

IN THIS SECTION

- LY2 amendments cancelled
- New code due to be published
- Launch expected at this year's Monaco show

LY3 scheduled for September launch

AFTER A REVIEW OF LESSONS LEARNED FROM THE INTRODUCTION OF LY2, THE MCA SAYS IT'S ON TRACK TO LAUNCH LY3 IN TIME FOR THE MONACO YACHT SHOW

MICHAEL HOWORTH REPORTS

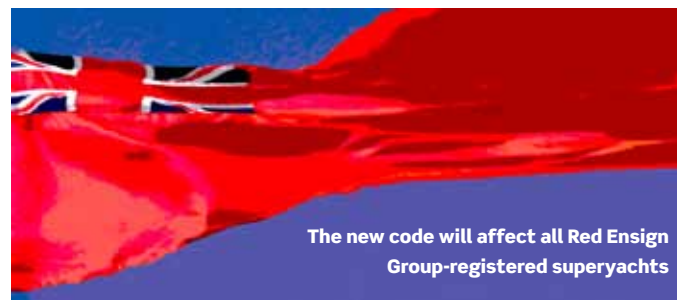
SPEAKING TO A group of more than 100 delegates at the Superyacht UK Technical Seminar held during the London boat show in January, David Ralph, the deputy manager of the MCA's Vessel Policy Branch outlined the future shape of the Large Yacht Code.

He announced that the amendment to LY2 has been cancelled and instead the MCA will now push forward to publish a brand new code — Large Yacht Code (LY3) — in time for the Monaco Yacht Show in September 2012.

When launched, LY3 will incorporate a number of important changes — not least of which will be the inclusion of the Marine Labour Convention's requirements for superyacht crew accommodation.

All the amendments will be a result of industry feedback and experience in applying the code.

For example, Chapter 16 (which deals with radio) is to be totally rewritten and will include new requirements to bring all new yachts in line with the



GMDSS 'sea area' concept.

Existing superyachts will continue using 'distance from a safe haven' but will face an increase in the reserve source of energy for yachts from one to three hours if they weight below 300grt.

There will also be new and updated polar region

operational guidance, revised standards for working over the sides of rails, and directives on the carriage and use of submersible craft launched

from a superyacht.

Updates to maintain equivalence to SOLAS & Load Line conventions will be introduced and these will include carriage of oversize and infant lifejackets.

But before publication, the new code has to pass several stages, including an

assessment into the impact or cost of compliance.

Any subsequent changes made to the code at this time will then have to be submitted to The Department of Transport and put through a three-month public consultation process.

All of the responses reviewed by the Large Yacht Code Working Group will also be considered.

After that, the final draft code has to be re-submitted and revised impact assessment passed to the Minister for his agreement before the launch at the 2012 Monaco boat show can be considered.

There will be a scheduled review of LY3 after five years — at which time the MCA says it will assess any new developments or customer requirements, along with all other changes brought about by new developments in marine technology. **SB**

AMENDMENTS TO BE INCLUDED IN LY3

▶ Rescue boats and launching appliances will not be allowed forward of the collision bulkhead and will have to be able to launch down any flat section of the yacht's hull

▶ New sailing yacht rigs must obtain a Rig Design Certificate and mast, spars and standing rigging will have to be of Class society standard

▶ Emergency towing procedures will have to be included in every yacht's Safety Management System (SMS)

▶ Underwater lights that are fitted into the hull will have to be type approved

▶ Cabling for critical systems will not be allowed to pass through high risk areas

▶ All yachts will have to comply with long-range identification and tracking (LRIT) regulations

▶ Bridge Navigation Watch Alarm System (BNWAS) will become compulsory for yachts over 150grt

▶ There will have to be a height of at least 230mm

between the deepest loaded waterline and the bottom edge of the side shell door

▶ Galley boundaries in any yacht below 500grt will have to be rated B-15 and a fixed means of fire extinguishing in the galley exhaust duct will have to be fitted with shut downs that are located outside the space at risk