachts may be exempted from the Carriage of Immersion Suites in line with Technical Notice SLS.8.

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 :-

a. One approved rescue boat shall be provided on each side of the vessel, AND
b. Installation of a sufficient number of Type Approved MES Systems; OR
c. Substitution of lifeboats by liferafts where the yacht complies with a SOLAS two compartment damage stability subdivision standard; OR
d. 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.

A lifeboat will also be acceptable as a rescue boat provided it meets the LSA Code rescue boat requirements.

Note 9. All lifejackets shall be fitted with a light and whistle and shall be marked with the yacht's name and Port of Registry.

Note 10. All sailing yachts shall be fitted with a Dan Buoy, in addition to the required lifebuoys.

10.9 Drills

All drills shall be duly recorded on the yacht's logbook and an appropriate drill register and plan shall be maintained onboard

10.9.1 *Emergency Drills – Fire, Abandon Ship, Emergency Steering, Enclosed Space Entry, Rescue and other drills*

10.9.1.1 Every crew member shall participate to a Fire Drill and an Abandon Ship Drill, at least, once every fortnight.

10.9.1.2 When at least 25% of the crew is replaced a Fire Drill and an Abandon Ship Drill shall be carried out before departure.

10.9.1.3 Emergency steering drills shall take place at least once every three months in order to practise emergency steering procedures. These drills shall include direct control within the steering gear compartment, the communications procedure with the navigation bridge and, where applicable the operation of alternative power supplies.

10.9.1.4 Every crew member shall participate in an Enclosed Space Entry and Rescue Drill, at least, once every two months.

10.9.1.5 MARPOL Drills shall be carried out, at least, once every three months.

10.9.1.6 The above mentioned drills and any other drills carried out onboard shall be duly recorded on the yacht's logbook.

10.9.2 *Duties, Musters and Briefing*

10.9.2.1 On a yacht engaged on a voyage where passengers are scheduled to be onboard for more than 24 hours, mustering 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 action to take in an emergency.

10.9.2.2 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.

10.10 Onboard Training and Instructions

10.10.1 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.

10.10.2 Every crew member shall have access to instructions related to the yacht's life saving appliances, fire detection and extinction systems, first aid and in other important onboard emergency procedures.

10.10.3 A training manual shall be provided in each crew mess room and recreation room.

10.10.4 On-board training in the use of davit-launched liferafts shall take place at intervals of not more than 4 months, on every yacht fitted with such appliances. Whenever practicable this shall include the inflation and lowering of a liferaft. This liferaft may be a special liferaft intended for training purposes only, which is not part of the yacht's life-saving equipment. Such a special/training liferaft shall be conspicuously marked.

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 < 24m 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 capsize. 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 glazed openings 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 Piping Systems

Pipes carrying fuel, 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."

11.1.4.1 Yachts fitted with an engine(s) having an individual power output ≥ 375 kW shall have the external high-pressure fuel delivery lines, fitted between the high pressure fuel pumps and the engines fuel injectors, protected with a jacketed piping system capable of containing fuel from a high-pressure line failure. A jacketed pipe incorporates an outer pipe into which the high-pressure fuel pipe is placed, forming a permanent assembly. The jacketed piping system shall include a means for collection of leakages. Yachts ≥ 500 GT shall also be fitted with a fuel leakage alarm in accordance to SOLAS. Yachts fitted with an engine(s) having an individual power output < 375 kW shall have the external high pressure fuel delivery lines screened or otherwise suitably protected to avoid spray or leakages onto possible sources of ignition.

11.1.4.2 Oil fuel lines shall not be located immediately above or near units of high temperature including boilers, steam pipelines, exhaust manifolds, silencers or other equipment operating at temperatures ≥ 220°C. As far as practicable, oil fuel lines shall be arranged far apart from hot surfaces, electrical installations or other sources of ignition and shall be screened or otherwise suitably protected to avoid oil spray or oil leakage onto the sources of ignition. The number of joints in such piping systems shall be kept to a minimum.

11.1.5 Use of LPG, Oxy Acetylene or equivalent

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.

11.1.5.5 Oxy Acetylene Installations additional requirements

11.1.5.5.1 For yachts which are provided with a central Oxygen and Acetylene storage facility, the cylinders shall be stored on or above the uppermost continuous deck in a lockable, well ventilated room or cabinet which is made of steel or equivalent material, which has direct access to an open deck and which is not subjected to temperature extremes and any sources of ignition. Where two or more of each gas cylinder are carried – oxygen and acetylene should be vertically secured with a quick release mechanism and stored separately.

11.1.5.5.2 For yachts which are not provided with a central Oxygen and Acetylene storage facility, the following shall be duly complied with:

1. the cylinders shall be firmly secured in an open deck area on or above the uppermost continuous deck;
2. the cylinders shall be provided with purpose built storage racks and protected against mechanical damage and direct exposure to the sun, wind and weather;
3. the cylinders shall be locked within a wire cage with a solid roof forming an enclosure, to prevent interference by any unauthorised persons;
4. no electrical equipment shall be provided in the cylinder storage spaces unless it is certified as safe for use in flammable environment;
5. the cylinders, including empty cylinders shall be stored in an upright position and securely fastened with arrangements that permit the rapid disconnection of the cylinders;
6. a protective cover shall be screwed to the head of each cylinder when it is not in use or being moved;
7. cylinders' storage spaces shall be clearly marked with warning signs indicating that oxygen and acetylene gases are stored inside. No smoking signs shall be posted;
8. it should be ensured that cylinder valves, controls and associated fittings be kept free from oil, grease and paint. For instance, valves should not be opened with oily hands;
9. storage in machinery spaces is not permitted;
10. relief valves shall vent to a safe place on the open deck;
11. if two or more cylinders (of the same gas) are connected to a manifold, the supply pipes between the cylinders should be fitted with non-return valves;
12. cylinders should be placed on wooden boards or similar arrangement so they are not in direct contact with the deck plating;
13. all components should be renewed at intervals recommended by their manufacturer.

11.1.6 Fire Patrols

The deployment of scheduled Fire Patrols onboard shall be specially considered and taken into consideration as part of the yacht's risk and safety management and risk mitigation process.

11.1.7 International Shore Connection for yachts ≥ 500 GT

11.1.7.1 Yachts ≥ 500 GT shall be provided with at least one International Shore Connection complying with the FSS Code.

11.1.7.2 Facilities shall be available enabling such a connection to be used on either side of the vessel.

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.

11.2.1.2 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. 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 and be placed in a restricted access area;
b. have intrinsically safe electrical fittings in or around them (minimum IP55 rating) and the electrical fittings shall be fitted at a height ≥ 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.

11.2.1.3.1 Enclosed spaces, highly flammable fuel lockers and garages wherein vehicles or craft containing fuel having a flash point below 60°C 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 shall be intrinsically safe and shall be fitted with a remote shut down system. The ventilation system shall 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 shall be fitted with spark arrestors and all air intakes and exhausts shall be fitted with permanently attached closing/shutdown flaps which shall be capable of being 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 ≥ 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 detection and fire alarm system;
f. An automatic fixed firefighting system, preferably an automatic fixed pressure water-spraying system.

11.2.1.4 Storage of battery operated Water Sports' Equipment/Toys

Battery operated water sports' equipment/toys shall be stored on an open deck OR else in an enclosed space/garage which shall:

a. have a forced ventilation system which exhausts directly outside;
b. have the ventilation system capable of being isolated and closed remotely;
c. have all ventilation air intakes and exhausts fitted with permanently attached closing/shutdown flaps/shutters which shall be capable of being easily closed remotely;
d. be fitted with an automatic gas, smoke and heat detection system and an automatic fixed fire extinguishing system. When activated the detectors shall initiate appropriate alarms and shall also automatically isolate electrical systems, shut down the ventilation system, close the ventilation flaps shutters and activate the fixed fire extinguishing system;
e. be fitted with an automatic visual indication/warning light that shall be visible on-site and on the bridge, indicating that water sports' equipment/toys batteries are charging;
f. be equipped with battery boundary cooling appliances/equipment in order to cool down the boundaries of lithium Ion batteries in cases of battery runaway and/or fires. Operational instructions and necessary bilge pumping arrangements shall also be put in place;
g. be fitted with a means of closing the garage door remotely from a space outside of the garage itself;
h. have No-Smoking signage.

Onboard yachts having a gas based fixed fire extinguishing system, it is strongly recommended that the garage door be kept closed during the battery charging process in order for the fire extinguishing system to remain effective should a fire need to be extinguished.

11.2.1.5 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 forecastle 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:-

a. 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;
b. 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;
c. 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 shall have means of access in order for them to be periodically cleaned from the accumulation of textile fibres. Documented proof of laundry room periodical ventilation ducts cleaning shall be available onboard. Laundry rooms shall be fitted with smoke detectors located above the dryers. On existing yachts, stand-alone battery operated smoke detectors, may be accepted.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

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.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

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.

11.2.8 Battery Charging Stations

11.2.8.1 Battery charging systems shall be fitted with circuitry to prevent overcharging and overheating. Special attention is to be taken in cases of any batteries onboard being placed under charge due to the possibility of explosions or fires.

11.2.8.2 Movable/Portable batteries (including batteries fitted on onboard equipment, toys, appliances etc.), during the charging process, shall be placed in a well ventilated area onboard which is either an open deck, or either a continuously manned area or otherwise an area which is covered by a gas, smoke and heat detection system and an automatic fixed fire extinguishing system. All ventilation air intakes and exhausts, in battery charging stations which are not continuously manned, shall be fitted with a permanently attached closing/shutdown flaps/shutters which shall be capable of being easily closed remotely. It is strongly recommended that the yacht is never left unattended during the movable/portable batteries charging process.

11.2.8.3 Battery boundary cooling operational instructions and the necessary appliances/equipment shall be installed onboard in order to cool down the boundaries of lithium Ion batteries in cases of battery runaway and/or fires. The necessary bilge pumping arrangements shall also be put in place.

11.2.9 Spit Roast and BBQ appliances

11.2.9.1 Metallic spit roast and BBQ appliances shall only be used on open decks in well-ventilated locations, clear of any hazards, such as overhanging structures, combustible awnings, flammable liquids, etc. Spit Roasts and BBQs shall be safely secured to prevent any movement that may be caused by the yacht's motion. They shall not be placed near stairways, passageways, lifesaving appliances and water toys and under no circumstances shall they be placed internally.

11.2.9.2 Spit Roast and BBQ appliances shall be fitted with metallic lids or other means of closing.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
11.2.9.3 The location of the spit roaster and/or BBQ appliance shall be in the vicinity of a fire hydrant. A fire blanket, two pairs of heat proof gloves and a suitable fire extinguisher shall be placed close by and shall be ready for immediate use.		
11.2.9.4 The appliances shall be fitted with appropriate splash and spark guards.		
11.2.9.5 A metallic fixed collecting/drip tray shall be secured directly below the Spit Roasters and BBQs.		
11.2.9.6 Deck scuppers which are located close to the appliances shall be designed to discharge directly overboard.		
11.2.9.7 In order to be safely extinguished, any combustible materials/fuels used for roasting/grilling, shall always be soaked with water after use even if no flames or ambers are visible. Metallic lids/closing devices shall be put in place.		
11.2.9.8 Any extinguished and well cooled ashes and/or combustible residues shall be appropriately disposed of in metallic containers/bins.		
11.2.9.9 Gas operated spit roast or BBQ appliances shall be fitted with a gas detector iwo of the gas cylinder storage compartment and with a remote gas shut down valve.		
11.2.9.10 No other recreational fire appliances may be fitted onboard the yacht.		
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 shall 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 8 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.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
	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. f. all compartments below the navigation bridge console(s). 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	37m²	9m	4.5m
Smoke	74m²	11m	5.5m

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

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
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.	

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 different extinguishing medium and/or a remotely operated fixed drencher system could be installed;
b. a fixed smoke, heat and gas detection system;
c. a means of closing the garage/locker door remotely from a space outside of the garage/locker itself.

11.3.5 Fire Fighting Equipment

The provision of firefighting 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 fixed gas fire 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 CO_2) are being utilised.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
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, by a source located outside the engine spaces, 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.	
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. An adequate quantity (not less than five) of portable, Type Approved or Certified fire extinguishers is to be available onboard.	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. A minimum number of portable, Type Approved or Certified fire extinguishers shall be available onboard as detailed below. Unless specified otherwise each powder or CO2 extinguisher shall have a capacity of at least 5kg and each foam fire extinguisher shall have a capacity of at least 9 lt:-	This class of yacht shall comply with the requirements of SOLAS II-2 Reg.10 for cargo ships.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
	Accommodation: ▪ minimum of 4 portable fire extinguishers of adequate type; Bridge: ▪ 1 portable CO_2 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 CO_2 portable fire extinguishers.	
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 machinery spaces.		This class of yacht shall comply with the requirements of SOLAS II-2 Reg.10 for cargo ships.
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

11.3.6 Notes and Additional Requirements:

11.3.6 .1 The location of any concealed fire (or safety) appliances is to be clearly marked.

11.3.6 .2 The capacity of the power driven fire pumps (including engine driven pumps) shall have a capacity of:

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

Where :
L is the length of the yacht
B is the moulded breadth
D is the moulded depth at mid length

11.3.6.3 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.

11.3.6 .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.

11.3.6.5 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.

11.3.6.6 Fire hoses shall have jet /spray nozzles. Only hoses made uniquely for this purpose shall be used.

11.3.6.7 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.

11.3.6.8 CO_2 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.

11.3.6.9 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.

11.3.6.10 CO_2 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.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

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 combustible 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, glazed openings 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°C above the original temperature, nor will the temperature, at any one point, including at any joint, rise more than 180°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°C above the original temperature, nor will the temperature at any one point, including at any joint, rise more than 225°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°C above the original temperature, nor will the temperature at any one point, including at any joint, rise more than 225°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°C above the ambient temperature at any time during the applicable fire exposure.

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 or with the IMO Fire Test Procedures (FTP) 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.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

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 All glazed openings in bulkheads within accommodation spaces, service spaces and control stations shall be so constructed to preserve the integrity requirements of the type of bulkheads in which they are fitted.

11.4.1.8 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.

11.4.1.9 Vapour barriers and adhesives used in conjunction with insulation, as well as insulation of pipe fittings for cold service systems need not be non-combustible, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have low flame spread characteristics.

11.4.1.10 Except in refrigerated compartments of service spaces, all insulation (both thermal and acoustic) shall be of not readily-ignitable materials.

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 ithstand 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 readily ignitable. Reference is to be made to the FTP code.		
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 hull yachts are required to have their machinery spaces' boundaries insulated to 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.		
11.4.4.2.1 For yachts which are not newbuildings, 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 main fuel tanks are located outside of the machinery spaces,		

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
b. the fuel and flammable liquid tanks located inside the machinery spaces are fitted with remote quick closing valves and any liquid level gauges are type approved in compliance with SOLAS Reg.II-2 Part B Regulation 4. 2.2.3.5.2 and fitted with self-closing valves between the gauges and the tanks, c. additional installation of passive and/or active fire containment/suppression mitigating measures, d. the ceiling/deck-head of the machinery spaces shall be fully insulated to B-15, e. Machinery spaces vertical boundary bulkheads shall be insulated to be B-15 to the maximum extent possible, f. 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 <500GT 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 (*)(**)	B-15 (**) A-30 (*)
Service Spaces including galleys (high fire risk)	-	B-15

(*) Applicable for steel yachts
(**) Applicable to composite, aluminium and timber hull yachts

11.4.4.4.1 Composite, aluminium and timber hull yachts having an engine power ≥ 375 kW are also required to have their machinery spaces boundaries insulated as per above table, as applicable. 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.

11.4.4.4.2 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 the herebelow:-

a. all tanks containing flammable liquids located in the machinery spaces are fitted with remote quick closing valves,
b. level gauges fitted on tanks containing flammable liquids which are located in the machinery spaces shall by type approved in accordance to SOLAS Ch.II-2 Part B Reg.4, 2.2.3.5.2, and be fitted with self-closing valves between the gauges and the tanks,
c. the ceiling/deck-head of the machinery spaces shall be fully insulated to B-15 ,
d. the machinery spaces vertical boundary bulkheads shall be insulated to B-15 to the maximum extent possible,
e. 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 or timber 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 → **Spaces Below ↓**	*(1)*	*(2)*	*(3)*	*(4)*	*(5)*	*(6)*	*(7)*	*(8)*	*(9)*
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 divisions in case of composite/timber construction yachts.

Notes:

a) 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, as amended.

b) Unless indicated otherwise, for timber and composite vessels, in the above Tables, a "B-0" fire rating shall replace an "A-0" and an "A-15" fire rating requirement whilst a "B-15" fire rating shall replace an "A-30" and an "A-60" fire rating requirement.

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 for Decorations and Interiors

Veneer layers applied on surfaces and panelling shall comply with the requirements for low flame spread materials. Organic and inorganic foams used in upholstered mattresses, furniture and fittings shall, at least, be of the combustion modified type containing fire suppressants. In spaces which are not fitted with a sprinkler system or with an equivalent fixed fire extinguishing system, the use of combustible materials shall be kept to a minimum. Upholstery composites and suspended textile materials shall be approved in accordance to the FTP Code. Where upholstery composites and suspended textile materials do not meet Fire Test Procedures Code, the materials shall be subjected to a fire protection treatment process and/or equivalent mitigating measures or standards, accepted by the Administration, shall be put in place.

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 Sections 11.4.4.4 and 11.4.4.5, at the discretion of the Administration.

SECTION 12
EQUIPMENT

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

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 Wire rope or rope of an equivalent material/strength may be used in place of chain cable on yachts < 24 m in length, subject to the following conditions:

1. The length of the rope shall be equal to 1.5 times the corresponding RO Rules required length of chain cable;
2. The strength of the rope shall be equal or higher than that of a RO Rule required chain cable of Grade 1 (mild steel);
3. All surfaces being in contact with the wire rope need to be rounded with a radius of not less than 10 times the wire rope diameter.

12.1.5 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 cable or rope diameter may have to be allowed for sailing yachts (over and above the figure allowed for motor yachts).

12.1.6 Anchors and Cables for Motor Yachts < 24m in length

Mean Length $\frac{Loa + Lwl}{2}$	Anchor Mass		Anchor Cable/Chain Diameter			
	Main	Kedge	Main		Kedge	
			Chain	Cable	Chain	Cable
(metres)	(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
12.1.6.1 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 standard accepted by the Administration.		
12.1.6.2 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.		

12.2 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.

12.6 Towing and Tow Lines

12.6.1 Accessible efficient strong securing points shall be provided for the attachment of towlines for the yacht to tow and be towed. All yachts shall be provided with a towline having a length and diameter adequate for the size of the yacht. The anchor cable/rope may be used as the towline.

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, health and safety of all persons onboard. Due consideration shall also be given to the number of hotel and other support staff required.

13.1.3 Crew accommodation shall not be located 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.

13.1.5 An appropriately sized bed (bunk or cot) shall be provided for every person onboard. The bed/bunk shall not be shared by others.

13.1.6 In crew accommodation, the maximum number of persons per sleeping room shall be two and there shall be unobstructed access to at least one side of each bed.

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.

Air conditioning systems (both heating and cooling) shall cater for a minimum of 25m^3 of air per hour, per person accommodated in the ventilated space during normal operating conditions.

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 free fresh drinking water on board. This shall be provided and piped to convenient positions throughout the accommodation spaces.

The fresh water system shall be maintained in a clean condition to protect against the contamination of the water. Drinking water shall be treated through a UV Water Purifier or an equivalent purification system. Drinking water tanks shall be tested for bacteria by a recognised lab on an annual basis and relevant test results shall be kept onboard.

13.5.2 In addition, an emergency reserve of drinking water shall be carried on board. This may be in dedicated tanks or bottles. The amount required shall not 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-slip 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.

Means shall be provided to allow the cook to be secured in position, with both hands free for working, when the yacht's motion threatens safe working.

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 gimballing 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 8 persons on board;
b. There shall be at least one fresh water shower for every 8 persons on board;
c. There shall be at least one wash basin for every 6 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 standards[1] ([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 also to section11.1.2 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. Fixed glass type escapes shall have a clearly marked emergency hammer located in their vicinity.

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 190 cm. The Administration may allow reduced height in some locations, shall this not result in discomfort to seafarers.

13.7.1.4 Ventilation

13.7.1.4.1 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 meet the requirements set out in this Code.

13.7.1.6.2 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 wash spaces.

13.7.1.7.2 An adequate supply of free 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 at least 2 litres per person.

13.7.1.7.4 Drinking water shall be treated through a UV Water Purifier or an equivalent purification system.

13.7.1.7.5 Drinking water tanks shall be tested for bacteria by a recognised lab on an annual basis and relevant test results shall be kept onboard.

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 and it shall also be impervious to water. On new yachts the galley floor shall be seamless and without sharp corners. Linings and flat surfaces in galleys, on new yachts, shall be of the seamless type. Food shall be provided for all seafarers onboard free of charge and shall be suitable in respect of quantity, nutritional value, quality and variety.

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.

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, 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 are of adequate area relative to the size of the yacht and the number of seafarers onboard and are protected from the elements. Due consideration shall be given to any areas on deck which may be considered as posing a safety risk to seafarers. Such spaces shall have seating arrangements and 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 gas tight and noise attenuated.

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 <u>PART B2 – Accommodation and Recreational Facilities requirements for New Yachts ≥ 200 GT</u>

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, may be 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, where full and free movement is necessary, shall be not less than 203cm. On a case by case basis, and at the discretion of the Administration, a reduction in headroom may be permitted provided it is reasonable and does not result in discomfort to the seafarer.

13.7.2.4 Access/Escape arrangements

13.7.2.4.1 Refer to Section 11 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 limited areas.

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.

13.7.2.7.2 Mechanical Ventilation shall be provided to all accommodation spaces on yachts which intend to make long international voyages or operate in tropical waters. As a minimum, mechanical ventilation shall be capable of providing 6 air changes per hour, when all access and other openings (other than ventilation intakes) to the spaces are closed.

13.7.2.7.3 Air conditioning – re-circulation of supply air may be permitted provided that sanitary accommodation is provided with mechanical exhaust ventilation and that the fresh air content of the supply to the accommodation is not less than:

a. $25m^3$/hr for each person for whom accommodation is provided; or
b. the total capacity of the sanitary and any other accommodation exhaust fans, excluding the galley, whichever is the greater.

13.7.2.7.4 Refer also to the requirements of the Merchant Shipping (Maritime Labour Convention) Rules, as amended.

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 ≥ 200 GT and < 500 GT, and 13.7.2.8.4 for yachts ≥ 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. Vertical escapes shall be fitted in each individual cabin which has at least 70% of its height below the deepest waterline. 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 not 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.

Clothes Locker	**≥ 475 litres**
Drawer	**≥ 56 litres**
Combined Locker & Drawer	**≥ 500 litres**

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 m^2. 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 m^2. 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 m^2 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 7.5m^2 per seafarer. This area may include en-suite sanitary facilities. It is not expected that seafarers who are officers shall require to share a cabin.

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. Vertical escapes shall be fitted in each individual cabin which has at least 70% of its height below the deepest waterline. 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:

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.

13.7.2.8.3.5 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.

Clothes Locker	**≥ 475 litres**
Drawer	**≥ 56 litres**
Combined Locker & Drawer	**≥ 500 litres**

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 3.6m^2.

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 4.5m^2.

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 7m^2.

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 6.2m^2. 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 m^2 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 1.45m^2 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 1.45m^2 per seafarer and that the minimum floor area is not below 1 m^2 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 1.2m^2 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 1.2m^2 per seafarer the free floor area of the cabin may be reduced but shall never be less than 1 m^2 per seafarer.

13.7.2.8. *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. Vertical escapes shall be fitted in each individual cabin which has at least 70% of its height below the deepest waterline. 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 198cm by 80cm. 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 50cm and the width is at least 80cm 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.

Clothes Locker	**≥ 475 litres**
Drawer	**≥ 56 litres**
Combined Locker & Drawer	**≥ 500 litres**

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 m^2

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 m^2.

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 m^2.

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 4.5m^2 for a yacht of 500GT and not less than 7.5m^2 for yachts of 1,250GT and over. En-suite sanitary facilities are considered to compensate for reduced floor area and form part of the floor area.

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

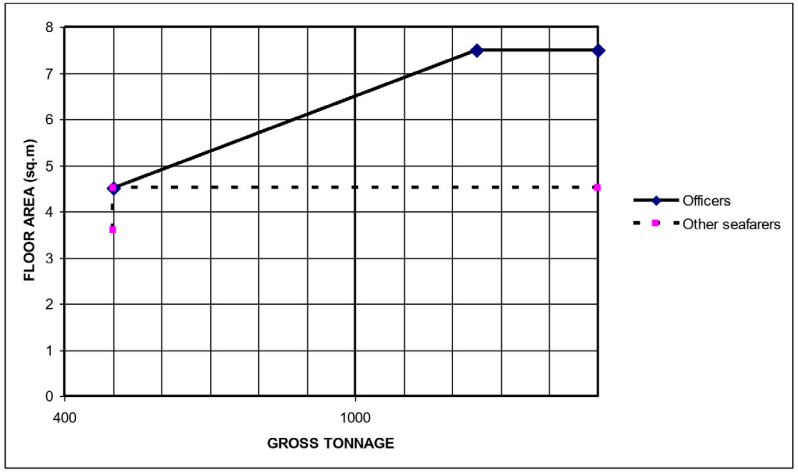


Figure 1 – Cabin Floor Areas – Single Occupancy

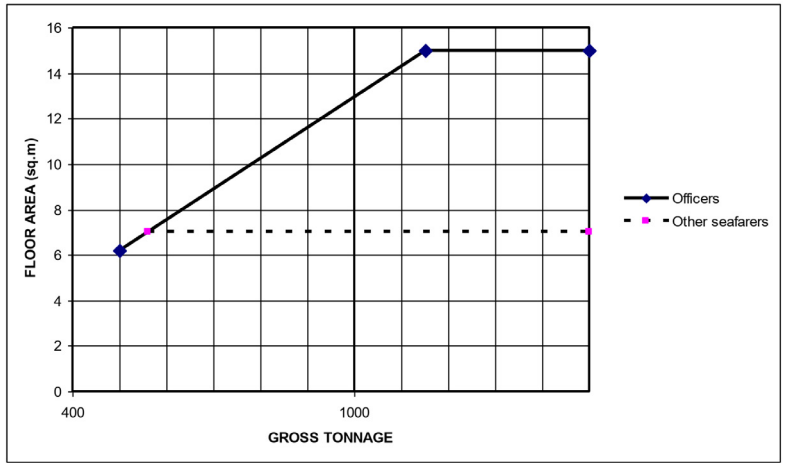


Figure 2 – Cabin Floor Areas – Double Occupancy

13.7.2.8.4.12 Floor areas of double occupancy cabins with en-suite sanitary facilities for seafarers who are officers for whom no adjoining sitting room, day room or equivalent additional space are provided shall be not less than 6.2m2 for a yacht of 500GT and not less than 15m2 for yachts of 1,250GT and over. For a yacht of intermediate gross tonnage the floor area shall be determined by linear interpolation, as shown in Figure 2.

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 7m².

13.7.2.8.4.13 For leisure purposes, officer's cabins having a floor area less than 7.5m² shall be provided with televisions and other suitable 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.

13.7.2.8.4.15 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.

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 m^3 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 free 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 provide at least 2 litres per person.

13.7.2.11.3 Drinking water shall be treated through a UV Water Purifier or an equivalent purification system.

13.7.2.11.4 Drinking water tanks shall be tested for bacteria by a recognised lab on an annual basis and relevant test results shall be kept onboard.

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.

13.7.2.13.5 To help prevent the spread of infectious disease and for the patient comfort every hospital shall be fitted with mechanical exhaust ventilation independent from any ventilators provided for other parts of the seafarer's and passengers accommodation.

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, complete with seating arrangements, for seafarers shall be provided. The total floor area so allocated shall be calculated at the rate of 1.5m^2 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.

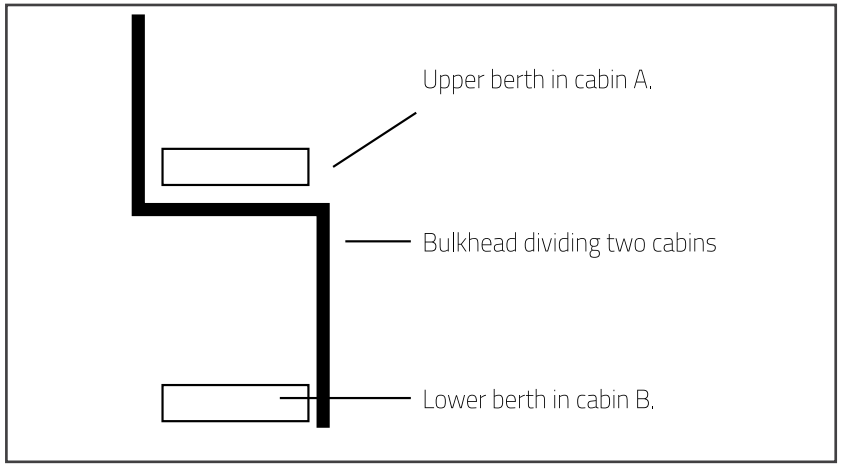
13.7.2.20.3 When on a sailing ship (such as a training or racing sailing ship) the minimum requirement of paragraph 13.7.2.8.3.12 cannot be met due to the complement on board, seafarers' accommodation arrangements shall be to the same standard as that provided for passengers.

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.

13.7.3 Sailing Vessels

13.7.3.1 The requirements of Part B2 apply to Sailing yachts in the same way as they do to motor yachts.

Annex 1

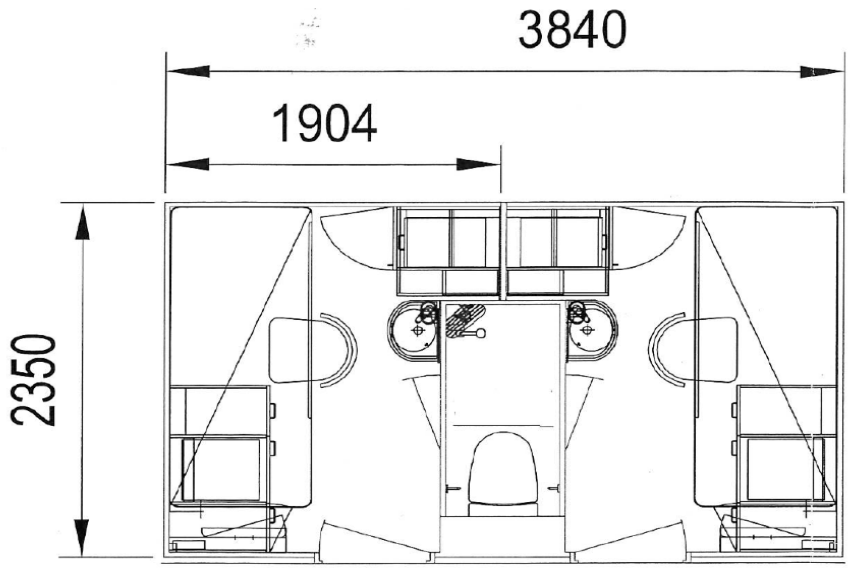


The horizontal width of the bunks shall be a minimum of 98cm. The saving in floor area is equivalent to approximately 50% of the bunk width. The drawback for such an arrangement is that cabins must be in line with one another, the plus point being that an area can be deducted from the width of a cabin (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 m^2, when 50% of this area is added onto the cabin area as per dimensions in Annex 2, the total floor area is 4.47 m^2 and in line with the convention.

13.8 MLC Audits/Inspections

13.8.1 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.

13.8.2 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 an RO.

SECTION 14
PROTECTION OF PERSONNEL

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 shall be provided at all times when in port, either deployed or available for deployment. If the safe means of access is not deployed, there shall be a means provided for communication between those on the quay and those onboard and in all circumstances a safe means of access shall be provided for any persons embarking or disembarking on the yacht.

14.1.2 Access equipment and immediate approaches to it shall be adequately illuminated.

14.1.3 Equipment used to provide access shall also meet the standards and/or requirements of in international standards and applicable port state legislation.

14.1.4 Any gangways, passarelles and accommodation ladders shall be manufactured to adequate and recognised standards. They shall be clearly marked with the manufacturer's name, the model number, the maximum design angle of use and the maximum safe loading number of persons. Side screens or handrail(s) shall be provided on both sides.

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 Over-side working systems such as rail and trolley/car systems and related components shall be designed, certified, approved and tested in accordance to BS EN 795 Class D, as amended, or to a recognised international standard for fall protection equipment and shall display the CE mark. ANSI approval and markings may be accepted on a case by case basis.

If it cannot be adequately proven that the design of the attachment to the substrate is identical to the one used in the type approval process completed by the over-side working system's manufacturer, or through approval of the design on another yacht, separate preinstallation testing shall be required to be satisfactorily completed prior to the system being installed and prior to the system being put in service.

The installation of the system to the substrate of the yacht shall be tested to meet the requirements of BS EN 795, as amended.

Yacht substrates can be of many differing materials and thicknesses, as can the fixtures and fittings that secure the over-side working systems to the substrate. In all cases the method of installation to the particular substrate needs to be tested in accordance with BS EN 795, as amended, in order for it to be considered approved and suitable for supporting crew members working over the yacht's side. If a particular method of attachment of the over-side working system to the yacht's substrate has been previously approved and documentary evidence can be provided, then only post-installation testing shall be required and carried out.

The orientation of the trackway shall be as detailed in the manufacturer's approval certificate, considering the path of the harness line and resultant wear.

14.3.3 Over-side working systems Pre-Installation Workshop Destructive Testing

When the method of attachment to the substrate has not been already approved, additional static and dynamic load tests shall be required to prove the strength of the individual installation for each type of base material/fastener type. These tests complete the installation's approval. It is recommended that such workshop destructive testing is carried out on a section of track of at least 400mm in length attached to a representative mock-up of the yacht's superstructure. Tests shall be witnessed by a Recognised Organisation or Appointed Surveyor and if successfully carried out, a relevant statement shall be issued and shall be retained onboard.

The workshop test shall be carried out as follows:

a. Static load test – requires the application of a 12kN load in at least 3 locations, typically at both ends and at any rail joint or in the middle. This load shall be applied for at least 3 minutes.
b. Dynamic Load test – requires the use of a test lanyard manufactured from rope conforming to BS EN 892 with a 100kg solid test mass dropped through a predetermined distance in order to be able to apply a fall arrest load of 9kN. Direct reference shall be made to BS EN 795, as amended, as to how this shall be accomplished.

Note that the dynamic load test is a destructive test and as such, following the dynamic load test, the trolley/car(s) and the section of the track used for testing shall have been overloaded and shall be discarded.

14.3.4 Over-side working systems Onboard/Post-Installation Testing and Quinquennial (5 yearly) Testing

Once an over-side working system is installed, a post-installation load test shall be carried out before the system is put in service. This is a non-destructive test.

Onboard/Post-installation testing shall be carried out as follows:

a. A test load of 6kN shall be attached to a single car or single anchor point for at least 15 seconds in at least 3 locations, typically at both ends and at any rail joint or in the middle.
b. Additional requirements specified by the manufacturer shall also be taken into consideration during the test.
c. Testing shall be witnessed by an RO or Appointed Surveyor and a Load Test Certificate shall be issued/endorsed accordingly.

The onboard/post installation testing shall be carried out at the initial installation and subsequently on a quinquennial (5 yearly) intervals and also at intervals as may be prescribed by the manufacturer.

14.3.5 Non-compliant and pre-existing over-side working systems

Yachts fitted with uncertified over-side working systems shall have their overside working systems put immediately out of service and decommissioned unless the appropriate certification can be obtained.

Over-side working systems, for which there is evidence that the system is in compliance with either BS EN 795:1997 or 2012 but without evidence that the installation was tested by an RO or Appointed Surveyor; shall not be used until such time that the installation arrangements have been approved by a RO or Appointed Surveyor. This may require the submission of drawings of the existing arrangements and the subsequent static and dynamic testing of the rail attachment method as deemed applicable. On satisfactory completion of this testing the over-side working systems shall be subjected to the 'post-installation' testing.

Onboard post-installation testing shall be carried out onboard yachts fitted with over-side working systems for which there is evidence that the system is in compliance with either BS EN 795:1997 or 2012 and there is evidence that the installation was approved but there is no evidence of onboard post-installation testing.

Prior to the completion of the required testing, signage shall be clearly displayed stating that the track is not to be used unless the crew member has a fall arrester attached by a secondary line which shall be secured to a strong point or secured to a part of the yacht structure having the necessary strength to withstand the drop loads.

14.3.6 Use of over-side working systems

Over-side systems shall not be used whilst the yacht is underway at sea. Over-side systems shall be used whilst using the appropriate PPE. On systems where one of the travellers is fitted with a locking device, the device which locks the traveller in position along the track shall only be disengaged from the track rail while the user is changing position. The over-side working system user shall never rely on only one attachment point for personal protective equipment.

All over-side working systems shall be clearly marked for the use of one user only.

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

14.5.1 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 All yachts shall meet the requirements of the IMO Code on Noise Levels, as far as reasonable and practicable.

14.6.3 For safe navigation, it is important that sound signals and VHF communications can be properly heard, at the navigating position in normal operating conditions.

14.6.4 The wearing of ear protectors in spaces, such as machinery spaces, where the noise levels normally exceed 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 Personnel Training

14.7.1 All personnel shall receive training appropriate to the tasks they undertake. It is the responsibility of the company/owner to ensure that this training is given, and that the personnel have an understanding of the relevant regulations and rules. As a minimum, this means:

a. for the Master, the training appropriate for the respective qualifications;
b. for the crew, the training appropriate for the respective qualifications and any additional training appropriate to the relevant designated duties.

14.7.2 Prior to the first occasion of working on the yacht, each employee shall receive appropriate familiarisation training and proper instruction on onboard procedures. This shall include, but not necessarily be, limited to:

a. launching and recovery of survival craft;
b. donning of lifejackets;
c. handling of passengers in emergency cases;
d. use of handling of firefighting equipment

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

14.8 Cranes and other Lifting Appliances

14.8.1 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.

14.8.2 During the course of their life service, 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. All tests shall be witnessed by an RO or Appointed Surveyor.

14.9 Portable Atmosphere Testing Instruments

14.9.1 Every yacht ≥ 500GT shall carry an appropriate calibrated portable atmosphere testing instrument or instruments. As a minimum these shall be capable of measuring

concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces.

14.9.2 Yachts < 500GT where enclosed spaces are accessible by crew shall also comply with this requirement.

14.10 Master's Overall Authority

14.10.1 The Master shall have overall authority at all times, to make decisions and take actions with regard to the safety of the yacht and the persons onboard.

SECTION 15
NAVIGATION AND COMMUNICATION

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT

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 ('wheel marked') in accordance to the MED - Marine Equipment Directive 2014/90/EU, as amended, or to equivalent standards/ approvals, accepted by the Administration.

15.1.1 Every yacht shall carry on board adequate and updated Nautical Charts for the intended voyages. Yachts ≥ 3,000GT constructed on or after the 1st July 2014 shall be fitted with an approved and MED ertified Electronic Chart Display and Information System (ECDIS) by the first due periodical survey. Yachts fitted with an approved 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 Publications

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.

Every commercial yacht shall also carry on board adequate and updated Nautical Publications in accordance to Technical Notice SLS.33, as amended.

Yachts <24m Length	Yachts ≥24m Length & <500GT	Yachts ≥500GT
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. The Magnetic compass shall be provided with an electric light, the electric power supply of which shall be on the main and emergency source of power.	
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 MED or CE Certified (for yachts < 300 GT) high power pulse 9 GHz X-Band radar capable of determining and displaying the range and bearing of radar transponders (SARTs), and of other surface craft, obstructions, buoys, shorelines and navigational marks to assist in navigation and in collision avoidance. The unit shall be capable of triggering a SART transponder within at least a 5nm radius.		
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, or other suitable means to indicate speed and distance through the water;		
15.2.2.10	A Rudder Angle Indicator.	A Rudder Angle Indicator.
15.2.2.11 An Engine Revolution Counter in the navigation position.	An Engine Revolution. Counter in the navigation position.	An Engine Revolution. Counter in the navigation position.
15.2.2.12		A Gyro Compass is to be provided.
15.2.2.13		An Automatic Tracking Aid
15.2.2.14 All yachts ≥ 300 GT shall be fitted with an approved Automatic Identification System (AIS).		
15.2.2.15 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.		
15.2.2.16 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.		
15.2.2.17 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.		

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.

15.2.4.2.1 LEDs shall only be used within the lifespan specified by the manufacturer to maintain the necessary luminous intensity of LEDs.

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 Each yacht shall be fitted with a yacht's whistle or horn.

15.2.4.4.1 Portable air horns may be acceptable onboard yachts < 24m in length.

15.3 Bridge Navigational Watch Alarm System (BNWAS)

15.3.1 Commercial Yachts ≥ 150 GT shall be fitted with a Bridge Navigational Watch Alarm System (BNWAS) in accordance with SOLAS Chapter V. 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), as amended.

15.3.2 BNWAS installed prior to 1st July 2011 may be exempted from full compliance with the IMO standards of Resolution MSC.128(75), as amended, 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.

15.3.3 The BNWAS shall be in operation whenever the yacht is underway at sea.

15.3.4 Yachts ≥ 300 GT shall comply with the requirements of SOLAS V/19.

15.4.1 A Voyage Data Recorder (VDR);
15.4.2 An ECDIS;
15.4.3 A 3 GHz radar or a second 9 GHz radar;
15.4.4 A second Automatic Tracking Aid, or other means, to plot automatically the range and bearing of other targets to determine collision risks.

15.5 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.

15.5.1 Sea Area A1

All yachts navigating in Sea Area A 1 shall be fitted with:

15.5.1.1 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.

15.5.1.2 In addition to 15.5.1.1, a VHF DSC watch receiver has to be fitted. This unit may be combined with the unit specified under 15.5.1.1.

15.5.1.3 A NAVTEX receiver. Additional facility for reception of MSI transmissions must be installed should the vessel be operating in areas where NAVTEX coverage is not available.

15.5.1.4 A Search And Rescue Transponder (SART) or AIS-SART. Yachts ≥ 500 GT shall have a second SART unit.

15.5.1.5 A 406 MHz satellite/AIS EPIRB Emergency Position-Indicating Radio Beacon (satellite EPIRB), programmed with the yacht's MMSI number.

15.5.1.6 Two portable VHF (GMDSS) units. Yachts ≥ 500 GT shall be provided with a third portable VHF (GMDSS) unit.

15.5.2 Sea Area A1 + A2

In addition to the equipment prescribed for Sea Area A1, yachts navigating in Sea Area A 2 shall be fitted with:

15.5.2.1 An MF DSC/RT installation also having DSC Watch keeping capability on frequency 2187.5Khz.

15.5.2.2 Alternatively to 15.5.2.1, a recognized mobile satellite service ship earth station.

15.5.3 Sea Area A1 + A2+ A3

In addition to the equipment prescribed for yachts navigating in Sea Area A1, yachts navigating in Sea Area A3/A4 shall also have:

15.5.3.1 An additional VHF DSC/RT unit (para. 15.5.1.1, 15.5.1.2 refers).

15.5.3.2 A recognized mobile satellite service ship earth station.

15.5.3.3 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.

15.5.3.4 Alternatively to 15.5.3.3, an additional a recognized mobile satellite service ship earth station may be installed.

15.5.3.5 A valid Shore based maintenance agreement.

15.5.4 Sea Area A1 + A2 + A3 + A4

15.5.4.1 In addition to the equipment and requirements specified for vessels operating in Sea Area A3, an additional 406 MHz Satellite/AIS-EPIRB shall be installed inside the navigation bridge near the conning position.

15.5.4.2 For the purpose of this section, the provision listed in section. 15.5.3.4 (A1+A2+A3) shall not be taken into consideration as an alternate carriage requirement.

15.5.5 Sources of Energy

15.5.5.1 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.

15.5.5.2 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 radiocommunications 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.

15.5.5.3 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.

15.5.5.4 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.

15.5.5.5 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.

15.5.6 Operation Performance

15.5.6.1 All radio communication equipment is to be SOLAS and/or MED Type Approved or Certified.

15.5.6.2 The GMDSS installation shall be installed in an easily accessible position.

15.5.6.3 The GMDSS installation is to be protected against the effects of sea water/spray, extremes of temperature and other adverse conditions.

15.5.6.4 The following shall be clearly marked next to the equipment:

- the Call Sign / MMSI No. / IMN Nos., as applicable;
- any other applicable codes.

15.5.6.5 On board sailing yachts, if the radio antenna is fitted on the mast, then an emergency antenna is to be provided on board.

15.5.7 Watches

A yacht at sea shall maintain a continuous watchkeeping 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 through a recognized mobile satellite service ship earth station.

It is recommended that yachts carry on board the latest editions of the Admiralty List of Radio Signals (ALRS) applicable.

15.5.8 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

16.3.1 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.

16.3.2 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.

16.3.2 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

16.4.1 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

16.5.1 All yachts are required to comply with the applicable provisions of MARPOL Annex V.

Yachts ≥ 100 GT and yachts certified to carry 15 persons or more are required to be provided with a Garbage Management Plan (*) and yachts ≥ 400 GT shall maintain a Garbage Record Book in the form specified within MARPOL Annex V.

16.5.2 Furthermore, all yachts shall display placards that notify the crew and passengers of the garbage discharge requirements.

16.6 Prevention of Air Pollution and Energy Efficiency – MARPOL Annex VI

16.6.1 Each diesel engine ≥ 130 kW installed onboard a yacht (including yachts < 400 GT) constructed on or after the 1st January 2000 shall be issued with an EIAPP Certificate. For yachts constructed before the 1st January 2000, if a diesel engine undergoes or has undergone a major conversion after the 1st January 2000, the engine must hold an EIAPP certificate. Engines used for emergency purposes may be exempted from this requirement.

16.6.2 All yachts ≥ 400 GT, including existing yachts, are required to be surveyed and certified in line with Marpol Annex VI.

16.6.3 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.

16.6.4 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.

16.6.5 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

(*) Refer to the guidelines for the development of garbage management plans adopted by the MEPC resolution on MEPC 71(88).

16.7 Anti-Fouling Systems (AFS) Convention

16.7.1 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 requirementsof 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 Ballast Water Management (BWM) Convention

Yachts ≥ 400GT, engaged on international voyages, shall comply with the survey and certification requirements of the Ballast Water Management (BWM) Convention, as applicable, and be issued with an International Ballast Water Management Certificate. A Statement of Non- Applicability shall be issued, in case of the yacht's compliance with any one of the conditions as stipulated under Article 3.2 of the BWM Convention as follows:

a. ships not designed or constructed to carry Ballast Water;

b. ships of a Party which only operate in waters under the jurisdiction of that Party, unless the Party determines that the discharge of Ballast Water from such ships would impair or damage their environment, human health, property or resources, or those of adjacent or other States;

c. ships of a Party which only operate in waters under the jurisdiction of another Party, subject to the authorization of the latter Party for such exclusion. No Party shall grant such authorization if doing so would impair or damage their environment, human health, property or resources, or those of adjacent or other States. Any Party not granting such authorization shall notify the Administration of the ship concerned that this Convention applies to such ship;

d. ships which only operate in waters under the jurisdiction of one Party and on the high seas, except for ships not granted an authorization pursuant to sub-paragraph (c), unless such Party determines that the discharge of Ballast Water from such ships would impair or damage their environment, human health, property or resources, or those of adjacent of other States; and

e. permanent Ballast Water in sealed tanks on ships, that is not subject to discharge.

16.9 MARPOL related manuals to be carried onboard yachts ≥ 400 GT.

a. SOPEP – Shipboard Oil Pollution Emergency Plan (including drills logbook)
b. SEEMP – Ship Energy Efficiency Management Plan
c. Garbage Management Plan
d. Garbage Record Book
e. Oil Record Book Part 1

16.10 Green Yacht Notation

16.10.1 In its quest to encourage the design, construction and operation of more environmentally friendly yachts the Administration has introduced the 'Green Yacht' Notation.

16.10.2 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.

16.10.3 The main points taken into consideration for the assignment of this notation are :-

16.10.4 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.

16.10.5 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.

16.11 Bunker's Convention - Convention on Civil Liability for Bunker Oil Pollution Damage, 2001

16.11.1 Yachts ≥ 1,000 GT shall carry an appropriate level of insurance covering liability for costs arising from pollution damage following a bunker oil spill from the yacht.

16.11.2 As evidence that adequate insurance cover is in place the owner or operator of the yacht is required to carry a Certificate to this effect issued by the Administration.

16.11.3 The Administration may issue such a Bunkers Certificate only where it is satisfied that the insurance cover provided is acceptable.

16.12 Nairobi Convention - Wreck Removal Insurance

16.12.1 Yachts ≥ 300 GT shall carry an appropriate level of insurance covering liability for costs arising from the costs of wreck removal.

16.12.2 As evidence that adequate insurance cover is in place the owner or operator of the yacht is required to carry a Certificate to this effect issued by the Administration.

16.12.3 The Administration may issue such a Wreck Removal Convention Certificate only where it is satisfied that the insurance cover provided is acceptable.

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.

It is the responsibility of the owner/company, master and operators of yachts to ensure that at all times the yacht is safely manned and operated in compliance with the standards of safety, marine environment protection and security set out in the various applicable international Codes, Conventions and national legislation and in accordance with any Safe Manning document/certificate.

The number of trained persons shall always be sufficient to assist the total number of passengers who may be onboard at any one time.

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 ≥ 24m in length must carry onboard a Minimum Safe Manning Certificate issued by the Administration.

17.1 Crew Qualifications

17.1.1 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, as amended (refer to Transport Malta website). Other yacht/ship qualifications may be accepted on a case by case basis. Yacht Masters onboard yachts < 200 GT should, as a minimum, be in possession of a Transport Malta (TM) Master on Yachts certificate, issued by the Malta Merchant Shipping Directorate or be in possession of an internationally recognised equivalent.

17.1.2 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.

17.1.3 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 ≥ 500GT)

17.2 Radio Personnel Qualifications

17.2.1 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).

17.2.2 Yachts ≥ 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.

17.2.3 Yachts ≥ 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.

17.2.4 Yachts ≥ 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 Safe haven	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 Safe haven	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).

17.7 Schedule of Duties

17.7.1 The Master shall ensure that a schedule of duties is drawn up setting out the hours of work for each of the crew. The table of schedule shall show:
a. the schedule of duties at sea and duties in port; and
b. the minimum hours of rest as defined by the MLC.

17.7.2 Changes shall not be made to the schedule of duties unless they can be justified by substantially altered work patterns or other significant factors

17.7.3 A copy of the schedule of duties shall be made available to all crew members and it will not be necessary to draw up a new schedule of duties for each voyage, so long as it is applicable to the voyage in question and the composition of the crew for whom it was originally intended has not changed.

17.8 Work and Rest Hours

17.8.1 All members of the yacht's complement, including the Master, shall have minimum rest periods and maximum periods on duty (emergencies excluded) in accordance with the provisions of the STCW and MLC.

17.8.2 The Master shall ensure that the work and rest hours are adhered to onboard by suitable arrangements with respect to the assignment of duties and in line with adequate manning levels.

17.8.3 The time and place of rest periods shall be such as to ensure that such periods can be taken in a suitable environment conducive to achieving an effective rest.

17.8.4 The Master or owner/operator shall ensure that the crew are provided with at least the minimum rest hours. These shall not be less than:

a. 77 hours in a 7 day period; and
b. 10 hours in any 24hr period.

17.8.5 Hours of rest may be divided into no more than 2 periods; one of which shall be at least 6hrs long, and the interval in between shall not exceed 14hrs.

17.8.6 As far as practicable and possible, the Master shall schedule emergency drills in such a manner which minimises the disturbance to rest periods.

17.8.7 The Master is responsible for maintaining a record of the actual hours of work performed by the individual seafarer. This record allows verification that the minimum periods of rest have been complied with. In an emergency, or when unforeseen, events occur, changes may be unavoidable. In this cases the records shall reflect all deviations from the schedule.

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 firefighting 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 certificate and 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 together with all the crew certificates' details shall be available onboard.

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 certification 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
Disposable resuscitation shield with mouthpiece	5
PARACETAMOL 500mg tablets	50
SEASICKNESS REMEDY Tablets (Hyoscine hydrobromide 0.3mg recommended)	50
BUTTERFLY CLOSURES Adhesive skin closures, length about 5cm individually sealed sterile, in a container	19
SCISSORS (approved medical type) About 18cm, one blade sharp pointed and the other round-ended	1
THERMOMETER Ordinary range clinical thermometer, stubby bulb pattern	1
FIRST AID MANUAL (Published by an approved Body or Authority)	1

19.2 **Yachts ≥ 24m in length**

Reference is to be made to the Merchant Shipping (Maritime Labour Convention) Rules, as amended.

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

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.

20.1.4 The crew compliment as indicated on the Minimum Safe Manning Attestation shall always be present onboard during surveys in order to enable the

1. necessary equipment/machinery to be operated and tested;
2. drills to be carried out by the competent responsible seafarers;
3. personal certification/documentation checks.

20.2 Initial Surveys

20.2.1 As part of the Initial Survey a brief, photographic survey guidelines complimenting the Survey Forms MSD CY Initial and MSD CY Survey Guidelines is to be submitted to the Administration.

20.2.2 Yachts already certified in accordance with the MCA LY2/LY3/REG Yacht Code or with the Italian Regolamento di Sicurezza recante norme tecniche per le navi destinate esclusivamente al noleggio per finalità turistiche DM n.95, as amended, 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. Yachts issued with Commercial Yacht Certification by other flagstates may be accepted on a case by case basis at the sole discretion of the Administration.

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 ≥ 24m 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 ≥ 24m 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, as applicable

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 ≥ 24m 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.

All yachts shall retain onboard all the required approved drawings/manuals and/or the owner's manual, in case of CE Certified yachts < 24m in length.

All yachts, irrespective of their size and area of operation, fitted with battery installations intended as the sole source of propulsive power or as part of a hybrid system, shall be classed and shall maintain Classification 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, than 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.
Yachts having composite hulls shall have moisture readings taken on the hull during drydocking. Yachts having steel hulls shall have thickness gauging carried out by an approved service supplier, in accordance to a RO Rules, unless the vessel is issued with a valid Class Certificate. Yachts ≤ 5 years of age need not carry out thickness gauging. A copy of the thickness gauging report is to be kept onboard.

20.2.5 For every class of yacht a full survey and operational test of safety equipment, lifesaving appliances, fire detection and firefighting 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 ≥ 24m 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 fulfil 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 3 months.

20.2.8 Sea trials and operational tests shall also be carried out under supervision of the attending surveyor. Sea trails 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 company 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 ≥ 24m 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.

20.2.11.1 An EIAPP Certificate shall be issued for each diesel engine ≥ 130 kW installed onboard a yacht (including yachts < 400 GT) constructed on or after the 1st January 2000. For yachts constructed before the 1st January 2000, if a diesel engine undergoes or has undergone a major conversion after the 1st January 2000, the engine must hold an EIAPP certificate. Engines used for emergency purposes may be exempted from this requirement.

20.2.12 New yachts ≥ 24m 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 ≥ 24m 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 Guidelines 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.

All yachts, irrespective of their size and area of operation, fitted with battery installations intended as the sole source of propulsive power or as part of a hybrid system, shall be classed and shall maintain Classification throughout the validity of the COC.

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 Inspection shall be carried out on all yachts, by an RO or by an Appointed Surveyor, in accordance with Section 13 of the Code. All yachts shall be issued with an MLC Inspection Report and an MLC Certificate or MLC Statement of Compliance (for yachts < 500 GT). A DMLC is to be issued to yachts ≥ 500 GT.

20.2.16 On sailing yachts, a rigging survey shall be carried out by a professional rigger, jointly with the attending surveyor. The rigging survey reports together with the rigging material/ equipment certificates shall be maintained onboard.

20.2.17 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 Guidelines 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, than 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. Yachts having composite hulls shall have moisture readings taken on the hull during drydocking. Yachts having steel hulls shall have thickness gauging carried out by an approved service supplier, in accordance to a RO Rules, unless the vessel is issued with a valid Class Certificate. Yachts ≤ 5 years of age need not carry out thickness gauging. A copy of the thickness gauging report is to be kept onboard.

20.3.3 The hull, machinery, systems and equipment of the yacht shall be thoroughly inspected and tested. Yachts ≥ 24m in length & < 500 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 Guidelines relating to Class has also to be utilised.

20.3.4 The yacht's documents and certificates shall be reviewed. For yachts ≥ 500 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 trails 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 ≥ 24m a lightship survey shall be carried out once in every five years during a Renewal Survey and relevant records shall be retained onboard. A new inclining experiment and new approved stability booklet are required should the lightship survey result in a change in the lightship weight ≥ 2% and/or a shift in the longitudinal centre of gravity ≥ 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 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 surveyor and a copy shall be retained onboard. It is strongly recommended that yachts < 500 GT are also issued with an MLC 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.

20.3.10 On sailing yachts, a rigging survey shall be carried out by a professional rigger, jointly with the attending surveyor. The rigging survey reports together with the rigging material/ equipment certificates shall be maintained onboard.

20.3.11 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.

20.3.12 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 ≥ 24m length must carry out annual surveys during the 5 year validity of the COC. The Form MSD CY Survey Guidelines 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 < 24m 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.

20.4.1.3 A bottom survey shall be carried out on all yachts during the Intermediate Survey (between the 2nd and 3rd year from the Initial/Renewal anniversary date), unless the Yacht holds a valid Class Certificate. The interval between bottom inspections shall not exceed 36 months. Consideration may be given to an alternate (in lieu) inspection being carried out with the yacht afloat (in-water survey) and in such cases the interval between consecutive inspections in drydock shall not exceed 60 months.

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 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, 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.

20.4.5 On sailing yachts, a rigging survey shall be carried out by a professional rigger, jointly with the attending surveyor. The rigging survey reports together with the rigging material/ equipment certificates shall be maintained onboard.

20.4.6 On Yachts ≥ 300GT an annual Safety Radio Survey shall be carried out by a radio company 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

20.6.1 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

20.8.1 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 Guidelines Forms
Intermediate, Annual and Renewal Surveys: MSD CY Survey Guidelines Form

Note that for yachts ≥ 24m which do not hold a valid Class Certificate the relevant Section of form MSD CY Survey Guidelines relating to Class shall also be utilised and be duly filled in.

20.9 List of Recognised Organisations (ROs) and Appointed Surveyors

20.9.1 A list of all ROs together with a list of Appointed 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	<300GT	≥300GT &<400 GT	≥24m ≥400GT &<500 GT	≥500GT
Inspection Report	√	√	√	√	√
COC & Record of Equipment	√	√	√	√	√
Certificate of Registry	√	√	√	√	√
Safe Manning Document		√	√	√	√
Insurance Certificate and Policy	√	√	√	√	√
Radio Inspection Report	√	√	√	√	√*
ITC		√	√	√	√*
ILLC		√	√	√	√*
Load Line Assignment Report	√	√	√	√	√*
SAFRAD & Form R			√	√	√*
IOPP Cert. & Supplement				√	√*
EIAPP	√◇	√◇	√◇	√◇	√◇
IAPP				√	√*
ISPP	>15 persons	>15 persons	>15 persons	√	√+,*
Certificate of Class (Mandatory)	+	+	+	+	√+,*
SAFCON					√*
SAFEQ & Form E					√*
SMC					√*
ISSC					√
CSR					√
MSM		√	√	√	√
AFS Declaration		√	√		√*
AFS Cert.				√	√
BWM Certificate OR BWM Declaration of Non-Applicability				√	√*
MLC**	√*	√*	√*	√*	√*
DMLC					√*
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 an MLC Inspection Report and MLC certificate/document of compliance confirming voluntary certification with the MLC.
(+) - All yachts, irrespective of their size and area of operation, fitted with battery installations intended as the sole source of propulsive power or as part of a hybrid system, shall be classed and shall maintain Classification throughout the validity of the COC.
(◇) – An EIAPP Certificate shall be issued to each diesel engine ≥ 130 kW installed onboard a yacht constructed on or after the 1st January 2000.

SECTION 21
ISM AND ISPS

1. ISM

All yachts ≥ 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 ≥ 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 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 Security 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 ANCILLARY CRAFT

22.1 Tenders and Ancillary Craft designated as an appurtenance and falling under the Registration Certificate of the Mother Yacht

22.1.1 Yacht tenders and ancillary craft may be either stowed on board or towed or, in special circumstances, may even navigate together with the yacht. Tenders and Ancillary craft may not be engaged in separate commercial activities. Such tenders shall only be used in conjunction with the mother yacht and may operate only within a 3 nautical mile radius from the mother yacht.

22.1.2 On a case by case basis the Administration may accept an extended tender operating area, upto a 20 nautical mile radius, subject that the:

22.1.2.1 tenders ≤ 24m in length, shall have a Recreational Craft Directive Certification to a minimum of Design Category B, and shall be equipped with the necessary radio, safety and life saving equipment,

22.1.2.2 tenders > 24m in length shall comply with the requirements of the Code, as an independent vessel.

22.1.3 The number of persons the tender may safely carry and the name of the mother yacht shall be clearly marked onboard of the tender. The name of the tender shall be marked in the format: "T/T name of mother yacht" were the words "T/T" mean "Tender To".

22.1.4 All tenders <12m in length, when fitted with remote throttle controls, shall be fitted with a kill-cord, to be used at all times during navigation. A spare kill cord shall also be carried on board.

22.1.5 Personal watercraft may not be considered as tenders for the purposes of this sub-section.

22.1.6 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 shall meet the Rescue Boat requirements set out in the Code.

22.1.7 Submersible craft, designated as tenders, 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 by the manufacturer or an by an authorised manufacturer's representative. The crew operating the submersible craft shall be appropriately trained and qualified.

22.1.8 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. The maximum safe working load of the equipment and maximum sea state in which the craft may be launched shall be stated.

22.1.9 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.

22.2 Tenders and Ancillary Craft, including Chase Boats, holding a separate independent Registration Certificate

22.2.1 Tenders and Ancillary craft holding a separate independent Registration Certificate, operating within a 3 nautical mile radius from a commercial yacht, and which are not engaged in separate ommercial activities shall comply with the requirements as set out in Section 22.1 of the Code.

22.2.2 Ancillary Craft, including Chase Boats, holding a separate independent Registration Certificate which are not restricted to operate within a 3 a nautical mile radius from a commercial yacht shall comply and be certified in accordance to:

a. IACS99 for vessels < 15m LoA, and
b. NCV Code for vessels ≥ 15m LoA.

SECTION 23
STATIC CHARTERING

23 Guidelines for the Static Chartering of Commercial Yachts

23.1 The guidelines for the Static Chartering of Commercial Yachts are being issued by Transport Malta in order to present a practical, safe and homogeneous approach to this ever-growing market sector.

23.2 These guidelines are applicable to registered Commercial Yachts flying the Malta Flag.

23.3 It is to be pointed out that the Master/Owner is fully responsible at all times for all the persons onboard the yacht.

23.4 In the event that the commercial yacht will remain static; berthed or anchored at sea, the yacht may be allowed to carry more than 12 passengers in line with the requirements and the process set out in these guidelines.

23.5 For a commercial yacht to be able to be chartered on a static basis, the yacht shall be issued with a Statement by Transport Malta, allowing Static Charters to be held onboard. For this statement to be issued an application shall be made to the Yachting Section of the Merchant Shipping Directorate and the application shall include:

i. details of the yacht including name and official number;

ii. the maximum number of persons planned to be carried onboard during a static charter;

iii. the total number of crew and other staff (non-passengers) planned to be carried onboard during the static charter;

iv. a risk assessment, carried out by a Classification Society/Recognised Organisation (RO) or by a Government Appointed Surveyor. The risk assessment shall identify all risks associated with the yacht being chartered on a static basis, when berthed and when anchored at sea and shall include recommendations about any necessary mitigating measures;

v. confirmation from a RO or an Appointed Surveyor verifying that the yacht's approved Stability Booklet or Stability Calculations (yachts < 24m in length) includes a loading condition calculated taking into consideration the maximum number of persons carried onboard and any additional ancillary equipment utilised during the static charter. This loading condition shall also include the possible shifting of all persons to one side of the highest deck of the yacht altogether at the same time (crowding), and shall comply with the requirements and limitations set out in the Commercial Yacht Code (CYC) with regards to Intact Stability (Section 8) and to Minimum Freeboard (Section 9) together with the requirements set out in the 2008 Intact Stability Code Part A Chapter 3 – Special Criteria for Passenger Ships (excluding the requirements set out in sections 2.2 and 2.3);

vi. the availability of adequate insurance coverage;

vii. confirmation from Master/owners/managers that the yacht shall abide by the following conditions and requirements whenever a Static charter is planned to be carried out:

a. the necessary lifesaving appliances, namely lifejackets and liferafts, are provided for the total number of persons onboard during a static charter when the yacht is anchored at sea;

b. at least, two means of escape shall be available from the yacht during a static charter held alongside at berth;

c. the crew shall be adequately trained and an evacuation drill shall be carried out prior to the commencement of the static charter;

d. the port authorities shall be notified about the event, beforehand;

e. the yacht shall remain static throughout the event and shall not navigate/cruise if more than 12 passengers are onboard (tender boats may be used to convey any additional persons).

f. static charters at anchor shall only be undertaken in good weather conditions and the yacht shall remain static within 1 mile from the coast and within 5 miles from a safe haven;

g. during static charters, at sea, any tender boats shall remain standby for the full duration of the charter.

23.6 Subsequent to the satisfactory review of the static charter application, the yacht will be issued with a Statement by Transport Malta, allowing static charters to be held onboard. The Statement will have an indefinite validity subject that the conditions and requirements set out in these guidelines remain unchanged and subject that the Certificate of Compliance to Trade as a Commercial Yacht (COC) and the applicable Statutory Certificates remain valid and no periodical surveys are overdue.

23.7 Whenever a Static Charter is planned the Master/owners/managers shall inform the local port authorities and send a notification utilising Form MSD_CYCSTATINF to the Yachting Section of the Merchant Shipping Directorate (yachtsmalta.tm@gov.mt), at least 48hrs in advance.

SECTION 24
HELICOPTER LANDING AREAS

24 Helicopter Landing Areas

24.1 The design, construction and operations of helicopter landing areas (HLAs) and hangar arrangements onboard large yachts is widely recognised by the marine industry as being a heavily regulated and technically challenging topic. In this regards special consideration shall be taken in order to fully address the relevant requirements and regulations. In all cases a documented detailed risk analysis shall be carried out by a Recognised Organisation (RO) having the expertise and qualifications to do so. The risk analysis shall include both the HLA's physical installation and its related appliances/equipment and also the HLA's operations. The risk assessment shall establish the possible hazards and risks associated with the operation of each helicopter type that is planned to land/take-off on the yacht in question. The risk analysis of the operational aspects of the HLA shall include, at least: Landing and securing; Preparing for take-off and taking off; Unloading of passengers, baggage and stores; Refuelling and Securing and Safe movement of personnel. Mitigating measures shall be established and implemented onboard. The maximum weather conditions and any affecting environmental effects in which the helipad may be utilised shall be clearly identified, specified and documented.

24.2 When the yacht's RO is not experienced and qualified to carry out risk analysis involving the HLA's operations, the RO, in agreement with the owners/operators, shall appoint an experienced, qualified and recognised Aviation Inspection Body (AIB) operating under the RO's supervision. Recognised AIBs appointed by the ROs shall be AIBs which are adequately experienced and qualified and shall also be recognised and utilised by other prominent Administrations involved in the Commercial Yachting industry.

24.3 The helicopter operator is responsible for ensuring that the requirements of the Administration with which the helicopter is registered and the requirements of the Administration responsible for the airspace in which the helicopter is operating are fully complied with.

24.4 HLAs shall meet the below requirements:

1. The International Civil Aviation Organisation (ICAO) Annex 14 the convention of International Civil Aviation, as amended;

2. Applicable SOLAS requirements such as, but not limited to, SOLAS Ch.II-2;

3. The standards of the ICAO Annex 14, as amended shall be followed, where applicable, for purpose built shipboard heliports including those located in the bow or stern of the yacht.

4. RO rules with respect to the design and relevant structural strength of the HLA;

24.5 HLA Construction

24.5.1 In general, the helideck construction shall be of steel or other equivalent materials. The underside of the helideck in way of all enclosed spaces shall be insulated to A-60 Class.

24.5.2 In specific cases where due to the yacht's design and operational requirements helidecks are constructed using aluminium or other low melting point metals which are not made equivalent to steel then the following provisions shall be met:

1. The underside of the helideck in way of all enclosed spaces shall be insulated to A-60 Class;

2. Any glazed openings in exposed locations immediately forward/aft of and/or below the helideck shall be adequately protected and shall also be fire rated.

3. Subsequent to any fire on the yacht or on the HLA, the landing platform shall be subject to a thorough structural analysis and to the required tests in order to determine the HLA's suitability for further use.

24.6 HLA Fire Fighting Appliance

24.6.1 The helideck shall be equipped with the below fire-fighting appliances, which shall be located in close proximity to the helideck and be stored near the access point to the helideck:

1. At least two trolley portable dry powder extinguishers having a total capacity of not less than 45 kg;

2. CO2 portable fire extinguishers having a total capacity of not less than 18 kg;

3. Two sets of fire-fighter's outfits;

4. The following equipment shall be stored in a manner that provides for immediate use and protection from the elements:

   a. adjustable wrench;
   b. fire resistant blanket;
   c. 60cm bolt cutters;
   d. hook, grab or salving;
   e. heavy duty hacksaw, complete with 6 spare blades;
   f. ladder;
   g. lift line 5 mm diameter ×15 m in length;
   h. side cutting pliers;
   i. set of assorted screwdrivers; and
   j. harness knife complete with sheath.

5. Onboard new yachts a foam fire-fighting appliances/system complying with the provisions of the Fire Safety Systems Code (FSS) Code Chapter 17

6. Onboard existing yachts a foam application system consisting of monitors or foam making branch pipes or Deck Integrated Pop-up Nozzles (DIFFS) capable of delivering foam to all parts of the helideck in all weather conditions in which helicopters can operate and which shall be capable of delivering a discharge rate as required in Table H for at least five minutes. The foam application system shall, in general, meet the following criteria:

   a. The principal foaming agent shall be suitable for use with salt water and conform to the IMO performance standards;

   b. At least two nozzles of an approved dual-purpose type (jet/spray) and hoses sufficient to reach any part of the helideck;

Category	Helicopter Overall Area	Discharge rate of foam solution (l/min)
H1	<15m	250
H2	≥ 15m & < 24m	500
H3	≥ 24m & < 35m	800

Table H - From Discharge rate for Existing Yachts

24.7 Drainage facilities in way of helidecks shall be constructed of steel and shall lead directly overboard independent of any other system and shall be designed so that drainage does not fall onto any part of the yacht.

24.8 Access Points and Means of Escape

24.8.1 Special attention shall be taken as many helicopters have passenger access on one side only and, as such, the helicopter landing orientation in relation to landing area access points becomes important because it is necessary to ensure that embarking and disembarking passengers are not required to pass around the helicopter tail rotor, or under the front of the main rotor of those helicopters with a low profile rotor, should a 'rotors-running turn round' be conducted. It is always preferable and recommended that helicopter passengers are embarked/disembarked when the rotors are in a stationary position.

24.8.2 There shall be a minimum of two access/egress routes to the HLA and these shall be as widely separated as possible. The arrangements shall be optimised to ensure that, in the event of an accident or incident on the HLA, personnel shall be able to escape upwind of the landing area. Adequacy of the emergency escape arrangements from the HLA shall be included in any evacuation, escape and rescue analysis for the yacht, and may require a third escape route to be provided.

24.8.3 Where foam monitors are located adjacent to access points, care shall be taken to ensure that no monitor is so close to an access point as to cause injury to escaping personnel by operation of the monitor in an emergency situation.

24.8.4 Where handrails associated with landing area access/escape points exceed the height limitations given by ICAO Annex 14, they shall be retractable, collapsible or removable. When retracted, collapsed or removed the rails shall not impede access/egress. Procedures shall be in place to retract, collapse, or remove them prior to helicopter arrival. Once the helicopter has landed, and the crew has indicated that passenger movement may commence, the handrails may be raised and locked in position. The handrails shall be retracted, collapsed, or removed again prior to the helicopter taking-off.

24.8.5 A helideck shall be provided with both a main and an emergency means of escape and access for fire-fighting and rescue personnel. These shall be located as far apart from each other as is practicable and preferably on opposite sides of the helideck.

24.9 HLA Operations Manual

24.9.1 Each HLA facility, including any refuelling and hangar facilities, shall have an HLA Operations Manual, including a description and a checklist of safety precautions, procedures and equipment requirements. This manual may be part of the yacht's emergency response procedures. All relevant operational restrictions, limitations and the maximum helicopters' size and weight and 'D' values, the yacht is designed to carry, shall be included in the HLA Operations Manual.

24.9.2 The procedures and precautions as detailed on the HLA Operations Manual shall be followed during refuelling operations.

24.9.3 Fire-fighting personnel, consisting of at least two persons trained for rescue and fire-fighting duties, and fire-fighting equipment shall be immediately available at all times when helicopter operations are expected.

24.9.4 On-board HLA operations and HLA fire-fighting refresher training shall be carried out and additional supplies of firefighting equipment shall be provided for training and testing of the equipment. All crew onboard shall be trained and familiarised with helicopter operations.

24.10 Yacht's HLA linked Equipment and Instrumentation Requirements, Reporting and Recording

24.10.1 All yachts shall be provided with calibrated means of measuring, reading, ascertaining and reporting the following, at any time:

a. Movement of the vessel to deduce 'Roll', 'Pitch', and 'Heave';
b. Wind speed and wind direction using aviation approved equipment meeting ICAO standards;
c. Air temperature;
d. Barometric pressure using aviation approved equipment meeting ICAO standards;
e. Visibility, cloud base and cloud cover; and
f. Sea state.

24.10.2 Yachts fitted with HLAs shall carry the necessary support equipment in connection with helicopter operations, and these shall include:

a. Chocks and tie-down strops;
b. Equipment for clearing the HLA from snow and ice;
c. An emergency power source for starting helicopters;
d. One aeronautical frequency radio.

24.11 Helicopter Hangar Facilities

24.11.1 Onboard helicopter hangars shall be considered as being machinery spaces of Category A, with regards to escapes, structural fire protection, fire detection and fire-suppression/extinguishing (both fixed and portable).

24.11.2 The requirements detailed in Section 11.2 regarding fuel storage, ventilation shall also be applicable to hangar spaces.

24.11.3 Helicopter hangar(s) onboard shall be positioned so as to preclude excessive movement and acceleration forces to the helicopter.

24.11.4 It is recommended that CCTV is used to ensure the visibility of the helicopter at all times.

24.12 Avation Fuel Storage, Handling and Movement

24.12.1 Onboard systems and equipment dedicated to the storage, handling and movement of aviation fuel including refuelling shall be approved by a RO.

24.12.2 Remote shutdowns shall be installed on storage, handling and fuel movement systems.

24.12.3 Means shall be provided for keeping deck spills away from accommodation and service spaces.

24.13 Non-commercial 'Touch & Go' Helicopter Operations

24.13.1 Yachts whose helideck will solely be used by owners for non-commercial operations, aka 'Touch & Go' operations shall also meet all the requirements as set out in this Code. HLAs fitted on existing yachts, not complying with the requirements set out in this Code, shall have the HLA put 'Out of Service' and the space shall be treated as nothing more than an open deck space.

Annex 1
CYC 2020: MAIN IMPROVEMENTS FROM CYC 2015

Main improvements from CYC 2015

Section 1 – Index and Foreward

- Index *Amended:* Page numbers
- *Amended:* The CYC 2020 updates and replaces the CYC 2015 version and is effective as from 1st January 2021. Existing yachts already certified in accordance to the CYC 2015, shall comply with the requirements of the CYC 2020 by not later than the yacht's first periodical survey carried out after the 1st June 2021.
- 1.11 *Amended:* Accident or Incident Reporting to the Administration
  In accordance with the mandatory reporting requirements under the provisions of the Merchant Shipping Act, the Owner, Operator, or Master of a ship are required to report any occurrence of a marine accident or incident to:
  a) within 24hrs to the Maltese Authorities, in this case the Maltese Administration, on e-mail: mershipmalta.tm@transport.gov.mt and tech.tm@transport.gov.mt
  b) the Marine Safety Investigation Unit by the quickest means available on e-mail: msiu.tm@transport.gov.mt
  For accidents/Incidents happening in Maltese waters the VTS shall be immediately informed verbally, in view of safety of navigation within such waters and also in respect of any pollution to the marine environment. A written report shall be sent within 24 hrs.
  Owners and Masters shall also be guided by Merchant Shipping Notice No. 94 and Section 307 of the Merchant Shipping Act.
- 1.13 *Amended:* (g) Security Awareness
- 1.16 *Amended:* Yachts which are 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, as amended, 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. Yachts issued with Commercial Yacht Certification by other flagstates may be accepted on a case by case basis at the sole discretion of the Administration.
- 1.17(c) *Added:* All yachts, irrespective of their size and area of operation, fitted with battery installations intended as the sole source of propulsive power or as part of a hybrid system, shall be classed and shall maintain Classification throughout the validity of the COC.

Section 2 – Definitions

- *Added:* Aft Perpendicular means the perpendicular taken at the after end of Length (L);
- *Added:* Amidships means the middle of the Length (L);
- *Added:* Aviation Inspection Body means a body having the expertise and the responsibility of inspecting and certifying helicopter landing areas;
- *Added:* Breadth (B) means the maximum breadth of the yacht, measured amidships to the moulded line of the frame in a yacht with a metal shell and to the outer surface of the hull in a yacht with a shell of any other material. The width of any permanently fixed fenders shall not be included;
- *Added:* Central Control Station means a control station in which the following control and indicator functions are centralised: (a) fixed fire detection and fire alarm systems; (b) automatic sprinkler, fire detection and fire alarm systems; (c) fire door indicator panels; (d) fire door closure; (e) watertight door indicator panels; (f) watertight door closures; (g) ventilation fans; (h) general/fire alarms; (i) communication systems including telephones; and (j) microphones to public address systems.
- *Amended:* Classification Society or Recognised Organisation (RO) means an organisation recognised by the Government of Malta in terms of the Merchant Shipping Act;
- *Added:* Code means the Malta Commercial Yacht Code;
- *Added:* COLREG means the Convention on the International Regulations for Preventing Collisions at Sea 1972 (COLREG 72);
- *Added:* Company means the Owner of the yacht or any other Organisation or person such as the Manager, or the Bareboat Charterer, who has assumed the responsibility for operation of the yacht from the owner;

- *Added:* Deadlight means a secondary watertight closure fitted to a glazed opening and which is fitted to the inside of the vessel;
- *Added*: Depth (operational) means the vertical distance measured from to the top of the freeboard deck to the underside of the keel or to the underside of the propellers or to the underside of the rudder, whichever is the deepest;
- *Added:* Design Pressure means the hydrostatic pressure for which each structure or appliance assumed watertight in the intact and damage stability calculations is designed to withstand;
- *Added:* Design Waterline means the deepest loaded draught as per the all-seasons Load Line assigned to the vessel;
- *Added:* Draught (Draft) or (d) means the vertical distance from the keel line at mid-length to the yacht's waterline;
- *Added:* Embarkation Station means the place from which a survival craft is boarded. An embarkation station may also serve as a muster station, provided there is sufficient room, and the muster station activities can safely take place there;
- *Added:* Equivalent Material means aluminium alloy or any other non-combustible material which, by itself or due to the insulation provided, maintains structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test.
- *Amended:* Existing Yacht means a yacht, the keel of which was laid or was at a similar stage of construction prior to entry into force of this Code;
- *Added:* Fire Damper means a device installed in a ventilation duct, which under normal conditions remains open allowing flow in the duct, and is closed during a fire, preventing the flow in the duct to restrict the passage of fire. In using the above definition, the following terms may be associated:
  "automatic fire damper" is a fire damper that closes independently in response to exposure to fire products;
  "manual fire damper" is a fire damper that is intended to be opened or closed by the crew by hand at the damper itself; and
  "remotely operated fire damper" is a fire damper that is closed by the crew through a control located at a distance away from the controlled damper;
- *Added:* Fire Safety Systems Code means the International Code for Fire Safety Systems as adopted by the Maritime Safety Committee of the IMO by resolution MSC.98 (73), as amended;
- *Added*: Forward Perpendicular means the perpendicular taken at the forward end of the length (L) such that the perpendicular coincides with the fore side of the stem on the waterline on which the length is measured;
- *Added:* Garage Space means those enclosed spaces above and below the bulkhead deck used for the storage of tenders, pleasure craft, vehicles, jet skis or any other such engine/battery driven units and recreational dive systems;
- *Added:* Glazed Opening means an opening in the hull, superstructure or deckhouse of a yacht's structure fitted with a transparent or translucent material. Windows and portlights are considered as glazed openings;
- *Amended:* Hazardous Space means those areas which may contain combustible or explosive gases, dusts or vapours, the use without proper consideration of machinery or electrical equipment may lead to a fire hazard or explosion;
- *Added:* Helicopter Landing Area (HLA) referred also to as a Helideck means a purpose built helicopter landing and take-off area located on a vessel including all structure, firefighting appliances and other equipment necessary for the safe operations of helicopters;
- *Added:* High Speed Craft Code means the International Code of Safety for High Speed Craft, adopted by the Maritime Safety Committee of the IMO by resolution MSC.97(73), as amended;
- *Added:* ILO means the International Labour Organisation;
- *Added:* Immersion Suit means a protective suit which reduces the body heat loss of a person wearing it in cold water complying with the requirements of the LSA Code;
- *Added:* Intact Stability Code, 2008 means the International Code on Intact Stability, 2008 (2008 IS Code) as adopted by IMO Circular MSC.267(85), as amended;
- *Added:* Length (L) means 96% of the total length on a waterline of a yacht at 85% of the least moulded depth measured from the top of the keel, or the length from the fore-side of the stem to the axis of the rudder stock on that waterline, if that be greater. In yachts designed with a rake of keel the waterline on which this is measured shall be parallel to the designed waterline;
- *Added:* Lightest Seagoing Condition means the loading condition with the ship on even keel, with 10% stores and fuel remaining and with the full number of passengers and crew and their luggage;
- *Added:* Life Saving Appliances Code (LSA Code) means the International Life-Saving Appliance Code adopted by the Maritime Safety Committee of the IMO by resolution MSC.48(66), as amended;
- *Amended:* 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, and similar spaces, and trunks to such spaces;
- *Amended:* Major Alteration/Conversion means, namely, a substantial change in the vessel's dimensions and/or carriage capacity and/or the vessel's type;
- *Added:* Marine Evacuation System (MES) means an appliance complying with the requirements of the LSA Code, for the rapid transfer of persons from the embarkation deck of a yacht to a floating survival craft;
- *Added:* Master includes every person (except a pilot) having command or charge of a yacht and, in relation to a yacht, include the captain or skipper;
- *Added:* Mid-length means the mid-point of the subdivision length of the yacht;
- *Added:* Moulded Depth means, subject to paragraphs (a) to (c) below, the vertical distance measured from the top of the keel to the top of the freeboard deck beam at side, provided that-
  (a) in wood and composite yachts, the distance is measured from the lower edge of the keel rabbet and where the form at the lower part of the midships section is of a hollow

character,or where thick garboards are fitted, the distance is measured from the point where the line of the flat of the bottom continued inwards cuts the side of the keel;
(b) in yachts having rounded gunwales, the moulded depth shall be measured to the point of intersection of the moulded lines of the deck and side shell plating, the lines extending as though the gunwale were of angular design; and
(c) where the freeboard deck is stepped and the raised part of the deck extends over the point at which the moulded depth shall be determined, the moulded depth shall be measured to a line of reference extending from the lower part of the deck along a line parallel with the raised part;

- *Added:* Muster Station means an area where passengers and crew can be gathered in the event of an emergency, given instructions and prepared to abandon the craft, if necessary;
- *Amended:* 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;
- *Added:* Over-side Working Systems means the securing, anchoring or track and rail systems used to access external portions of the vessel for maintenance and wash down. This can include but not limited to track and car systems or static harness points;
- *Added:* Passenger yacht/ship means a vessel carrying more than 12 paying passengers;
- *Amended:* Private Yacht (Pleasure 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;
- *Amended:* Position 1 means upon freeboard decks and raised quarterdecks, or other exposed decks lower than one standard height of superstructure above the freeboard deck, and upon exposed decks situated forward of a point located a quarter of the yacht's length from the forward perpendicular that are located lower than two standard heights of superstructure above the freeboard deck;
- *Amended:* Position 2 means upon exposed decks situated abaft a quarter of the yacht's length from the forward perpendicular and located at least one standard height of superstructure above the freeboard deck and lower than two standard heights of superstructure above the freeboard deck. Upon exposed decks situated forward of a point located a quarter of the yacht's length from the forward perpendicular and located at least two standard heights of superstructure above the freeboard deck and lower than three standard heights of superstructure above the freeboard deck;
- *Added:* Public Spaces means those portions of the accommodation which are used for halls, dining rooms, lounges and includes similar permanently enclosed spaces;
- *Added:* Recreational Craft Directive is the EC Directive 2013/53/EU, as amended;
- *Added:* Smoke/Fire Damper/Flap/Shutter means a device installed in a ventilation duct, which under normal conditions remains open allowing flow in the duct, and is closed during a fire, preventing the flow in the duct to restrict the passage of smoke and hot gases. A smoke damper is not expected to contribute to the integrity of a fire rated division penetrated by a ventilation duct. In using the above definition, the following terms may be associated: "automatic smoke damper" is a smoke damper that closes independently in response to exposure to smoke or hot gases; "manual smoke damper" is a smoke damper intended to be opened or closed by the crew by hand at the damper itself; and "remotely operated smoke damper" is a smoke damper that is closed by the crew through a control located at a distance away from the controlled damper;
- *Added:* Sprinkler means a fixed pressure water-spraying fire-extinguishing system complying with the provisions of the Fire Safety Systems Code;
- *Added:* Standard Superstructure Height (h_{std}) means standard superstructure height which shall be taken as: (a) 1.8 metres for vessels up to 75 metres in length; (b) 2.3 metres for vessels of 125 metres or more in length; and (c) superstructure heights for vessels of intermediate lengths shall be obtained by interpolation;
- *Added:* Steel or Other Equivalent Material means any non-combustible material which, by itself or due to insulation provided, has structural and integrity properties equivalent to steel at the end of the applicable exposure to the standard fire test;
- *Added:* Storm Covers/Shutters means a portable protective closure fitted to a glazed opening and which is fitted to the outside (weather side) of the yacht.
- *Amended:* Tender means one or more inflatable or rigid boats, which are not liferafts, and which may not engage in separate commercial activities from that of the mother yacht;
- *Added:* Trim means the difference between the draft forward and the draft aft, where the drafts are measured at the forward and aft terminals respectively, disregarding any rake of keel;
- *Amended:* Watertight means capable of preventing the passage of water in any direction under the head of water likely to occur in intact and damaged conditions;
- *Amended:* Weatherdeck means a deck which is completely exposed to the weather from above and from at least two sides;

Section 3 – Application and Interpretation

- 3.6 *Added:* 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 may be exempted from this requirement.
Yachts ≥ 300 GT shall be marked externally with their IMO Number. The marking may be horizontal provided that it is visible from the air.
- 3.7 *Added:* International Conventions and Related Instruments. 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.

- 4.1.4.1 *Added:* Yachts which intend to operate in Polar Regions shall meet requirements of the Code, the IMO Polar Code, as applicable, and those of a Recognised Organisation appropriate to the intended area of operation.
- 4.1.5 *Amended:* Weather Deck and General Requirements
- 4.1.5.1 *Amended:* All yachts shall have a freeboard deck and be fitted with 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.
- 4.1.5.2 *Added:* Any conditions which restrict the use of the yacht at sea and the yacht's declared area(s) of operation shall be declared on the Certificate of Compliance to Trade as a Commercial Yacht (COC).
- 4.1.5.3 *Added:* Yachts having an elevated risk of suffering a lightning strike shall be fitted with lightning strike protection.
- 4.1.5.4 *Added:* 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.
- 4.1.6.5 *2nd column Amended:* Approved hinged doors may be provided for infrequently used openings in watertight compartments, where a crew member shall be in immediate attendance when the door is open at sea. 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. Auto closing doors may be accepted when fitted with appropriate audio and visual alarms on the bridge. The auto closing doors shall also automatically close when there is a fire alarm.
- 4.1.6.6 *Amended:* Procedures for the operation of watertight doors shall be posted in suitable locations. Watertight doors shall be normally closed, with the exception of sliding watertight doors providing the normal access to frequently used living and working spaces. Additionally, when an access is unlikely to be used for lengthy periods, the door shall be closed. All watertight doors shall be operationally tested before a yacht sails and once a week. 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 *2nd/3rd columns Amended:* 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. Openings are generally to be fitted with a sill not less than 600mm above the design waterline. Openings in the hull with a sill height less than 600mm above the design waterline may be specially considered by the Administration subject to (a) doors from the space providing internal access have a sill height of at least 600mm above the design waterline; (b) the effect of flooding on stability is considered; (c) operational control and limitations on when and where the opening may be used.
- 4.2.2.5 *Amended:* Any hatches which are allowed to be kept open during navigation shall, not exceed an area of 1m² in clear area 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. These hatches shall be located as near to the centreline as practicable and the hatchways covers shall be permanently attached to the hatch coamings and, where hinged, the hinges shall be located on the forward side.
- 4.2.2.6 *Amended:* Hatches that are designated for escape purposes shall be equipped with covers which can be opened from both sides, and be fitted with permanent handles. Outer 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 shall be posted. Escape hatches need not be required to have a coaming provided the hatch cover is weathertight and the hatch is kept closed during navigation and marked accordingly and be provided with open/close indication at the navigation position. Fixed glass type escapes shall have a clearly marked emergency hammer located in their vicinity.
- 4.2.2.7 *Added:* Escape hatches on multihull yachts shall be provided with blanks.
- 4.2.2.8 *Added:* Flush hatches (with significantly reduced coaming or without coaming) having the same strength and watertightness/weathertightness as the adjacent

deck, may be allowed to be installed onboard but these shall be kept efficiently closed at all times, not just during navigation. The flush hatch closing arrangement shall be approved by the surveyor. When it is strictly necessary to open a flush hatch, this shall be done only when the yacht is moored/ anchored in sheltered waters and adequate protection acting as barrier shall be erected and appropriate illumination shall be available around the open hatch so that no one may accidentally fall in.

- 4.2.3.4 *Added:* On a case by case basis and at the discretion of the Administration, equivalencies to the sill height requirements may be considered for doors facing aft, subject to the following:
  - a) no direct access leading below is fitted in the vicinity of the door;
  - b) the door shall be located at least 600mm above the waterline
  - c) the safety of the yacht is not impaired in any sea condition;
  - d) the door shall be located in an area which is well protected from green seas;
  - e) portable sills are fitted when the yacht is at sea; and/or
  - f) gutters aka 'reverse sills' shall be fitted aft of the door and they shall meet all herebelow requirements:
    - i) the gutter shall be fitted along the whole width of the door and along any adjacent non-opening glass structure;
    - ii) the gutter shall be at least 150mm deep and 250mm wide;
    - iii) the gutter shall be fitted with an adequate number of drains which will enable the gutter full of water to fully drain in not more than 60s. The drains' diameter shall not be less than 75mm each;
    - iv) the gutter drains shall discharge by gravity directly overboard, and if discharging takes place below the waterline, they shall be fitted with non-return valves;
    - v) the gutter shall be covered with a grating of sufficient strength and which has a minimum of 70% open area.;
    - vi) the grating shall be removable so that the gutter and drains may be periodically cleaned.
- 4.2.5.1 A*mended:* Skylights shall:
  - a) be made from toughened safety glass. In case of chemically toughened glass, the glass shall be certified and tested in accordance with EN 1288-3, based on the requirements given in ISO 11336-1. Regular inspections of the glazed openings, with particular reference to the surface condition, shall form part of the operational procedures and annual surveys;
  - b) not be fitted in such a position that their sills are below a line drawn parallel to the freeboard deck at side and having its lowest point 2.5% of the breadth (B), or 500 millimetres, whichever is the greatest distance, above the design waterline;
  - c) be fitted in a way to fully meet the ICLL requirements;
  - d) not be fitted in the hull in the way of the machinery spaces; and
  - e) be of the non-readily opening type and they shall be securely closed when the vessel is at sea and an indication be provided on the bridge showing that they are closed;
  - f) be fitted with a notice stating that they shall be kept closed when at sea;
  - g) be of an appropriate weathertight construction and shall be located on the centre line or as near to the centre line as possible;
  - h) have certified glass/fixture strength greater or equal to the adjacent deck's strength, when fitted on the main deck.
- 4.2.5.2 *Amended:* Skylights that are designated as escape routes shall be openable from both sides and have permanently fixed handles on both sides. Outer removable type handles, may be accepted, subject that the handles be stowed in an accessible location close to the skylight and the handles storage location is clearly marked. The escape hatch shall be readily identified and a notice to this effect to be posted.
- 4.2.6 *Amended:* Glazed Openings
- 4.2.6.1 *Amended:* Glazed Openings shall:
  - a) be made from toughened safety glass. In case of chemically toughened glass, the glass shall be certified and tested in accordance with EN 1288-3, based on the requirements given in ISO 11336-1. Regular inspections of the glazed openings, with particular reference to the

surface condition, shall form part of the operational procedures and annual surveys;

b) not be fitted in such a position that their sills are below a line drawn parallel to the freeboard deck at side and having its lowest point 2.5% of the breadth (B), or 500 millimetres, whichever is the greatest distance, above the design waterline;

c) be fitted in a way to fully meet the ICLL requirements;

d) not be fitted in the hull in the way of the machinery spaces;

e) be of the permanently closed or the non-readily opening type which shall be securely closed during navigation. A notice shall be posted besides or on the glazed opening stating that it shall be kept closed during navigation; and

f) when fitted below the weatherdeck, the non-readily openable type glazed openings shall be of a limited size and be fitted with an open/close position indication system visible on the bridge.

- 4.2.6.2 *Amended:* When glazed openings are fitted by bonding, the following provisions shall be observed:

  (a) measures to ensure the integrity of the bond line taking into account environmental and ageing effects; and

  (b) arrangements shall be such that glazed openings and doors cannot fall from their mountings should the bond line fail or due to the effects of fire when required to be fire rated;

  (c) the bondings shall be inspected by the attending surveyor during periodical surveys.

- 4.2.6.3 *Amended:* Where glazed openings protect buoyant volumes, they shall be designed using the pressure heads derived from a recognised International Standard such as ISO 5780 or ISO 11336-1. CE Certified windows/portlights may be accepted onboard yachts < 24m in length, subject that the window/portlight area is not larger than that of a portlight having a 250mm diameter.
- 4.2.6.4 *Amended:* Where glazed openings do not protect buoyant volumes, they shall be designed using the pressure heads rules of a Recognised Organisation or a recognised International Standard such as ISO 11336-1. CE Certified windows/portlights may be accepted onboard yachts < 24m in length, subject that the window/portlight area is not larger than that of a portlight having a 250mm diameter.
- 4.2.6.5 *Amended: 2nd/3rd Columns:* Glazed openings within the buoyant part of the hull shall be provided with deadlights so arranged that they can be easily and effectively closed and secured watertight.
- 4.2.6.6 *Amended: 2nd/3rd Columns:* Deadlights may be portable provided these are stored in an easily accessible location and are readily mountable in a seaway. Instructions to the Master as to when deadlights shall be applied to glazed openings shall be provided.
- 4.2.6.7 *Amended: 2nd/3rd Columns:* Storm covers shall be required in the following locations, where deadlights are not already required

  (a) glazed openings in the front and sides on Position 1;

  (b) glazed openings in the front on Position 2.

- 4.2.6.8 *Amended: 2nd/3rd Columns:* Where storm covers are interchangeable between port and starboard sides, a minimum of 50% of each size shall be provided. 100% storm covers shall be provided for front facing glazed openings.
- 4.2.6.9 *Amended: 2nd/3rd Columns:* If the glazed openings meet an enhanced structural standard, in accordance with Recognised Organisation rules, a recognized International Standard, or a factor of 1.5 applied to the design pressure of the glazed opening, then storm covers may be dispensed with.
- 4.2.6.10 *Amended:* Non-certified glazed openings fitted on existing yachts may be accepted subject to the satisfactory outcome of test having a minimum test pressure of 4 times the required design pressure derived from an appropriate international standard, provided that as a minimum, the calculated thicknesses shall meet a ROs requirements; and the testing shall be witnessed by the attending surveyor. All such glazed openings shall be fitted with deadlights.
- 4.2.6.11 *Amended:* On a case by case basis, and at the discretion of the Administration, glazed openings fitted in the forward quarter length of the yacht, below main deck shall meet following requirements:

  a) glass type and glass thickness shall be in excess of 30% from the glass thickness as required by RO Rules;

  b) the glazing, including its fixture, shall be of an equivalent strength to the surrounding hull;

  c) the glazed openings are fitted with deadlights which shall always be kept closed when the yacht is at sea. Deadlights shall be

permanently hinged;

d) the Master's Operational Instructions shall be clear in requiring that the forward quarter glazed openings' deadlights shall be kept closed during navigation;

e) a notice shall be posted on the Bridge in order to remind all concerned that the forward quarter glazed openings shall be closed prior to sailing;

f) a clearly legible notice shall be posted on the internal part of the deadlights warning that the deadlights shall never be removed/opened during navigation;

g) no glazed opening or part thereof shall be located forward of the collision bulkhead.

- 4.2.6.12 *Amended:* Blanks shall be provided for the glazed openings fitted below weatherdeck, which are not equipped with deadlights. Blanks shall be stored near their respective glazed openings.
- 4.2.6.13 *Amended:* 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 is not allowed. Use of retractable sunscreens in compliance with ISO 8468 is permitted.
- 4.2.8.1 *Amended:* Air pipes/vents fitted on the weatherdeck shall be of an appropriate construction and be properly supported. Air pipes/vents shall be fitted as far inboard as practicable.
- 4.2.8.4 *Amended:* 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. The air vent heads shall be type approved.
- 4.2.9.2 *Amended:* 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 having a similar resistance to impact, fire and corrosion. Non-metallic valves shall not normally be considered equivalent. In general, the sealing of the valve shall be metal to metal.
- 4.2.9.3 *Added:* The standards of ICLL shall be applied to every discharge led through the shell of the vessel as far as it is reasonable and practicable to do so, and in any case, all sea inlet and overboard discharges shall be provided with efficient shut-off valves arranged in positions where they are readily accessible at all times.
- 4.2.9.7 *Added:* Sea Strainers on yachts < 24m in length, which may present a risk of flooding (i.e. those located below the deepest waterline), and all sea strainers onboard yachts ≥ 24m in length, shall be made of metallic material. Sea Strainers having a perspex/non-metallic dome/top shall be fitted with a watertight metallic lid/cover which shall be kept closed during navigation.
- 4.2.10.5 *Amended:* Where the solid bulwark height does not exceed 150 millimetres, specific freeing ports, as defined above, are not required.
- 4.3.3 *Added:* Glazed railings may be fitted in areas in Position 2 of the yacht subject to conformance with RO Rules and subject to approval from a RO. Glazed railings which are not equipped with solid cup rails may be fitted onboard, on a case by case basis, at the discretion of the Administration, and upon approval by a RO.
- 4.4 *Amended:* See Section 24.

Section 5 – Rigging on Sailing Yachts

- 5.1.2 *Amended:* Masts and spars on existing yachts shall be subjected to a thorough inspection by a professional rigger and by the attending surveyor during the yacht's Initial Survey. A physical survey on the rig stepping procedure and the rig behaviour during sea trials is to be carried out by the attending surveyor.
- 5.1.3 *Added:* The Maintenance Manual provided by the Mast Manufacturer shall be reviewed and approved by the body assigned to review the rig design. The Maintenance Manual records and rig maintenance records shall be reviewed during periodical surveys.
- 5.2.2 *Amended:* When solid rods are used for standing rigging, a log detailing the date when each element has been put in use, shall be kept onboard. The solid rods are to be renewed strictly within the time limit set by the manufacturers.

- 5.2.5 *Added:* A rigging survey shall be carried out by a professional rigger, jointly with the attending surveyor in conjunction with initial, renewal and periodical surveys carried out onboard the yacht. The rigging survey reports together with the rigging material/equipment certificates shall be maintained onboard.

Section 6 – Machinery

- 6.1.3 *Amended:* The yacht shall be fitted with a diesel (or any other accepted fuel such as biofuel, LNG etc) or an electric or a hybrid power plant of an adequate power to safely navigate the yacht. No petrol engines are allowed to power the yachts. Irrespective of other Classification requirements set out in this Code, all yachts fitted with power plants, other than diesel and biofuel engines, shall be Classed by a RO and shall carry a valid Classification Certificate covering both Hull and Machinery.
- 6.1.4 *Amended:* 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, extremely cold surfaces and other hazards.
- 6.1.6 *Amended:* Where fuel/oil level gauges penetrate below the tank top, the valves are to be of self-closing type in conformance to SOLAS. When a glass fuel/oil level gauge is fitted it shall be of the "flat glass" type.
- 6.1.8 *Added:* Yachts fitted with an engine(s) having an individual power output ≥ 375 kW shall have the external high-pressure fuel delivery lines, fitted between the high pressure fuel pumps and the engines fuel injectors, protected with a jacketed piping system capable of containing fuel from a high-pressure line failure. A jacketed pipe incorporates an outer pipe into which the high-pressure fuel pipe is placed, forming a permanent assembly. The jacketed piping system shall include a means for collection of leakages. Yachts ≥ 500 GT shall also be fitted with a fuel leakage alarm in accordance to SOLAS. Yachts fitted with an engine(s) having an individual power output < 375 kW shall have the external high pressure fuel delivery lines screened or otherwise suitably protected to avoid spray or leakages onto possible sources of ignition.
- 6.1.9 *Added:* Oil fuel lines shall not be located immediately above or near units of high temperature including boilers, steam pipelines, exhaust manifolds, silencers or other equipment operating at temperatures ≥ 220°C. As far as practicable, oil fuel lines shall be arranged far apart from hot surfaces, electrical installations or other sources of ignition and shall be screened or otherwise suitably protected to avoid oil spray or oil leakage onto the sources of ignition. The number of joints in such piping systems shall be kept to a minimum.
- 6.2.1 *2nd/3rd columns Amended:* All yachts shall be equipped with a Type Approved or Individual Design Approved main and emergency steering gear systems approved by a RO.
- 6.2.5 *2nd/3rd columns Amended:* Steering gear systems and installations shall meet the requirements of a RO's Rules and for yachts ≥ 500GT, shall be in compliance to SOLAS II-1/Part C, as far as practicable. 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.
- 6.2.6 *1st column Added:* The emergency steering position shall be fitted with:
  Heading indication; and
  Rudder angle indication.
- 6.2.6 *Amended:* The emergency steering position shall be fitted with:
  1. Heading indication; and
  2. Rudder angle indication.
- 6.3.1 *2nd/3rd columns Amended:* The bilge pumping system shall be in compliance with the requirements of a Recognised Organisation's Rules and in compliance with SOLAS II-1/Part B Reg. 35-1 for cargo vessels. The capacity of the bilge pumps shall be in compliance with SOLAS. Onboard Short Range yachts, a portable bilge pump may be accepted as an emergency bilge pump.
- 6.3.3 *2nd/3rd column Amended:* 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 navigation bridge. Bilge Pumps with Automatic Controls shall be provided with a manual

override switch. Automatic controls shall be provided with a visual indication, both in the engine room and in the navigation bridge, showing that the pump is set and ready to operate in automatic mode.

- 6.3.5 *Amended:* A high bilge level alarm shall be fitted for each compartment. The alarm shall be able to provide a visual and audible alarm at the control position and in the crew quarters and shall be addressable.

Section 7 – Electrical Installation

- 7.2.2 *Amended:* 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. Electric devices working in potentially hazardous areas, into which petroleum vapour or other hydrocarbon gas may leak, shall be of a type certified for the hazard.
- 7.3.1 *Amended:* Batteries suitable for marine use and not liable to leakage shall be installed onboard. Stowage areas for batteries shall be equipped with adequate ventilation leading to the outside spaces of the yacht, in order to avoid any 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 the sealed type.
- 7.3.2 *Added:* Batteries used for propulsion, both as the main propulsive power or hybrid propulsion, and/or for electric power supply purposes during yacht operations.
- 7.3.2.1 *Added:* Where batteries are used for propulsion, both as main propulsion or hybrid propulsion, and/or for main electric power supply purposes during yacht operations, the battery system design and operation shall meet the requirements of SOLAS II-1 Part D and the yacht shall be issued with a valid class certificate covering both hull and machinery. Additionally, battery installations shall also comply with the following:

  a) Battery compartments shall be specially located and designed to ensure that the batteries are kept within their thermal operating limits in the most onerous conditions. Temperature control systems shall be employed with levels of redundancy to ensure that localised cell temperatures remain within manufacturer's guidelines. Failure of the temperature control system or excessive rise in the battery compartment temperature shall provide early alarms on the bridge;
  b) Battery compartments shall be fitted with a gas, smoke and heat detection system and an automatic fixed fire extinguishing system. When activated the detectors shall initiate appropriate alarms and shall also automatically isolate electrical systems, shut down and close the ventilation system and activate the fixed fire extinguishing system;
  c) Ventilation systems shall be able to be shut down from a safe location outside the battery compartment;
  d) Ventilation inlets and exhausts shall be fitted with permanently attached closing/shutdown flaps/shutters which shall be capable of being easily closed remotely;
  e) Ventilation systems shall be able to safely expel any toxic or flammable gases to a safe location on the outside of the yacht;
  f) The batteries location and fixings shall ensure that any liquid residues are removed from around the batteries and fire-fighting mediums shall adequately spread throughout the battery compartment to extinguish a potential fire;
  g) The batteries and ancillary equipment shall be fixed within the battery compartment such that they can endure the maximum predicted vessel motions. Heavy items or items which could cause physical damage to the batteries shall not be co-located with the battery compartment unless these are well secured in place at all times. Consideration shall be given to fixing the batteries adjacent to any potential sources of heat which could result in inadvertent heating of the batteries;
  h) Consideration shall be given to the reduction of combustible materials within a battery compartment. Dangerous goods shall not be stored in a battery compartment;
  i) Battery compartments shall comply with the Structural Fire Integrity and Protection requirements as Machinery Spaces of Category A.

- 7.3.2.2 *Added:* There are several areas within a design where the use of risk assessments or hazard identification techniques (such as Failure Modes Effects Analysis (FMEA)) shall be performed to understand the potential safety issues for personnel, the environment, the vessel and the vessel's operations.
- 7.3.2.3 *Added:* Risk assessments or hazard identification techniques shall be performed to understand the potential safety issues for personnel, the vessel, the environment and the vessel's operations caused by a battery installation. Suitable mitigations or safeguards shall be implemented to reduce risks to an acceptable level. In general, amendments to operational methods or procedures shall not be accepted as an alternative to the safe design of a battery system and its installation in a yacht.
- 7.3.2.4 *Added:* Battery installations' inspections and maintenance shall be in accordance with manufacturer's recommendations and shall include the testing of all sensors, assessment of the state of health of each cell, recording of the environmental conditions in the battery compartment and assessment of any other relevant factors. Routine onboard inspections shall be carried out and shall check for any physical damage, leakages, signs of arcing or increased temperature, correct operation of ventilation and battery protection systems, etc.
- 7.3.2.5 *Added:* Battery charging systems shall be fitted with circuitry to prevent overcharging and overheating. Special attention is to be taken in cases of any batteries onboard being placed under charge due to the possibility of explosions or fires.
- 7.3.2.6 *Added:* Movable/Portable batteries (including batteries fitted on onboard equipment, toys, appliances etc.), during the charging process, shall be placed in a well ventilated area onboard which is either an open deck, or either a continuously manned area or otherwise an area which is covered by a gas, smoke and heat detection system and an automatic fixed fire extinguishing system. All ventilation air intakes and exhausts, in battery charging stations which are not continuously manned, shall be fitted with a permanently attached closing/shutdown flaps/shutters which shall be capable of being easily closed remotely. It is strongly recommended that the yacht is never left unattended during the movable/portable batteries charging process.

Section 8 – Intact and Damage Stability

- 8.1.3 *2nd/3rd column Amended:* Yachts which intend to operate in Polar Regions shall meet the requirements of the IMO Polar Code and RO Rules. Stability conditions shall include those for icing.
- 8.3.2 *2nd/3rd columns Amended:* Multi-hull Sailing Vessels
- 8.4 *2nd/3rd column Amended:* A yacht of 85 metres and above shall meet a SOLAS passenger ship one-compartment standard of subdivision, calculated using the deterministic damage stability methodology.
- 8.5 *Amended 2nd/3rd columns:* 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 attending Appointed Surveyor or RO prior to its use in stability calculations. A lightweight check shall be carried out once in every five years during a renewal survey. A margin of safety may be applied to the lightship weight and KG calculated after the inclining experiment. Such 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.

  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/model.

- 8.6 *Amended:* All yachts shall be provided with a Stability Booklet or Stability Calculations (for yachts < 24m) approved by an Appointed Surveyor or by a Recognised Organisation. The StabilityBooklet for yachts ≥ 500GT 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 major refit shall be subjected to a complete reassessment of stability and provided with newly approved stability booklet. A major refit or major alteration is one which results in having 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 if the calculated vertical centre of gravity rises by 0.25% and above (measured from the keel). A lightweight check shall be carried out, at least, every five years during a renewal survey.
- 8.6 *2nd/3rd column Amended:* 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 watch keeper. 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, shall be accompanied by an approved updating of the stability booklet.
  For Short Range Yachts, where the damage stability, has not been assessed, the following note shall be added to the Approved Stability Booklet:
  This vessel has not been assessed for damage stability, and therefore might not remain afloat in the event of damage or flooding.

Section 10 – Life Saving Appliances

- 10.2 *Amended:* Marine Evacuation System (MES), inflatable liferafts and inflatable life jackets requirements.
- 10.2.1 *Amended:* Marine Evacuation System (MES), inflatable liferafts, hydrostatic release units (other than disposable HRUs) and inflatable lifejackets shall be serviced annually by approved servicing stations. Servicing certificates shall be maintained on board at all times.
- 10.2.2 *Amended:* All liferafts (including any easy transferable liferafts) shall be float free and fitted with Hydrostatic Release Units (HRUs) and have their painter permanently attached to the yacht following the original manufacturer's instructions. Weak links shall also be appropriately fitted in accordance with manufacturer's instructions. Easy transferable liferafts shall be able to be shifted via a clear path on the same deck level. On yachts fitted with side-to-side easy transferable liferafts, a liferaft(s) transferability drill shall be witnessed by the attending surveyor during initial and renewal surveys and during Flag State Inspections
- 10.2.3 *Added:* Liferaft launching and embarcation stations shall be accessible via the open deck or via a continuous fire shelter.
- 10.2.4 *Added:* Each marine evacuation system shall be deployed from the yacht on a rotational basis at least once every six years.
- 10.2.6 *Added:* Marine Evacuation Systems (MES) Requirements
- 10.2.6.1 *Added:* Where (MES) are intended to be utilised as either the sole or supplementary means of abandonment, all such systems shall be of an approved type in compliance with the LSA Code and comply with the following requirements:
  a) The MES embarkation station shall not be higher than the bulkhead deck.
  b) At least one suitably sized inflatable slide or chute shall be provided on either side of the vessel. Where the installation results in the slide or chute coming into direct contact with the hull shell, the side shell shall be locally insulated to A-60. The extent of insulation to be provided shall be sufficient to cover at least +/- 10° of longitudinal trim in way of the applicable areas.
  c) Due consideration shall be given to the location and protection of MES stowage arrangements with respect to protection against fire. Such locations shall be treated as Category (5) Spaces for the purpose of Structural Fire Protection, Detection and Extinction.
  d) Powered hatches, openings and doors that are required to be opened prior to MES deployment shall:

i. be provided with both main and a local source of emergency power and
ii. capable of manual operation; and
iii. have the time to operate included within the required 30 minutes evacuation time.

- 10.2.6.2 *Added:* Stowage of MES shall comply with the following:
  a) Marine Evacuation Systems shall be in such positions as to ensure safe launching having particular regard to clearance from the propeller and steeply overhanging portions of the hull and so that, as far as practicable, the system can be launched down the straight side of the yacht;
  b) The yacht's side shall not have any openings (including scuppers and overboard discharges) between the Embarkation Station of the Marine Evacuation System and the waterline in the lightest seagoing condition. Means shall be provided to protect the system from any projections including but not limited to fin stabilisers;
  c) Where glazed openings are located in the ship's side between the Embarkation Station of the Marine Evacuation System and the waterline in the lightest seagoing condition, they shall be A-0, unless the side shell in which they are located is required to be of a higher fire rating;
  d) Each Marine Evacuation System shall be stowed so that neither the passage nor platform nor its stowage or operational arrangements shall interfere with the operation of any other life-saving appliance at any other launching station;
  e) The stowage of the MESs shall be so arranged so that in their stowed positions they are protected from damage by heavy seas.
- 10.2.6.3 *Added:* MES operational requirements
  a) MESs shall be arranged such that liferafts shall be securely attached to the platform and released from the platform by a person either in the liferaft or on the platform;
  b) MESs shall be capable of being deployed from the ship under unfavourable conditions of trim of up to 10° and list of up to 20° either way;
  c) Any part of the MES requiring maintenance by the ship's crews shall be readily and easily accessible;
  d) Any inflatable liferaft used in conjunction with the marine evacuation system shall:
     i. be sited close to the system container but be capable of dropping clear of the deployed system and boarding platform;
     ii. be capable of release one at a time from its stowage rack with arrangements which shall enable it to be moored alongside the platform;
     iii. be stowed with its painter permanently attached to the yacht;
     iv. be so stowed as to permit manual release of one raft or container at a time from their securing arrangements;
     v. be stowed in float-free arrangement and location;
     vi. be provided with pre-connected or easily connected retrieving lines to the platform.
     vii. be of the self-righting or canopied reversible type.
- 10.3 *Amended:* All lifejackets carried on board are to be of the SOLAS Approved Type and MED certified and be fitted with a light and whistle. They shall also be marked with the yacht's name and Port of Registry.
- 10.7 *Amended:* Liferafts and Rescue Boats Launching Appliances' Requirements
- 10.7.1 *1st column Added:* Where installed, Liferaft Davits, Rescue Boats and Tenders Launching Appliances shall as far as practicable and possible, meet the requirements as those for yachts ≥ 24m.

- 10.7.1 *2nd column Amended:* Launching Appliances for liferafts and rescue boats shall be Type Approved, Individual Design Approved or MED Certified and comply with the IMO Life Saving Appliances (LSA) Code, Ch.VI/6.1.2. The launching appliances and attachments, other than winches, shall be designed and constructed to withstand a static proof load test of not less than 2.2 times the maximum working load. Factors of safety which shall be applied are 6 for falls, suspension chains, links, blocks hooks and sheaves, and 4.5 for all structural members including winch structural components. There is no requirement to recover the rescue boat provided that the casualty and the boat's crew can be recovered onboard from the rescue boat in the water. Onboard yachts allowed to use a certified tender for rescue purposes in lieu of a rescue boat, the tender launching appliances, shall comply with the requirements of Section 10.7. A safe means of retrieval of an unconscious person(s) from a tender (used in lieu of a rescue boat) to the yacht, shall be available onboard.
- 10.7.1 *3rd column Amended:* Launching appliances for liferafts and rescue boats shall be Type Approved, Individual Design Approved or MED Certified and comply with the requirements of the IMO Life Saving Appliances (LSA) Code, as amended. The launching appliances and attachments, other than winches, shall be designed and constructed to withstand a static proof load test of not less than 2.2 times the maximum working load. Factors of safety which shall be applied are 6 for falls, suspension chains, links, blocks hooks and sheaves, and 4.5 for all structural members including winch structural components.
- 10.7.2 *2nd/3rd columns Added:* 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.
- 10.7.3 *2nd/3rd column Added:* On vessels equipped with a rescue boat (which is not one of the vessel's survival craft) weighing < 5,500 N in the fully equipped condition with the engine, but without the crew, the launching appliance does not need to be fitted with stored mechanical power. Slewing of the launching appliance shall be possible by one person against the adverse list of 20 degrees and trim of 10 degrees.
- 10.7.4 *2nd/3rd columns Added:* The launching appliance shall be serviced annually by the manufacturer or by an approved servicing company authorised by the manufacturer. The launching appliances and its attachments shall be subject to a quinquennial (five yearly) dynamic overload test to at least 1.1 times the safe working load, and this test shall be witnessed and certified by the attending Appointed Surveyor or RO. The relevant test certificate shall be available onboard. New installations shall be factory dynamically tested to at least 2.2 times the safe working load and dynamically re-tested onboard at 1.1 times the safe working load. Both the factory and onboard tests shall be witnessed by a RO, an Appointed Surveyor or a Notified Body.
- 10.7.5 *2nd/3rd column Added:* Galvanised steel falls shall be certified by an RO and be of the 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 shall be renewed at intervals not exceeding the makers' recommendations. RO certified falls made from alternative materials may be considered by the Administration on a case by case basis.
- 10.7.11 *Added:* All survival craft required for the yacht's abandonment by the total number of persons onboard shall be capable of being launched with their full complement of persons and equipment within a period of 30 minutes from the time the abandon ship signal is given and after all persons have been assembled, with lifejackets donned.
- 10.7.12 *Added:* If stowed forward the launching appliance and rescue boat shall be entirely located in a sheltered position abaft the vertical extension of the aft most portion of the collision bulkhead.
- 10.7.13 *Added:* Rescue boats shall be stowed in a state of continuous readiness for launching in not more than 5 minutes, and if the inflated type, in a fully inflated condition at all times.
- 10.7.14 *Added:* Rescue boats shall have sufficient mobility and manoeuvrability in a seaway to enable persons to be retrieved from the water, marshal and tow liferafts.

▪ 10.8 *Amended:*	- Lifebuoys total (See note 4)			
▪ 10.8 *Amended:*	- Lifejackets (See note 9)			
▪ 10.8 *Amended:*	- Children lifejackets (See note 9)			
▪ 10.8 *Added:*	A portable air horn for yachts < 24m in length			
▪ 10.8 *Added:*	Dan Buoy (only for Sailing Yachts - See note 10)	Yes	Yes	Yes
▪ 10.8 *Note 1 Amended:*	All liferafts shall be type approved and MED Certified. They must contain emergency packs as detailed in the Code. Their stowage on board shall be such that they may be easily launched. Liferafts shall 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. Easy transferable liferafts shall be able to be shifted via a clear path on the same deck level. In cases where liferafts are enclosed in a special moulded locker, the top of the locker shall be also float free, the locker shall be appropriately marked and easily openable in any condition. A liferaft(s) transferability drill shall be witnessed by the attending surveyor during initial and renewal surveys and during Flag State Inspections.			
▪ 10.8 *Note 2 Amended:*	Lifeboats and their launching appliances shall be Type Approved and/or MED Certified and fully conform to the LSA Code.			
▪ 10.8 *Note 3 Amended:*	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, at least, 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, at least, 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 Type Approved and MED Certified rescue boat and in conformance with the LSA Code requirements.			
▪ 10.8 *Note 6 Amended:*	TPAs are required on all yachts other than those operating exclusively in Maltese Waters and other than those operating during summer only and other than those operating where the sea water temperature in the area of operation does not fall below 20°C. TPAs are not required onboard of yachts equipped with Immersion Suites.			
▪ 10.8 *Note 7 Added:*	Immersion suites are required on yachts which trade in areas where the sea water temperature may fall below 20°C. For yachts ≥ 500GT, fitted with lifeboats and/or davit launched liferafts, the amount listed above can be reduced to 3 units per lifeboat and one unit per liferaft. Yachts may be exempted from the Carriage of Immersion Suites in line with Technical Notice SLS.8.			
▪ 10.8 *Note 8 Amended:*	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: - a) One approved rescue boat shall be provided on each side of the vessel, AND b) Installation of a sufficient number of Type Approved MES Systems; OR c) Substitution of lifeboats by liferafts where the yacht complies with a SOLAS two compartment damage stability subdivision standard; OR d) 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. A lifeboat will also be acceptable as a rescue boat provided it meets the LSA Code rescue boat requirements.			

- 10.8 *Note 9 Added:* All lifejackets shall be fitted with a light and whistle and shall be marked with the yacht's name and Port of Registry.
- 10.8 *Note 10 Added:* All sailing yachts shall be fitted with a Dan Buoy, in addition to the required lifebuoys.
- 10.9 *Added:* Drills. All drills shall be duly recorded on the yacht's logbook and an appropriate drill register and plan shall be maintained onboard.
- 10.9.1 *Added:* Emergency Drills – Fire, Abandon Ship, Emergency Steering, Enclosed Space Entry, Rescue and other drills
- 10.9.1.1 *Added:* Every crew member shall participate to a Fire Drill and an Abandon Ship Drill, at least, once every fortnight.
- 10.9.1.2 *Added:* When at least 25% of the crew is replaced a Fire Drill and an Abandon Ship Drill shall be carried out before departure.
- 10.9.1.3 *Added:* Emergency steering drills shall take place at least once every three months in order to practise emergency steering procedures. These drills shall include direct control within the steering gear compartment, the communications procedure with the navigation bridge and, where applicable the operation of alternative power supplies.
- 10.9.1.4 *Added:* Every crew member shall participate in an Enclosed Space Entry and Rescue Drill, at least, once every two months.
- 10.9.1.5 *Added:* MARPOL Drills shall be carried out, at least, once every three months.
- 10.9.1.6 *Added:* The above mentioned drill and any other drills carried out onboard shall be duly recorded on the yacht's logbook.
- 10.9.2 *Added:* Duties, Musters and Briefing
- 10.9.2.1 *Added:* 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 action to take in an emergency.
- 10.9.2.2 *Added:* 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.
- 10.10 *Added:* Onboard Training and Instructions
- 10.10.1 *Added:* 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.
- 10.10.2 *Added:* Every crew member shall have access to instructions related to the yacht's lifesaving appliances, fire detection and extinction systems, first aid and in other important onboard emergency procedures.
- 10.10.3 *Added:* A training manual shall be provided in each crew mess room and recreation room.
- 10.10.4 *Added:* On-board training in the use of davit-launched liferafts shall take place at intervals of not more than 4 months on every yacht fitted with such appliances. Whenever practicable this shall include the inflation and lowering of a liferaft. This liferaft may be a special liferaft intended for training purposes only, which is not part of the yacht's life-saving equipment. Such a special/training liferaft shall be conspicuously marked.

- 11.1.4.1 *Added:* Yachts fitted with an engine(s) having an individual power output > 375 kW shall have the external high-pressure fuel delivery lines, fitted between the high pressure fuel pumps and the engines fuel injectors, protected with a jacketed piping system capable of containing fuel from a high-pressure line failure. A jacketed pipe incorporates an outer pipe into which the high-pressure fuel pipe is placed, forming a permanent assembly. The jacketed piping system shall include a means for collection of leakages. Yachts ≥ 500 GT shall also be fitted with a fuel leakage alarm in accordance to SOLAS. Yachts fitted with an engine(s) having an individual power output ≤ 375 kW shall have the external high pressure fuel delivery lines screened or otherwise suitably protected to avoid spray or leakages onto possible sources of ignition.
- 11.1.4.2 *Added:* Oil fuel lines shall not be located immediately above or near units of high temperature including boilers, steam pipelines, exhaust manifolds, silencers or other equipment operating at temperatures ≥ 220°C. As far as practicable, oil fuel lines shall be arranged far apart from hot surfaces, electrical installations or other sources of ignition and shall be screened or otherwise suitably protected to avoid oil spray or oil leakage onto the sources of ignition. The number of joints in such piping systems shall be kept to a minimum.
- 11.1.5 *Amended:* Use of LPG, Oxy Acetylene or equivalent.
- 11.1.5.5 *Added:* Oxy Acetylene Installations additional requirements.
- 11.1.5.5.1 *Added:* For yachts which are provided with a central Oxygen and Acetylene storage facility, the cylinders shall be stored on or above the uppermost continuous deck in a lockable, well ventilated room or cabinet which is made of steel or equivalent material, which has direct access to an open deck and which is not subjected to temperature extremes and any sources of ignition. Where two or more of each gas cylinder are carried – oxygen and acetylene should be vertically secured with a quick release mechanism and stored separately.
- 11.1.5.5.2 *Added:* For yachts which are not provided with a central Oxygen and Acetylene storage facility, the following shall be duly complied with:
  1) the cylinders shall be firmly secured in an open deck area on or above the uppermost continuous deck;
  2) the cylinders shall be provided with purpose built storage racks and protected against mechanical damage and direct exposure to the sun, wind and weather;
  3) the cylinders shall be locked within a wire cage with a solid roof forming an enclosure, to prevent interference by any unauthorised persons;
  4) no electrical equipment shall be provided in the cylinder storage spaces unless it is certified as safe for use in flammable environment;
  5) the cylinders, including empty cylinders shall be stored in an upright position and securely fastened with arrangements that permit the rapid disconnection of the cylinders;
  6) a protective cover shall be screwed to the head of each cylinder when it is not is use or being moved;
  7) cylinders' storage spaces shall be clearly marked with warning signs indicating that oxygen and acetylene gases are stored inside. No smoking signs shall be posted;
  8) it should be ensured that cylinder valves, controls and associated fittings be kept free from oil, grease and paint. For instance, valves should not be opened with oily hands;
  9) storage in machinery spaces is not permitted;
  10) relief valves shall vent to a safe place on the open deck;
  11) if two or more cylinders (of the same gas) are connected to a manifold, the supply pipes between the cylinders should be fitted with non-return valves;
  12) cylinders should be placed on wooden boards or similar arrangement so they are not in direct contact with the deck plating;
  13) all components should be renewed at intervals recommended by their manufacturer.

- 11.1.6 *Added:* Fire Patrols

  The deployment of scheduled Fire Patrols onboard shall be specially considered and taken into consideration as part of the yacht's risk and safety management and risk mitigation process.
- 11.1.7 *Added:* International Shore Connection for Yachts ≥ 500 GT
- 11.1.7.1 *Added:* Yachts ≥ 500 GT shall be provided with at least one International Shore Connection complying with the FSS Code.
- 11.1.7.2 *Added:* Facilities shall be available enabling such a connection to be used on either side of the vessel.
- 11.2.1.3 (a) *Amended:* be located away from any high risk area and be placed in a restricted access area;
- 11.2.1.3.1 *Amended:* Enclosed spaces, highly flammable fuel lockers and garages wherein vehicles or craft containing fuel having a flash point below 60°C 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 shall be intrinsically safe and shall be fitted with a remote shut down system. The ventilation system shall 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 shall be fitted with spark arrestors and all air intakes and exhausts shall be fitted with permanently attached closing/shutdown flaps which shall be capable of being 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 ≥ 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 detection and fire alarm system;

  f. An automatic fixed firefighting system, preferably an automatic fixed pressure water-spraying system.
- 11.2.1.4 *Added:* Storage of battery operated Watersports' Equipment/Toys. Battery operated watersports' equipment/toys shall be stored on an open deck or else in an enclosed space/garage which shall:

  a. have a forced ventilation system which exhausts directly outside;

  b. have the ventilation system capable of being isolated and closed remotely;

  c. have all ventilation air intakes and exhausts fitted with permanently attached closing/shutdown flaps/shutters which shall be capable of being easily closed remotely;

  d. be fitted with an automatic gas, smoke and heat detection system and an automatic fixed fire extinguishing system. When activated the detectors shall initiate appropriate alarms and shall also automatically isolate electrical systems, shut down the ventilation system, close the ventilation flaps/shutters and activate the fixed fire extinguishing system;

  e. be fitted with an automatic visual indication/warning light that shall be visible on-site and on the bridge, indicating that water sports' equipment/toys batteries are charging;

  f. be equipped with battery boundary cooling appliances/equipment in order to cool down the boundaries of lithium Ion batteries in cases of battery runaway and/or fires. Operational instructions and necessary bilge pumping arrangements shall also be put in place;

  g. be fitted with a means of closing the garage door remotely from a space outside of the garage itself;

  h. have No-Smoking signage. Onboard yachts having a gas based fixed fire extinguishing system; it is strongly recommended that the garage door be kept closed during the battery charging process in order for the fire extinguishing system to remain effective should a fire need to be extinguished.
- 11.2.8 *Added:* Battery Charging Stations.

- 11.2.8.1 *Added:* Battery charging systems shall be fitted with circuitry to prevent overcharging. Special attention is to be taken in cases of any batteries onboard being placed under charge due to the possibility of explosions or fires.
- 11.2.8.2 *Added:* Movable/Portable batteries (including batteries fitted on onboard equipment, toys, appliances etc.), during the charging process, shall be placed in a well ventilated area onboard which is either an open deck, or either a continuously manned area or otherwise an area which is covered by a gas, smoke and heat detection system and an automatic fixed fire extinguishing system. All ventilation air intakes and exhausts, in battery charging stations which are not continuously manned, shall be fitted with a permanently attached closing/shutdown flaps/shutters which shall be capable of being easily closed remotely. It is strongly recommended that the yacht is never left unattended during the movable/portable batteries charging process.
- 11.2.8.3 *Added:* Battery boundary cooling operational instructions and the necessary appliances/equipment shall be installed onboard in order to cool down the boundaries of lithium Ion batteries in cases of battery runaway and/or fires. The necessary bilge pumping arrangements shall also be put in place.
- 11.2.9 *Added:* Spit Roast and BBQ appliances.
- 11.2.9.1 *Added:* Metallic spit roast and BBQ appliances shall only be used on open decks in well-ventilated locations, clear of any hazards, such as overhanging structures, combustible awnings, flammable liquids, etc. Spit Roasts and BBQs shall be safely secured to prevent any movement that may be caused by the yacht's motion. They shall not be placed near stairways, passageways, lifesaving appliances and water toys and under no circumstances shall any they be placed internally.
- 11.2.9.2 *Added:* Spit Roast and BBQ appliances shall be fitted with metallic lids or other means of closing.
- 11.2.9.3 *Added:* The location of the spit roaster and/or BBQ appliance shall be in the vicinity of a fire hydrant. A fire blanket, two pairs of heat proof gloves and a suitable fire extinguisher shall be placed close by and shall be ready for immediate use.
- 11.2.9.4 *Added:* The appliances shall be fitted with appropriate splash and spark guards.
- 11.2.9.5 *Added:* A metallic fixed collecting/drip tray shall be secured directly below the Spit Roasters and BBQs.
- 11.2.9.6 *Added:* Deck scuppers which are located close to the appliances shall be designed to discharge directly overboard.
- 11.2.9.7 *Added:* In order to be safely extinguished, any combustible materials/fuels used for roasting/grilling, shall always be soaked with water after use even if no flames or ambers are visible. When available, metallic lids/closing devices shall be put in place.
- 11.2.9.8 *Added:* Any extinguished and well cooled ashes and/or combustible residues shall be appropriately disposed of in metallic containers/bins.
- 11.2.9.9 *Added:* Gas operated spit roast or BBQ appliances shall be fitted with a gas detector iwo of the gas cylinder storage compartment and with a remote gas shut down valve.
- 11.2.9.10 *Added:* No other recreational fire appliances may be fitted onboard the yacht.
- 11.3.1.2.1 *Amended:* 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;
  - f) all compartments below the navigation bridge console(s).
- 11.3.4 *Amended 2nd/3rd columns:* 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 different extinguishing medium and/or a remotely operated fixed drencher system could be installed;
  - b) a fixed smoke, heat and gas detection system;
  - c) a means of closing the garage/locker door remotely from a space outside of the garage/locker itself.

- 11.3.5.2 *Amended 2nd column:* One powered fire pump. This can be engine driven or independently powered, by a source located outside the engine spaces, and be capable of delivering a jet of water to any part of the yacht.
- 11.3.5.5 *Amended 2nd column:* A minimum number of portable, Type Approved or Certified fire extinguishers shall be available onboard as detailed below. Unless specified otherwise each powder or CO2 extinguisher shall have a capacity of at least 5kg and each foam fire extinguisher shall have a capacity of at least 9 lt:
- 11.3.5.6 *Amended*: 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 machinery spaces. This class of yacht shall comply with the requirements of SOLAS II-2 Reg.10 for cargo ships
- 11.3.6.10 *Added*: 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.
- 11.4.1.7 *Added:* All glazed openings in bulkheads within accommodation spaces, service spaces and control stations shall be so constructed to preserve the integrity requirements of the type of bulkheads in which they are fitted.
- 11.4.1.9 *Added:* Vapour barriers and adhesives used in conjunction with insulation, as well as insulation of pipe fittings for cold service system need not be non-combustible, but they shall be kept to the minimum quantity practicable and their exposed surfaces shall have low flame spread characteristics.
- 11.4.1.10 *Added:* Except in refrigerated compartments of service spaces, all insulation (both thermal and acoustic) shall be of not readily-ignitable materials.
- 11.4.3.1 *Amended:* 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 readily ignitable. Reference is to be made to the FTP code.
- 11.4.4.2.1 *Amended:* For yachts which are not newbuildings, 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 main fuel tanks are located outside of the machinery spaces,
  b) the fuel and flammable liquid tanks located inside the machinery spaces are fitted with remote quick closing valves and any liquid level gauges are type approved in compliance with SOLAS Reg.II-2 Part B Regulation 4, 2.2.3.5.2 and be fitted with self-closing valves between the gauges and the tanks,
  c) additional installation of passive and/or active fire containment/suppression mitigating measures,
  d) the ceiling/deck-head of the machinery spaces shall be fully insulated to B-15,
  e) Machinery spaces vertical boundary bulkheads shall be insulated to be B-15 to the maximum extent possible,
  f) no escape route is directly adjacent to the engine room.
- 11.4.4.4 *Amended:* The following table provides the minimum fire rating requirements:

(*) Applicable for steel yachts
(**) Applicable to composite, aluminium and timber hull yachts

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

- 11.4.4.4.2 *Amended:* 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 the herebelow:-
  a) all tanks containing flammable liquids located in the machinery spaces are fitted with remote quick closing valves,
  b) level gauges fitted on tanks containing flammable liquids which are located in the machinery spaces shall by type approved in accordance to SOLAS Ch.II-2 Part B Reg.4, 2.2.3.5.2, and fitted with self-closing valves between the gauges and the tanks,
  c) the ceiling/deck-head of the machinery spaces shall be fully insulated to B-15,
  d) the machinery spaces vertical boundary bulkheads shall be insulated to B-15 to the maximum extent possible,
  e) no escape route is directly adjacent to the engine room.
- 11.4.5.4 *Amended:* Limited use of Combustible materials for Decorations and Interiors. Veneer layers applied on surfaces and panelling shall comply with the requirements for low flame spread materials. Organic and inorganic foams used in upholstered mattresses, furniture and fittings shall, at least, be of the combustion modified type containing fire suppressants.
  In spaces which are not fitted with a sprinkler system or with an equivalent fixed fire extinguishing system, the use of combustible materials shall be kept to a minimum. Upholstery composites and suspended textile materials shall be in approved in accordance to the FTP Code.
  Where upholstery composites and suspended textile materials do not meet Fire Test Procedures Code, the materials shall be subjected to a fire protection treatment process and/or equivalent mitigating measures or standards, accepted by the Administration, shall be put in place.

Section 12 - Equipment

- 12.1.4 *Added:* Wire rope or rope of an equivalent material/strength may be used in place of chain cable on vessels < 24 m in length, subject to the following conditions:
  1. The length of the rope shall be equal to 1.5 times the corresponding RO Rules required length of chain cable;
  2. the strength of the rope shall be equal or higher than that of a RO Rule required chain cable of Grade 1 (mild steel);
  3. All surfaces being in contact with the wire rope need to be rounded with a radius of not less than 10 times the wire rope diameter.
- 12.1.5 *Added:* 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 cable or rope diameter may have to be allowed for sailing yachts (over and above the figure allowed for motor yachts).
- 12.6 *Added:* Towing and Tow Lines
- 12.6.1 *Added:* Accessible efficient strong securing points shall be provided for the attachment of towlines for the yacht to tow and be towed. All yachts shall be provided with a towline having a length and diameter adequate for the size of the yacht. The anchor cable/rope may be used as the towline.

Section 13 – Maritime Labour Convention 2006

- 13.1.2 *Amended:* An adequate standard of accommodation shall be provided on board to ensure recreation, comfort, health and safety of all persons onboard. Due consideration shall also be given to the number of hotel and other support staff required.
- 13.1.3 *Amended:* Crew accommodation shall not be located within hazardous spaces.
- 13.1.5 *Added:* An appropriately sized bed (bunk or cot) shall be provided for every person onboard. The bed/bunk shall not be shared by others.
- 13.1.6 *Added:* In crew accommodation, the maximum number of persons per sleeping room shall be two and there shall be unobstructed access to at least once side of each bed.

- 13.4.1 *Amended:* Air conditioning systems (both heating and cooling) shall cater for a minimum of 25m3 of air per hour, per person accommodated in the ventilated space during normal operating conditions.
- 13.5.1 *Amended:* There shall be an adequate supply of free fresh drinking water on board. This shall be provided and piped to convenient positions throughout the accommodation spaces. Drinking water shall be treated through a UV Water Purifier or an equivalent purification system. Drinking water tanks shall be tested for bacteria by a recognised lab on an annual basis and relevant test results shall be kept onboard.
- 13.6.1 *Amended:* Means shall be provided to allow the cook to be secured in position, with both hands free for working, when the yacht's motion threatens safe working.
- 13.7.1.7.4 *Added:* Drinking water shall be treated through a UV Water Purifier or an equivalent purification system.
- 13.7.1.7.5*Added:* Drinking water tanks shall be tested for bacteria by a recognised lab on an annual basis and relevant test results shall be kept onboard.
- 13.7.1.8.1 *Amended:* 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 and it shall also be impervious to water. On new yachts the galley floor shall be seamless and without sharp corners. Linings and flat surfaces in galleys, on new yachts, shall be of the seamless type. Food shall be provided for all seafarers onboard free of charge and shall be suitable in respect of quantity, nutritional value, quality and variety.
- 13.7.1.13.2 Amended: All yachts shall have a space or spaces on open deck to which seafarers can have safe access when off duty, which are of adequate area relative to the size of the yacht and the number of seafarers onboard and are protected from the elements. Due consideration shall be given to any areas on deck which may be considered as posing a safety risk to seafarers. Such spaces shall have seating arrangements and 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.
- 13.7.2.3.1 *Amended:* The minimum permitted headroom in all seafarer accommodation, where full and free movement is necessary, shall be not less than 203cm. On a case by case basis, and at the discretion of the Administration, a reduction in headroom may be permitted provided it is reasonable and does not result in discomfort to the seafarer.
- 13.7.2.7.2 *Added:* Mechanical Ventilation shall be provided to all accommodation spaces on yachts which intend to make long international voyages or operate in tropical waters. As a minimum, mechanical ventilation shall be capable of providing 6 air changes per hour, when all access and other openings (other than ventilation intakes) to the spaces are closed.
- 13.7.2.7.3 *Added:* Air conditioning – re-circulation of supply air may be permitted provided that sanitary accommodation is provided with mechanical exhaust ventilation and that the fresh air content of the supply to the accommodation is not less than:
  a) 25m^3/hr for each person for whom accommodation is provided; or
  b) the total capacity of the sanitary and any other accommodation exhaust fans, excluding the galley, whichever is the greater.
- 13.7.2.7.4 *Added:* Refer also to the requirements of the Merchant Shipping (Maritime Labour Convention) Rules, as amended.
- 13.7.2.8.2.2 *Amended:* 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. Vertical escapes shall be fitted in each individual cabin which has at least 70% of its height below the deepest waterline. 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.
- 13.7.2.8.3.2 *Amended:* 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. Vertical escapes shall be fitted in each individual cabin which has at least 70% of its height below the deepest waterline. 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.

- 13.7.2.8.4.2 *Amended:* 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. Vertical escapes shall be fitted in each individual cabin which has at least 70% of its height below the deepest waterline. 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.
- 13.7.2.8.4.11 *Amended:* 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 4.5m2 for a yacht of 500GT and not less than 7.5m2 for yachts of 1,250GT and over. En-suite sanitary facilities are considered to compensate for reduced floor area and form part of the floor area.
- 13.7.2.8.4.12 *Amended:* Floor areas of double occupancy cabins with en-suite sanitary facilities for seafarers who are officers for whom no adjoining sitting room, day room or equivalent additional space are provided shall be not less than 6.2m2 for a yacht of 500GT and not less than 15m2 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 2 below.
- 13.7.2.8.4.15 *Added:* 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.
- 13.7.2.11.2 *Amended:* An emergency reserve supply of drinking water sufficient to provide at least 2 litres per person.
- 13.7.2.11.3 *Added:* Drinking water shall be treated through a UV Water Purifier or an equivalent purification system.
- 13.7.2.11.4 *Added:* Drinking water tanks shall be tested for bacteria by a recognised lab on an annual basis and relevant test results shall be kept onboard.
- 13.7.2.13.5 *Added:* To help prevent the spread of infectious disease and for the patient comfort every hospital shall be fitted with mechanical exhaust ventilation independent from any ventilators provided for other parts of the seafarer's accommodation.
- 13.7.3 *Added:* Sailing Vessels
- 13.7.3.1 *Added:* The requirements of Part B2 apply to Sailing yachts in the same way as they do to motor yachts.
- 13.8 *Added:* MLC Audits/Inspections
- 13.8.1 *Added:* 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.13.8.2 Added: 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 an RO.
- 13.8.2 *Added:* 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 an RO.

- 14.1.1 *Amended:* A safe means of access shall be provided at all times when in port, either deployed or available for deployment. If the safe means of access is not deployed, there shall be a means provided for communication between those on the quay and those onboard and in all circumstances a safe means of access shall be provided for any persons embarking or disembarking on the yacht.
- 14.1.2 *Added:* Access equipment and immediate approaches to it shall be adequately illuminated.
- 14.1.3 *Added:* Equipment used to provide access shall also meet the standards and/or requirements of in international standards and applicable port state legislation.
- 14.1.4 *Amended:* Any gangways, passarelles and accommodation ladders shall be manufactured to adequate and recognised standards. They shall be clearly marked with the manufacturer's name, the model number, the maximum design angle of use and the maximum safe loading number of persons). Side screens or handrail(s) shall be provided on both sides.
- 14.3.2 *Amended:* Over-side working systems such as rail and trolley/car systems and related components shall be designed, certified, approved and tested in accordance to BS EN 795 Class D, as amended, or to a recognised international standard for fall protection equipment and shall display the CE mark. ANSI approval and markings may be accepted on a case by case basis. If it cannot be adequately proven that the design of the attachment to the substrate is identical to the one used in the type approval process completed by the over-side working system's manufacturer, or through approval of the design on another yacht, separate pre-installation testing shall be required to be satisfactorily completed prior to the system being installed and prior to the system being put in service. The installation of the system to the substrate of the yacht shall be tested to meet the requirements of BS EN 795, as amended. Yacht substrates can be of many differing materials and thicknesses, as can the fixtures and fittings that secure the over-side working systems to the substrate. In all cases the method of installation to the particular substrate needs to be tested in accordance with BS EN 795, as amended, in order for it to be considered approved and suitable for supporting crew members working over the yacht's side. If a particular method of attachment of the over-side working system to the yacht's substrate has been previously approved and documentary evidence can be provided, then only post-installation testing shall be required and carried out. The orientation of the trackway shall be as detailed in the manufacturer's approval certificate, considering the path of the harness line and resultant wear.
- 14.3.3 *Added:* Over-side working systems Pre-Installation Workshop Destructive Testing

  When the method of attachment to the substrate has not been already approved, additional static and dynamic load tests shall be required to prove the strength of the individual installation for each type of base material/fastener type. These tests complete the installation's approval. It is recommended that such workshop destructive testing is carried out on a section of track of at least 400mm in length attached to a representative mock-up of the yacht's superstructure. Tests shall be witnessed by a Recognised Organisation or Appointed Surveyor and if successfully carried out, a relevant statement shall be issued and shall be retained onboard.

  The workshop test shall be carried out as follows:
  - Static load test – requires the application of a 12kN load in at least 3 locations, typically at both ends and at any rail joint or in the middle. This load shall be applied for at least 3 minutes.
  - Dynamic Load test – requires the use of a test lanyard manufactured from rope conforming to BS EN 892 with a 100kg solid test mass dropped through a predetermined distance in order to be able to apply a fall arrest load of 9kN. Direct reference shall be made to BS EN 795, as amended, as to how this shall be accomplished.

  Note that the dynamic load test is a destructive test and as such, following the dynamic load test, the trolley/car(s) and the section of the track used for testing shall have been overloaded and shall be discarded.
- 14.3.4 *Added:* Over-side working systems Onboard/Post-Installation Testing and Quinquennial (5 yearly) Testing

  Once an over-side working system is installed, a post-installation load test shall be carried out before the system is put in service. This is a non-destructive test.

Onboard/Post-installation testing shall be carried out as follows:

a) A test load of 6kN shall be attached to a single car or single anchor point for at least 15 seconds in at least 3 locations, typically at both ends and at any rail joint or in the middle.

b) Additional requirements specified by the manufacturer shall also be taken into consideration during the test.

c) Testing shall be witnessed by an RO or Appointed Surveyor and a Load Test Certificate shall be issued/endorsed accordingly.

The onboard/post installation testing shall be carried out at the initial installation and subsequently on a quinquennial (5 yearly) intervals and also at intervals as may be prescribed by the manufacturer.

- 14.3.5 *Added:* Non-compliant and pre-existing over-side working system. Yachts fitted with uncertified over-side working systems shall have their overside working systems put immediately out of service and decommissioned unless the appropriate certification can be obtained.

Over-side working systems, for which there is evidence that the system is in compliance with either BS EN 795:1997 or 2012 but without evidence that the installation was tested by an RO or Appointed Surveyor; shall not be used until such time that the installation arrangements have been approved by a RO or Appointed Surveyor. This may require the submission of drawings of the existing arrangements and the subsequent static and dynamic testing of the rail attachment method as deemed applicable. On satisfactory completion of this testing the over-side working systems shall be subjected to the post-installation testing.

Onboard post-installation testing shall be carried out onboard yachts fitted with over-side working systems for which there is evidence that the system is in compliance with either BS EN 795:1997 or 2012 and there is evidence that the installation was approved but there is no evidence of onboard post-installation testing.

Prior to the completion of the required testing, signage shall be clearly displayed stating that the track is not to be used unless the crew member has a fall arrester attached by a secondary line which shall be secured to a strong point or secured to a part of the yacht structure having the necessary strength to withstand the drop loads.

- 14.3.6 *Added:* Use of over-side working systems.

Over-side systems shall not be used whilst the yacht is underway at sea. Over-side systems shall be used whilst using the appropriate PPE. On systems where one of the travellers is fitted with a locking device, the device which locks the traveller in position along the track shall only be disengaged from the track rail while the user is changing position. The over-side working system user shall never rely on only one attachment point for personal protective equipment.

All over-side working systems shall be clearly marked for the use of one user only.

- 14.6.2 *Added:* All yachts shall meet the requirements of the IMO Code on Noise Levels, as far as reasonable and practicable.
- 14.6.3 *Added:* For safe navigation, it is important that sound signals and VHF communications can be properly heard, at the navigating position in normal operating conditions.
- 14.6.4 *Added:* The wearing of ear protectors in spaces, such as machinery spaces, where the noise levels normally exceed 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 *Amended:* Personnel Training
- 14.7.1 *Added:* All personnel shall receive training appropriate to the tasks they undertake. It is the responsibility of the company/owner to ensure that this training is given, and that the personnel have an understanding of the relevant regulations and rules. As a minimum, this means:

a) for the Master, the training appropriate for the respective qualifications;

b) for the crew, the training appropriate for the respective qualifications and any additional training appropriate to the relevant designated duties.

- 14.7.2 *Added:* Prior to the first occasion of working on the yacht, each employee shall receive appropriate familiarisation training and proper instruction on onboard procedures. This shall include, but not necessarily be, limited to:
  a) launching and recovery of survival craft;
  b) donning of lifejackets;
  c) handling of passengers in emergency cases;
  d) use of handling of firefighting equipment .
- 14.7.3 *Amended:* A training manual shall be available onboard and shall include details of established safe working practices, guidance on onboard training, preparation for emergencies, personal clothing and protection from injury, health, security and safety awareness and prevention of pollution.
- 14.9 *Added:* Portable Atmosphere Testing Instruments
  Every yacht ≥ 500GT shall carry an appropriate calibrated portable atmosphere testing instrument or instruments. As a minimum these shall be capable of measuring concentrations of oxygen, flammable gases or vapours, hydrogen sulphide and carbon monoxide prior to entry into enclosed spaces.
  Yachts < 500GT where enclosed spaces are accessible by crew shall also comply with this requirement.
- 14.10 *Added:* Master's Overall Authority
  The Master shall have overall authority at all times, to make decisions and take actions with regard to the safety of the yacht and the persons onboard.

Section 15 – Navigation and Communication

- 15.1 *Amended:* 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 ('wheel marked') in accordance to the MED - Marine Equipment Directive 2014/90/EU, as amended, or to equivalent standards/approvals, accepted by the Administration.
- 15.1.1 *Amended:* Every yacht shall carry on board adequate and updated Nautical Charts for the intended voyages. Yachts ≥ 3,000GT constructed on or after the 1st July 2014 shall be fitted with an approved and MED certified Electronic Chart Display and Information System (ECDIS) by the first due periodical survey. Yachts fitted with an approved 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.
- 15.2.1 *2nd/3rd column Amended:* Every commercial yacht shall also carry on board adequate and updated Nautical Publications in accordance to Technical Notice SLS.33, as amended.
- 15.2.2.4 *2nd/3rd column Amended:* Magnetic compasses shall be supplied with a deviation card that shall be renewed at least every three years. The Magnetic compass shall be provided with an electric light, the electric power supply of which shall be on the main and emergency source of power.
- 15.2.2.7 *Amended:* All yachts shall be equipped with a MED or CE Certified (for yachts < 300GT) high power pulse 9 GHz X-Band radar capable of determining and displaying the range and bearing of radar transponders (SARTs), and of other surface craft, obstructions, buoys, shorelines and navigational marks to assist in navigation and in collision avoidance. The unit shall be capable of triggering a SART transponder within at least a 5nm radius.
- 15.2.2.9 *Amended:* A speed and distance measuring device, or other suitable means to indicate speed and distance through the water;
- 15.2.2.13 *3rd column Added:* An Automatic Tracking Aid
- 15.2.4.2.1 *Added:* LEDs shall only be used within the lifespan specified by the manufacturer to maintain the necessary luminous intensity of the LEDs.
- 15.2.4.4 Each yacht shall be fitted with a yacht's whistle or horn.
- 15.2.4.4.1 Portable air horns may be acceptable onboard yachts < 24m in length.
- 15.3.1 *Amended:* Commercial Yachts ≥ 150 GT shall be fitted with a Bridge Navigational Watch Alarm System (BNWAS) in accordance with SOLAS Chapter V. 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).

- 15.3.3 Added: The BNWAS shall be in operation whenever the yacht is underway at sea.
- 15.3.4 *Added:* Yachts ≥ 300 GT shall comply with the requirements of SOLAS V/19.
- 15.4 *3rd column Added:* Additional Requirements for Yachts ≥ 3,000 GT;
- 15.4 *3rd column Added:* A Voyage Data Recorder (VDR);
- 15.4 *3rd column Added:* An ECDIS;
- 15.4 *3rd column Added:* A 3 GHz radar or a second 9 GHz radar;
- 15.4 *3rd column Added:* A second Automatic Tracking Aid, or other means, to plot automatically the range and bearing of other targets to determine collision risks.
- 15.5.1.3 *Amended:* A NAVTEX receiver. Additional facility for reception of MSI transmissions must be installed should the vessel be operating in areas where NAVTEX coverage is not available.
- 15.5.2.2 *Amended:* Alternatively to 15.5.2.1, a recognized mobile satellite service ship earth station.
- 15.5.3.2 *Amended:* A recognized mobile satellite service ship earth station.
- 15.5.3.4 *Amended:* Alternatively to 15.5.3.3, an additional a recognized mobile satellite service ship earth station may be installed.

Section 16 – Marine Pollution Prevention

- 16.5 *Amended:* All yachts are required to comply with the applicable provisions of MARPOL Annex V. Yachts ≥ 100 GT and yachts certified to carry 15 persons or more are required to be provided with a Garbage Management Plan (*) and yachts ≥ 400 GT shall maintain a Garbage Record Book in the form specified within MARPOL Annex V.
  Furthermore, all yachts shall display placards that notify the crew and passengers of the garbage discharge requirements.
- 16.6.1 *Added:* Each diesel engine ≥ 130 kW installed onboard a yacht (including yachts < 400 GT) constructed on or after the 1st January 2000 shall be issued with an EIAPP Certificate. For yachts constructed before the 1st January 2000, if a diesel engine undergoes or has undergone a major conversion after the 1st January 2000, the engine must hold an EIAPP certificate. Engines used for emergency purposes may be exempted from this requirement.
- 16.8 *Added:* Ballast Water Management (BWM) Convention
  Yachts ≥ 400GT, engaged on international voyages, shall comply with the survey and certification requirements of the Ballast Water Management (BWM) Convention, as applicable, and be issued with an International Ballast Water Management Certificate. A Statement of Non-Applicability shall be issued, in case of the yacht's compliance with any one of the conditions as stipulated under Article 3.2 of the BWM Convention as follows:
  (a) ships not designed or constructed to carry Ballast Water;
  (b) ships of a Party which only operate in waters under the jurisdiction of that Party, unless the Party determines that the discharge of Ballast Water from such ships would impair or damage their environment, human health, property or resources, or those of adjacent or other States;
  (c) ships of a Party which only operate in waters under the jurisdiction of another Party, subject to the authorization of the latter Party for such exclusion. No Party shall grant such authorization if doing so would impair or damage their environment, human health, property or resources, or those of adjacent or other States. Any Party not granting such authorization shall notify the Administration of the ship concerned that this Convention applies to such ship;
  (d) ships which only operate in waters under the jurisdiction of one Party and on the high seas, except for ships not granted an authorization pursuant to sub-paragraph (c), unless such Party determines that the discharge of Ballast Water from such ships would impair or damage their environment, human health, property or resources, or those of adjacent of other States; and
  (e) permanent Ballast Water in sealed tanks on ships, that is not subject to discharge.

- 16.9 *Amended:* a. SOPEP – Shipboard Oil Pollution Emergency Plan (including drills logbook)
  b. SEEMP – Ship Energy Efficiency Management Plan
  c. Garbage Management Plan
  d. Garbage Record Book
  e. Oil Record Book Part 1
- 16.11 *Added:* Bunker's Convention - Convention on Civil Liability for Bunker Oil Pollution Damage, 2001
- 16.11.1 *Added:* Yachts ≥ 1,000 GT shall carry an appropriate level of insurance covering liability for costs arising from pollution damage following a bunker oil spill from the yacht.
- 16.11.2 *Added:* As evidence that adequate insurance cover is in place the owner or operator of the yacht is required to carry a Certificate to this effect issued by the Administration.
- 16.11.3 *Added:* The Administration may issue such a Bunkers Certificate only where it is satisfied that the insurance cover provided is acceptable.
- 16.12 *Added:* Nairobi Convention - Wreck Removal Insurance
- 16.12.1 *Added:* Yachts ≥ 300 GT shall carry an appropriate level of insurance covering liability for costs arising from the costs of wreck removal.
- 16.12.2 *Added:* As evidence that adequate insurance cover is in place the owner or operator of the yacht is required to carry a Certificate to this effect issued by the Administration.
- 16.12.3 *Added:* The Administration may issue such a Wreck Removal Convention Certificate only where it is satisfied that the insurance cover provided is acceptable.

Section 17 – Manning and Crew Certification

- *Amended:* It is the responsibility of the owner/company, master and operators of yachts to ensure that at all times the yacht is safely manned and operated in compliance with the standards of safety, marine environment protection and security set out in the various applicable international Codes, Conventions and national legislation and in accordance with any Safe Manning document/certificate.
  The number of trained persons shall always be sufficient to assist the total number of passengers who may be onboard at any one time.
- 17.1.1 *Amended:* 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, as amended (refer to Transport Malta website). Other yacht/ship qualifications may be accepted on a case by case basis. Yacht Masters onboard yachts < 200 GT should, as a minimum, be in possession of a Transport Malta (TM) Master on Yachts certificate, issued by the Malta Merchant Shipping Directorate or be in possession of an internationally recognised equivalent.
- 17.7 *Added:* Schedule of Duties
- 17.7.1 *Added:* The Master shall ensure that a schedule of duties is drawn up setting out the hours of work for each of the crew. The table of schedule shall show:
  a) the schedule of duties at sea and duties in port; and
  b) the minimum hours of rest as defined by the MLC.
- 17.7.2 *Added:* Changes shall not be made to the schedule of duties unless they can be justified by substantially altered work patterns or other significant factors.
- 17.7.3 *Added:* A copy of the schedule of duties shall be made available to all crew members and it will not be necessary to draw up a new schedule of duties for each voyage, so long as it is applicable to the voyage in question and the composition of the crew for whom it was originally intended has not changed.
- 17.8 *Added:* Work and Rest Hours
- 17.8.1 *Added:* All members of the yacht's complement, including the Master, shall have minimum rest periods and maximum periods on duty (emergencies excluded) in accordance with the provisions of the STCW and MLC.

- 17.8.2 *Added:* The Master shall ensure that the work and rest hours are adhered to onboard by suitable arrangements with respect to the assignment of duties and in line with adequate manning levels.
- 17.8.3 *Added:* The time and place of rest periods shall be such as to ensure that such periods can be taken in a suitable environment conducive to achieving an effective rest.
- 17.8.4 *Added:* The Master or owner/operator shall ensure that the crew are provided with at least the minimum rest hours. These shall not be less than:
  a) 77 hours in a 7 day period; and
  b) 10 hours in any 24hr period.
- 17.8.5 *Added:* Hours of rest may be divided into no more than 2 periods; one of which shall be at least 6hrs long, and the interval in between shall not exceed 14hrs.
- 17.8.6 *Added:* As far as practicable and possible, the Master shall schedule emergency drills in such a manner which minimises the disturbance to rest periods.
- 17.8.7 *Added:* The Master is responsible for maintaining a record of the actual hours of work performed by the individual seafarer. This record allows verification that the minimum periods of rest have been complied with. In an emergency, or when unforeseen, events occur, changes may be unavoidable. In these cases the records shall reflect all deviations from the schedule.

Section 19 – Medical Stores

- 19.1 *Added:* Disposable resuscitation shield with mouthpiece 5.
- 19.2 *Added:* The Medical stores including its contents shall be inspected and certified at intervals not exceeding 12 months by a qualified pharmacist or doctor.

Section 20 – Survey and Certification

- 20.1.4 *Added:* The crew compliment as indicated on the Minimum Safe Manning Attestation shall always be present onboard during surveys in order to enable the
  1. necessary equipment/machinery to be operated and tested;
  2. drills to be carried out by the competent responsible seafarers;
  3. personal certification/documentation checks.
- 20.2.2 *Amended:* Yachts already certified in accordance with the MCA LY2/LY3/REG Yacht Code or with the Italian Regolamento di Sicurezza recante norme tecniche per le navi destinate esclusivamente al noleggio per finalità turistiche DM n.95, as amended, 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. Yachts issued with Commercial Yacht Certification by other flagstates may be accepted on a case by case basis at the sole discretion of the Administration.
- 20.2.3 *Added:* All yachts shall retain onboard all the required approved drawings/manuals and/or the owner's manual, in case of CE Certified yachts < 24m in length. All yachts, irrespective of their size and area of operation, fitted with battery installations intended as the sole source of propulsive power or as part of a hybrid system, shall be classed and shall maintain Classification throughout the validity of the COC.
- 20.2.4 *Amended:* 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, than 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. Yachts having composite hulls shall have moisture readings taken on the hull during drydocking. Yachts having steel hulls shall have thickness gauging carried out by an approved service supplier, in accordance to a RO Rules, unless the vessel is issued with a valid Class Certificate. Vessels ≤ 5 years of age need not carry out thickness gauging. A copy of the thickness gauging report is to be kept onboard.

- 20.2.11.1 *Added:* An EIAPP Certificate shall be issued for each diesel engine ≥ 130 kW installed onboard a yacht (including yachts < 400 GT) constructed on or after the 1st January 2000. For yachts constructed before the 1st January 2000, if a diesel engine undergoes or has undergone a major conversion after the 1st January 2000, the engine must hold an EIAPP certificate. Engines used for emergency purposes may be exempted from this requirement.
- 20.2.12 *Amended:* New yachts ≥ 24m 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 ≥ 24m 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 Guidelines 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.

  All yachts, irrespective of their size and area of operation, fitted with battery installations intended as the sole source of propulsive power or as part of a hybrid system, shall be classed and shall maintain Classification throughout the validity of the COC.
- 20.2.15 *Amended:* An MLC Inspection shall be carried out on all yachts, by an RO or by an Appointed Surveyor, in accordance with Section 13 of the Code. All yachts shall be issued with an MLC Inspection Report and an MLC Certificate or MLC Statement of Compliance (for yachts < 500 GT). A DMLC is to be issued to yachts ≥ 500 GT.
- 20.2.16 *Added:* On sailing yachts, a rigging survey shall be carried out by a professional rigger, jointly with the attending surveyor. The rigging survey reports together with the rigging material/equipment certificates shall be maintained onboard.
- 20.3.2 *Amended:* 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, than 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. Yachts having composite hulls shall have moisture readings taken on the hull during drydocking. Yachts having steel hulls shall have thickness gauging carried out by an approved service supplier, in accordance to a RO Rules, unless the vessel is issued with a valid Class Certificate. Vessels ≤ 5 years of age need not carry out thickness gauging. A copy of the thickness gauging report is to be kept onboard.
- 20.3.8 *Amended:* On yachts ≥ 24m a lightship survey shall be carried out once in every five years during a Renewal Survey and relevant records shall be retained onboard. A new inclining experiment and new approved stability booklet are required should the lightship survey result in a change in the lightship weight ≥ 2% and/or a shift in the longitudinal centre of gravity ≥ 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 *Added:* 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 surveyor and a copy shall be retained onboard. It is strongly recommended that yachts < 500 GT are also issued with an MLC 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.
- 20.3.10 *Added:* On sailing yachts, a rigging survey shall be carried out by a professional rigger, jointly with the attending surveyor. The rigging survey reports together with the rigging material/equipment certificates shall be maintained onboard.
- 20.4.1.3 *Added:* A bottom survey shall be carried out on all yachts during the Intermediate Survey (between the 2nd and 3rd year from the Initial/Renewal anniversary date), unless the Yacht holds a valid Class Certificate. The interval between bottom inspections shall not exceed 36 months. Consideration may be given to an alternate (in lieu) inspection being carried out with the yacht afloat (in-water survey) and in such cases the interval between consecutive inspections in drydock

shall not exceed 60 months.

- 20.4.4 *Amended:* 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, 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.
- 20.4.5 *Added:* On sailing yachts, a rigging survey shall be carried out by a professional rigger, jointly with the attending surveyor. The rigging survey reports together with the rigging material/equipment certificates shall be maintained onboard.

- 20.10 *Amended:*

	<24m	<300GT	≥300GT &<400 GT	≥24m ≥400GT &<500 GT	≥500GT
Inspection Report	√	√	√	√	√
COC & Record of Equipment	√	√	√	√	√
Certificate of Registry	√	√	√	√	√
Safe Manning Document		√	√	√	√
Insurance Certificate and Policy	√	√	√	√	√
Radio Inspection Report	√	√	√	√	√*
ITC		√	√	√	√*
ILLC		√	√	√	√*
Load Line Assignment Report	√	√	√	√	√*
SAFRAD & Form R			√	√	√*
IOPP Cert. & Supplement				√	√*
EIAPP	√◇	√◇	√◇	√◇	√◇
IAPP				√	√*
ISPP	>15 persons	>15 persons	>15 persons	√	√+,*
Certificate of Class (Mandatory)	+	+	+	+	√+,*
SAFCON					√*
SAFEQ & Form E					√*
SMC					√*
ISSC					√
CSR					√
MSM		√	√	√	√
AFS Declaration		√	√		√*
AFS Cert.				√	√
BWM Certificate OR BWM Declaration of Non-Applicability				√	√*
MLC**	√*	√*	√*	√*	√*
DMLC					√*
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 an MLC Inspection Report and MLC certificate/document of compliance confirming voluntary certification with the MLC.
(+) - All yachts, irrespective of their size and area of operation, fitted with battery installations intended as the sole source of propulsive power or as part of a hybrid system, shall be classed and shall maintain Classification throughout the validity of the COC.
(◇) – An EIAPP Certificate shall be issued to each diesel engine ≥ 130 kW installed onboard a yacht constructed on or after the 1st January 2000.

Section 22 – Tenders and Ancillary Craft

- 22.1 *Amended:* Tenders and Ancillary Craft designated as an appurtenance and falling under the Registration Certificate of the Mother Yacht
- 22.1.1 *Amended:* Yacht tenders and ancillary craft may be either stowed on board or towed or, in special circumstances, may even navigate together with the yacht. Tenders and Ancillary craft may not be engaged in separate commercial activities. Such tenders shall only be used in conjunction with the mother yacht and may operate only within a 3 nautical mile radius from the mother yacht.
- 22.1.2 *Amended:* On a case by case basis the Administration may accept an extended tender operating area, upto a 20 nautical mile radius, subject that the:
    - tenders ≤ 24m in length, shall have a Recreational Craft Directive Certification to a minimum of Design Category B, and shall be equipped with the necessary radio, safety and lifesaving equipment,
    - tenders > 24m in length shall comply with the requirements of the Code, as an independent vessel.
- 22.1.3 *Amended:* The number of persons the tender may safely carry and the name of the mother yacht shall be clearly marked onboard of the tender. The name of the tender shall be marked in the format: "T/T name of mother yacht" were the words "T/T" mean "Tender To".
- 22.1.4 *Added:* All tenders <12m in length, when fitted with remote throttle controls, shall be fitted with a kill-cord, to be used at all times during navigation. A spare kill cord shall also be carried on board.
- 22.1.6 *Amended:* 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 shall meet the Rescue Boat requirements set out in the Code.
- 22.1.7 *Amended:* Submersible craft, designated as tenders, 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 by the manufacturer or by an authorised manufacturer's representative. The crew operating the submersible craft shall be appropriately trained and qualified.
- 22.1.8 *Amended:* 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. The maximum safe working load of the equipment and maximum sea state in which the craft may be launched shall be stated.
- 22.2 *Added:* Tenders and Ancillary Craft, including Chase Boats, holding a separate independent Registration Certificate.
- 22.2.1 *Added:* Tenders and Ancillary craft holding a separate independent Registration Certificate, operating within a 3 nautical mile radius from a commercial yacht, and which are not engaged in separate commercial activities shall comply with the requirements as set out in Section 22.1 of the Code.
- 22.2.2 *Added:* Tenders and Ancillary Craft, including Chase Boats, holding a separate independent Registration Certificate which are not restricted to operate within a 3 a nautical mile radius from a commercial yacht shall comply and be certified in accordance to:
    - IACS99 for vessels < 15m LoA, and
    - NCV Code for vessels ≥ 15m LoA.

Section 23 – Static Chartering

- 23.1 *Added:* The guidelines for the Static Chartering of Commercial Yachts are being issued by Transport Malta in order to present a practical, safe and homogeneous approach to this ever-growing market sector.
- 23.2 *Added:* These guidelines are applicable to registered Commercial Yachts flying the Malta Flag.
- 23.3 *Added:* It is to be pointed out that the Master/Owner is fully responsible at all times for all the persons onboard the yacht.

- 23.4 *Added:* In the event that the commercial yacht will remain static; berthed or anchored at sea, the yacht may be allowed to carry more than 12 passengers in line with the requirements and the process set out in these guidelines.
- 23.5 *Added:* For a commercial yacht to be able to be chartered on a static basis, the yacht shall be issued with a Statement by Transport Malta, allowing Static Charters to be held onboard. For this statement to be issued an application shall be made to the Yachting Section of the Merchant Shipping Directorate and the application shall include:
    - i. details of the yacht including name and official number;
    - ii. the maximum number of persons planned to be carried onboard during a static charter;
    - iii. the total number of crew and other staff (non-passengers) planned to be carried onboard during the static charter;
    - iv. a risk assessment, carried out by a Classification Society/Recognised Organisation (RO) or by a Government Appointed Surveyor. The risk assessment shall identify all risks associated with the yacht being chartered on a static basis, when berthed and when anchored at sea and shall include recommendations about any necessary mitigating measures;
    - v. confirmation from a RO or an Appointed Surveyor verifying that the yacht's approved Stability Booklet or Stability Calculations (yachts < 24m in length) includes a loading condition calculated taking into consideration the maximum number of persons carried onboard and any additional ancillary equipment utilised during the static charter. This loading condition shall also include the possible shifting of all persons to one side of the highest deck of the yacht altogether at the same time (crowding), and shall comply with the requirements and limitations set out in the Commercial Yacht Code (CYC) with regards to Intact Stability (Section 8) and to Minimum Freeboard (Section 9) together with the requirements set out in the 2008 Intact Stability Code Part A Chapter 3 – Special Criteria for Passenger Ships (excluding the requirements set out in sections 2.2 and 2.3);
    - vi. the availability of adequate insurance coverage;
    - vii. confirmation from Master/owners/managers that the yacht shall abide by the following conditions and requirements whenever a Static charter is planned to be carried out:
        - a) the necessary lifesaving appliances, namely lifejackets and liferafts, are provided for the total number of persons onboard during a static charter when the yacht is anchored at sea;
        - b) at least, two means of escape shall be available from the yacht during a static charter held alongside at berth;
        - c) the crew shall be adequately trained and an evacuation drill shall be carried out prior to the commencement of the static charter;
        - d) the port authorities shall be notified about the event, beforehand;
        - e) the yacht shall remain static throughout the event and shall not navigate/cruise if more than 12 passengers are onboard (tender boats may be used to convey any additional persons).
        - f) static charters at anchor shall only be undertaken in good weather conditions and the yacht shall remain static within 1 mile from the coast and within 5 miles from a safe haven;
        - g) during static charters, at sea, any tender boats shall remain standby for the full duration of the charter.
- 23.6 *Added:* Subsequent to the satisfactory review of the static charter application, the yacht will be issued with a Statement by Transport Malta, allowing static charters to be held onboard. The Statement will have an indefinite validity subject that the conditions and requirements set out in these guidelines remain unchanged and subject that the Certificate of Compliance to Trade as a Commercial Yacht (COC) and the applicable Statutory Certificates remain valid and no periodical surveys are overdue.
- 23.7 *Added:* Whenever a Static Charter is planned the Master/owners/managers shall inform the local port authorities and send a notification utilising Form MSD_CYCSTATINF to the Yachting Section of the Merchant Shipping Directorate (yachtsmalta.tm@gov.mt), at least 48hrs in advance.

- 24 *Added:* Helicopter Landing Areas
- 24.1 *Added:* The design, construction and operations of helicopter landing areas (HLAs) and hangar arrangements onboard large yachts is widely recognised by the marine industry as being a heavily regulated and technically challenging topic. In this regards special consideration shall be taken in order to fully address the relevant requirements and regulations. In all cases a documented detailed risk analysis shall be carried out by a Recognised Organisation (RO) having the expertise and qualifications to do so. The risk analysis shall include both the HLA's physical installation and its related appliances/equipment and also the HLA's operations. The risk assessment shall establish the possible hazards and risks associated with the operation of each helicopter type that is planned to land/take-off on the yacht in question. The risk analysis of the operational aspects of the HLA shall include, at least: Landing and securing; Preparing for take-off and taking off; Unloading of passengers, baggage and stores; Refuelling and Securing and Safe movement of personnel. Mitigating measures shall be established and implemented onboard. The maximum weather conditions and any affecting environmental effects in which the helipad may be utilised shall be clearly identified, specified and documented.
- 24.2 *Added:* When the yacht's RO is not experienced and qualified to carry out risk analysis involving the HLA's operations, the RO, in agreement with the owners/operators, shall appoint an experienced, qualified and recognised Aviation Inspection Body (AIB) operating under the RO's supervision. Recognised AIBs appointed by the ROs shall be AIBs which are adequately experienced and qualified and shall also be recognised and utilised by other prominent Administrations involved in the Commercial Yachting industry.
- 24.3 *Added:* The helicopter operator is responsible for ensuring that the requirements of the Administration with which the helicopter is registered and the requirements of the Administration responsible for the airspace in which the helicopter is operating are fully complied with.
- 24.4 *Added:* HLAs shall meet the below requirements:
  - a) The International Civil Aviation Organisation (ICAO) Annex 14 the convention of International Civil Aviation, as Amended:;
  - b) Applicable SOLAS requirements such as, but not limited to, SOLAS Ch.II-2;
  - c) The standards of the ICAO Annex 14, as amended, shall be followed, where applicable, for purpose built shipboard heliports including those located in the bow or stern of the yacht.
  - d) RO rules with respect to the design and relevant structural strength of the HLA;
- 24.5 *Added:* HLA Construction
- 24.5.1 *Added:* In general, the helideck construction shall be of steel or other equivalent materials. The underside of the helideck in way of all enclosed spaces shall be insulated to A-60 Class.
- 24.5.2 *Added:* In specific cases where due to the yacht's design and operational requirements helidecks are constructed using aluminium or other low melting point metals which are not made equivalent to steel then the following provisions shall be met:
  - a) The underside of the helideck in way of all enclosed spaces shall be insulated to A-60 Class;
  - b) Any glazed openings in exposed locations immediately forward/aft of and/or below the helideck shall be adequately protected and shall also be fire rated.
  - c) Subsequent to any fire on the yacht or on the HLA, the landing platform shall be subject to a thorough structural analysis and to the required tests in order to determine the HLA's suitability for further use.
- 24.6 *Added:* HLA Fire Fighting Appliances
- 24.6.1 *Added:* The helideck shall be equipped with the below fire-fighting appliances, which shall be located in close proximity to the helideck and be stored near the access point to the helideck:

1. At least two trolley portable dry powder extinguishers having a total capacity of not less than 45 kg;
2. CO2 portable fire extinguishers having a total capacity of not less than 18 kg;
3. Two sets of fire-fighter's outfits;
4. The following equipment shall be stored in a manner that provides for immediate use and protection from the elements:
   a) adjustable wrench;
   b) fire resistant blanket;
   c) 60cm bolt cutters;
   d) hook, grab or salving;
   e) heavy duty hacksaw, complete with 6 spare blades;
   f) ladder;
   g) lift line 5 mm diameter × 15 m in length;
   h) side cutting pliers;
   i) set of assorted screwdrivers; and
   j) harness knife complete with sheath.
5. Onboard new yachts a foam fire- fighting appliances/system complying with the provisions of the Fire Safety Systems Code (FSS) Code Chapter 17
6. Onboard existing yachts a foam application system consisting of monitors or foam making branch pipes or Deck Integrated Pop-up Nozzles (DIFFS) capable of delivering foam to all parts of the helideck in all weather conditions in which helicopters can operate and which shall be capable of delivering a discharge rate as required in Table H for at least five minutes. The foam application system shall, in general, meet the following criteria:
   a. The principal foaming agent shall be suitable for use with salt water and conform to the IMO performance standards;
   b. At least two nozzles of an approved dual-purpose type (jet/spray) and hoses sufficient to reach any part of the helideck;

Category	Helicopter Overall Area	Discharge rate of foam solution (l/min)
H1	<15m	250
H2	≥ 15m & < 24m	500
H3	≥ 24m & < 35m	800

Table H - From Discharge rate for Existing Yachts

- 24.7 *Added:* Drainage facilities in way of helidecks shall be constructed of steel and shall lead directly overboard independent of any other system and shall be designed so that drainage does not fall onto any part of the yacht.
- 24.8 *Added:* Access Points and Means of Escape.
- 24.8.1 *Added:* Special attention shall be taken as many helicopters have passenger access on one side only and, as such, the helicopter landing orientation in relation to landing area access points becomes important because it is necessary to ensure that embarking and disembarking passengers are not required to pass around the helicopter tail rotor, or under the front of the main rotor of those helicopters with a low profile rotor, should a 'rotors-running turn round' be conducted. It is always preferable and recommended that helicopter passengers are embarked/disembarked when the rotors are in a stationary position.

- 24.8.2 *Added:* There shall be a minimum of two access/egress routes to the HLA and these shall be as widely separated as possible. The arrangements shall be optimised to ensure that, in the event of an accident or incident on the HLA, personnel shall be able to escape upwind of the landing area. Adequacy of the emergency escape arrangements from the HLA shall be included in any evacuation, escape and rescue analysis for the yacht, and may require a third escape route to be provided.
- 24.8.3 *Added:* Where foam monitors are located adjacent to access points, care shall be taken to ensure that no monitor is so close to an access point as to cause injury to escaping personnel by operation of the monitor in an emergency situation.
- 24.8.4 *Added:* Where handrails associated with landing area access/escape points exceed the height limitations given by ICAO Annex 14, they shall be retractable, collapsible or removable. When retracted, collapsed or removed the rails shall not impede access/egress. Procedures shall be in place to retract, collapse, or remove them prior to helicopter arrival. Once the helicopter has landed, and the crew has indicated that passenger movement may commence, the handrails may be raised and locked in position. The handrails shall be retracted, collapsed, or removed again prior to the helicopter taking-off.
- 24.8.5 *Added:* A helideck shall be provided with both a main and an emergency means of escape and access for fire-fighting and rescue personnel. These shall be located as far apart from each other as is practicable and preferably on opposite sides of the helideck.
- 24.9 *Added:* HLA Operations Manual
- 24.9.1 *Added:* Each HLA facility, including any refuelling and hangar facilities, shall have an HLA Operations Manual, including a description and a checklist of safety precautions, procedures and equipment requirements. This manual may be part of the yacht's emergency response procedures. All relevant operational restrictions, limitations and the maximum helicopters' size and weight and 'D' values, the yacht is designed to carry, shall be included in the HLA Operations Manual.
- 24.9.2 *Added:* The procedures and precautions as detailed on the HLA Operations Manual shall be followed during refuelling operations.
- 24.9.3 *Added:* Fire-fighting personnel, consisting of at least two persons trained for rescue and fire-fighting duties, and fire-fighting equipment shall be immediately available at all times when helicopter operations are expected.
- 24.9.4 *Added:* Onboard HLA operations and HLA fire-fighting refresher training shall be carried out and additional supplies of firefighting equipment shall be provided for training and testing of the equipment. All crew onboard shall be trained and familiarised with helicopter operations.
- 24.10 *Added:* Yacht's HLA linked Equipment and Instrumentation Requirements, Reporting and Recording.
- 24.10.1 *Added:* All yachts shall be provided with calibrated means of measuring, reading, ascertaining and reporting the following, at any time:
  - a) Movement of the vessel to deduce 'Roll', 'Pitch', and 'Heave';
  - b) Wind speed and wind direction using aviation approved equipment meeting ICAO standards;
  - c) Air temperature;
  - d) Barometric pressure using aviation approved equipment meeting ICAO standards;
  - e) Visibility, cloud base and cloud cover; and
  - f) Sea state.
- 24.10.2 *Added:* Yachts fitted with HLAs shall carry the necessary support equipment in connection with helicopter operations, and these shall include:
  - a) Chocks and tie-down strops;
  - b) Equipment for clearing the HLA from snow and ice;
  - c) An emergency power source for starting helicopters;
  - d) One aeronautical frequency radio.
- 24.11 *Added:* Helicopter Hangar Facilities
- 24.11.1 *Added:* Onboard helicopter hangars shall be considered as being machinery spaces of Category A, with regards to escapes, structural fire protection, fire detection and fire-suppression/extinguishing (both fixed and portable).

- 24.11.2 *Added:* The requirements detailed in Section 11.2 regarding fuel storage, ventilation shall also be applicable to hangar spaces.
- 24.11.3 *Added:* Helicopter hangar(s) onboard shall be positioned so as to preclude excessive movement and acceleration forces to the helicopter.
- 24.11.4 *Added:* It is recommended that CCTV is used to ensure the visibility of the helicopter at all times.
- 24.12 *Added:* Aviation Fuel Storage, Handling and Movement.
- 24.12.1 *Added:* Onboard systems and equipment dedicated to the storage, handling and movement of aviation fuel including refuelling shall be approved by a RO.
- 24.12.2 *Added:* Remote shutdowns shall be installed on storage, handling and fuel movement systems.
- 24.12.3 *Added:* Means shall be provided for keeping deck spills away from accommodation and service spaces.
- 24.13 *Added:* Non-commercial 'Touch & Go' Helicopter Operations.
- 24.13.1 *Added:* Yachts whose helideck will solely be used by owners for non-commercial operations, aka 'Touch & Go' operations shall also meet all the requirements as set out in this Code. HLAs fitted on existing yachts, not complying with the requirements set out in this Code, shall have the HLA put 'Out of Service' and the space shall be treated as nothing more than an open deck space.