



TECHNICAL CIRCULAR No. 258 of 06th April 2015

To:	All Surveyors/Auditors
Applicable to flag:	All Flags
Subject:	Future IMO legislation on Yachts
Reference:	MEPC 66

Regulations possibly affecting yacht builders and operators

Major developments affecting yachts:

- MEPC 66 accepted a delay in the application to large yachts (greater than 24m in length and of a GT of less than 500) until 2021, but did not accept a change for other ship types sailing in the existing NOx ECAs. However, it was decided that for any future ECA, the Tier III requirement will be made mandatory to ships constructed on or after the announcement of the establishment of the ECA, or any date decided by the party(ies) proposing the ECA but not earlier than the announcement date.
- January 2016. The following is a summary of changes that will impact the ventilation arrangements for ships:
 - Ventilation ducts shall be provided with hatches for inspection and cleaning;
 - Ventilation openings or air balance ducts between two enclosed spaces are now explicitly prohibited, except as permitted by paragraphs II-2/9.4.1.2.1 and II- 2/9.4.2.3 (similar requirements was previously included in the IACS UI SC119);
 - Splitting of ducts having cross-sectional area exceeding 0.075 m² into smaller ducts at the penetration of an "A" class division and then recombination of them into the original duct once through the division to avoid installing the damper required by this provision is now explicitly prohibited;
 - A length of 5m of A-60 insulation beyond dampers is now required both in the case of machinery spaces ventilation running through accommodation spaces, service spaces and control stations, and vice versa;

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- Exhaust ducts from galley ranges on cargo ships and passenger ships carrying not more than 36 passengers are now required to be fitted with an automatically and remotely operated fire damper located in the lower end of the duct at the junction between the duct and the galley range hood and, in addition, a remotely operated fire damper in the upper end of the duct close to the outlet of the duct; and
- In exhaust ducts from galley ranges on passenger ships carrying more than 36 passengers, remote-control arrangements for shutting off the exhaust fans and supply fans, for operating the fire dampers and for operating the fire-extinguishing system, shall be placed in a position outside the galley close to the entrance to the galley.
- January 2016: The amendments require that two means of escape are provided from the main workshop within a machinery space with at least one of these escape routes providing a continuous fire shelter to a safe position outside the machinery space. In addition, improved access to the normal exit and emergency escape routes, with the provision that all inclined ladders or stairways with open treads, not located within a protected enclosure, are to be of steel and protected against heat and flame by steel shields attached to their undersides
- A close eye should also be kept on the adoption of the ballast water management convention which is imminent (also applicable when using fresh water) and the ships recycling convention (also note EU requirements).

REFERENCES:
IMO MEPC 66

ATTACHMENTS: No.

Kindest Regards,
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