Merchant Shipping Directorate

Transport Malta

Measurement Guidelines for Yachts and Other Types of Vessels

MALTA SHIP REGISTRY

Version 1

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1 Foreword

1.1 Introduction and General Information

1.1.1 The Measurement Guidelines shall be read and construed together with the Malta Tonnage Regulations (Subsidiary Legislation 234.19) in their up-to-date format.

1.1.2 These Guidelines are being issued without prejudice to other applicable requirements. In the eventuality of any conflict between these Guidelines and the Merchant Shipping Act or the Tonnage Regulations, the latter shall prevail.

2 Application

2.1 These Guidelines will be applicable from the **1st September 2021**.

2.2 Existing Malta Flag yachts and vessels, which were already issued with a valid Tonnage Certificate prior to the entry into force of the 2021 Tonnage Regulations amendment, are not required to be re-measured in line with the requirements/interpretations detailed in these Guidelines, unless the yacht/vessel undergoes any modifications which may affect its dimensions and/or its type.

2.3 In case of any modifications affecting an Existing Malta Flag vessel's dimensions and/or type, the yacht/vessel shall be re-measured in line with the requirements/interpretations detailed in these Guidelines.

3 Definitions

3.1 For the purpose of these Guidelines the definitions shall be those detailed in the Merchant Shipping (Tonnage Regulations), as amended.

3.2 **Main Definitions applicable to yachts/vessels < 24m in Length Art.2(8), as detailed in the Merchant Shipping (Tonnage Regulations), as amended.**

3.2.2 **Hull Length - Merchant Shipping (Tonnage Regulations) Part IV Article 18(3) paragraph (c)**

3.2.2.1 **Hull Length (L)** means the length of the hull measured in accordance with the harmonised standard, whereas **Harmonised Standard** has the meaning set out in paragraph (c) of Article 2(1) of Regulation (EU) No 1025/2012 of the European Parliament and of the Council on European Standardisation, as amended.

3.2.3 **Length Overall (LoA) - Merchant Shipping (Tonnage Regulations) Article 2(1) – applicable to vessels of any length**

3.2.3.1 **Length Overall (LoA)** means the distance between the foreside of the foremost fixed permanent structure and the afterside of the aftermost fixed permanent structure; and "fixed permanent structure" includes any portion of the hull which is capable of being detached, but which is fixed in place for the safe operation of the vessel.

3.2.4 **Breadth (B) - Merchant Shipping (Tonnage Regulations) Part IV Article 18(3) paragraph (a)**

3.2.4.1 **Breadth (B)** is the extreme breadth over the outside plating, planking or hull, no account being taken of rubbers or fenders even if they are moulded so as to be integral with the hull.

3.2.5 **Depth (D) - Merchant Shipping (Tonnage Regulations) Part IV Article 18(3) paragraph (b)**

3.2.5.1 **Depth (D)** is measured vertically at the mid-point of the length overall.

(i) The upper terminal point for depth shall be -

(aa) in the case of a decked ship, the underside of the deck on the middle line or if there is no deck on the middle line at the point of measurement, the underside of the deck at the side of the ship plus the full deck camber;

(bb) in the case of an open ship, the top of the upper stroke or gunwale.

(ii) The lower terminal point of depth shall -

(aa) in the case of a wooden ship, the upper side of the plank at the side of the keel or hog;

(bb) in the case of a metal ship, the top of the plating at the side of the keel;

(cc) in the case of a glass reinforced plastic ship, the inside of the hull. Where no keel member is fitted and the keel is of open trough construction, the lower terminal point for depth shall be the top of the keel filling, if fitted, or the level at which the inside breadth of the trough is 10 centimetres, whichever gives the greater depth.

(iii) Where a break exists in way of the point of measurement for depth, the height of the break shall not be included in the measurement of depth.

3.2.6 **Length (L)** is the Length as defined in Art.2(8)

4 Hull Length measurement standards for Yachts < 24m and for other types of vessels

4.1 Standard 1 Yachts < 24m

Hull Length for Yachts, Recreational Craft and Personal Watercraft having a length of hull < 24m. Reference ISO 8666, as amended, Section 5.2.2.

4.1.1 The Hull Length (length of the hull), L_H, shall be measured in accordance to the requirements of ISO 8666, as amended, with, one plane passing through the foremost part of the craft and the other through the aftermost part of the craft.

4.1.2 The Hull Length includes all structural and integral parts of the craft, such as stems or sterns, bulwarks, and hull/deck joints.

4.1.3 The Hull Length excludes removable parts that can be detached in a non-destructive manner and without affecting the structural integrity of the craft, e.g. spars, bowsprits, pulpits at either end of the craft, stemhead fittings, rudders, outdrives, outboard motors and their mounting brackets and plates, diving platforms, boarding platforms, rubbing strakes, and fenders if they do not act as hydrostatic support when the watercraft is at rest or underway.

4.1.4 With multihull craft, the Hull Length of each hull shall be measured individually. The length of hull, L_H, shall be taken as the longest of the individual measurements.

4.1.5 For Yachts issued with a CE Declaration of Conformity, in conformance with the EU Recreational Craft Directive, the Hull Length L_H shall be the length of hull as mentioned on the CE Declaration of Conformity.

4.1.6 For Yachts, in the event that the Hull Length L_H (ISO 8666) < 24m whilst at the same time the Length Art.2(8) is ≥ 24m, then the Art.2(8) Length shall be considered as the regulatory length and the yacht shall comply with the applicable Codes, Conventions, Rules and Regulations for Yachts ≥ 24m in Length Art.2(8).

4.1.7 The Hull Length L_H (ISO 8666) is defined differently than the Length Art.2(8). There is no allowance in the Load Line and Tonnage Conventions for any detachable hull sections to be excluded (irrespective if the hull section contributes or not to the yachts' hydrostatic or dynamic support). If the detachable hull section increases the total length as determined in accordance to the Load Line and Tonnage Conventions, then it shall be included in the Length Art.2(8).

4.1.8 Cut-outs in the stem or stern which exist solely to circumvent the requirement for vessels of 24m and over to comply with the ICLL, shall be treated as if they do not exist for the purpose of measuring Length Art.2(8). Cut-outs shall only be considered as a genuine reduction in Length Art.2(8), if they serve a purpose such as for example an anchor housing or a specific design feature.

4.1.9 For Yachts having a LoA > 24m and a Length Art.2(8) < 24m, the Length Art.2(8) shall be mentioned in the remarks section of the Certificate of Survey.

4.1.10 For Commercial Yachts having a LoA from 20m upto 35m and for which the Length Art.2(8) has been measured to be < 24m; the Length Art.2(8) measurement and the relevant scaled Load Line drawings, shall be sent to yachtsmalta.tm@transport.gov.mt for review prior to the commencement of an Initial Survey.

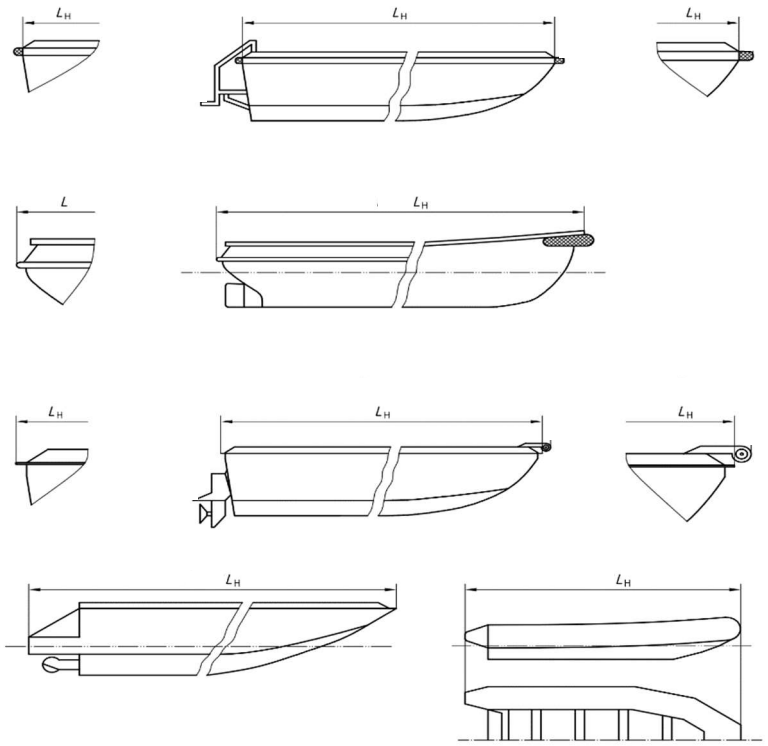


Figure A - ISO 8666 Hull Length for Monohulls

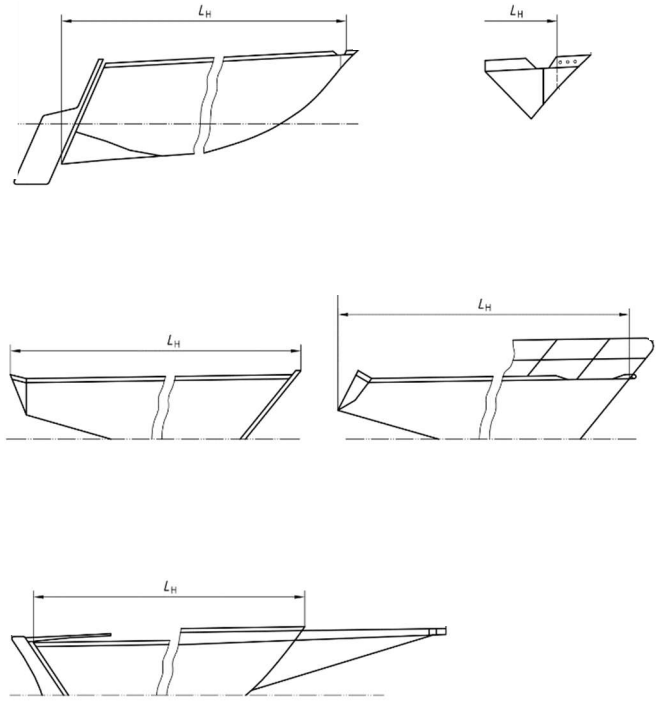


Figure A continued - ISO 8666 Hull Length for Monohulls

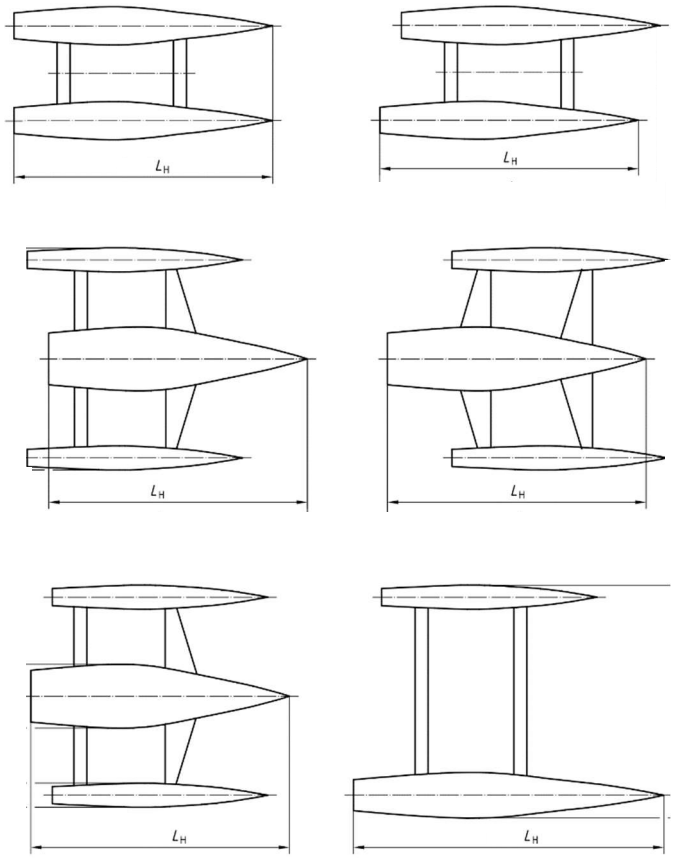


Figure B - ISO 8666 Hull Length for Multihulls

4.2 **Hull Length for Vessels < 24m in Length Art.2(8), other than Fishing Vessels and other than Yachts, Recreational Craft & Personal Watercraft having a hull length L_H (ISO 8666) < 24m**

Standard 2

4.2.1 The Hull Length shall be 96 % of the total length on a waterline 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. Where the stem contour is concave above the waterline at 85 % of the least moulded depth, both the forward terminal of the total length and the fore-side of the stem respectively shall be taken at the vertical projection to that waterline of the after most point of the stem contour (above that waterline). In ships designed with a rake of keel the waterline on which this length is measured shall be parallel to the designed waterline.

4.3 **Hull Length for Fishing Vessels - EU Regulation 2017/1130, as amended, Article 2**

Standard 3 Fishing Vessels

Note: This definition interpretation is applicable to fishing vessels of any length.

4.3.1 The length of a fishing vessel shall be the length overall, defined as the distance in a straight line between the foremost point of the bow and the aftermost point of the stern.

4.3.2 For the purposes of this definition:

(a) the bow shall be taken to include the watertight hull structure, forecastle, stem and forward bulwark, if fitted, but shall exclude bowsprits and safety rails;

(b) the stern shall be taken to include the watertight hull structure, transom, poop, trawl ramp and bulwark, but shall exclude safety rails, bumkins, propulsion machinery, rudders and steering gear, and divers' ladders and platforms.

5 Length Overall

(all vessels)

Note: This definition interpretation is applicable to vessels of any length.

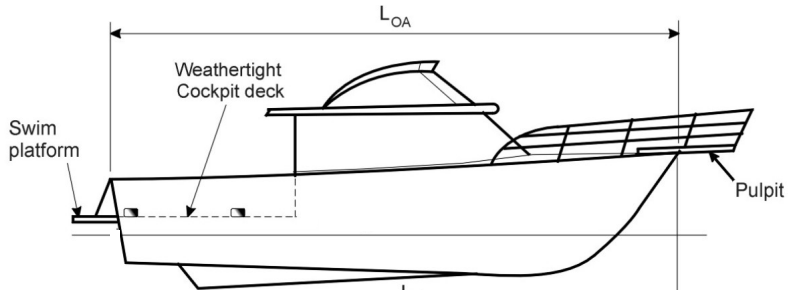
5.1 **Length Overall (LoA)** means the distance between the foreside of the foremost fixed permanent structure and the afterside of the aftermost fixed permanent structure; and "fixed permanent structure" includes any portion of the hull which is capable of being detached, but which is fixed in place for the safe operation of the vessel.

5.1.1 A good rule of thumb is to ask if the appendage acts as a hydrostatic or dynamic support when the vessel is at rest or underway. In the eventuality of an answer in the affirmative, the appendage should be included.

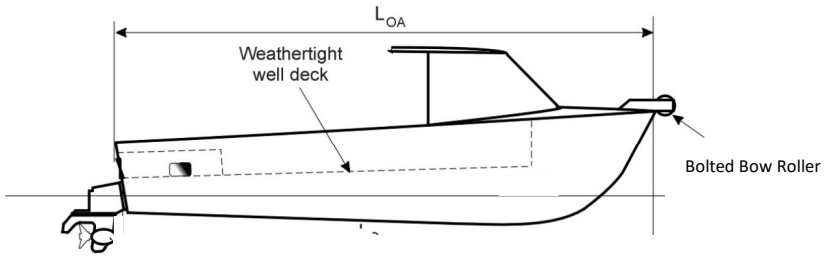
5.2 The **LoA** shall include moulded bathing/boarding platforms which form a permanent and integral part of the vessel's structure. Moreover, as per EU Regulation 2017/1130, as amended, the **LoA** for fishing vessels shall also include poops and trawl ramps whilst excluding diver's platforms.

5.3 The **LoA** shall, inter alia, exclude the following:

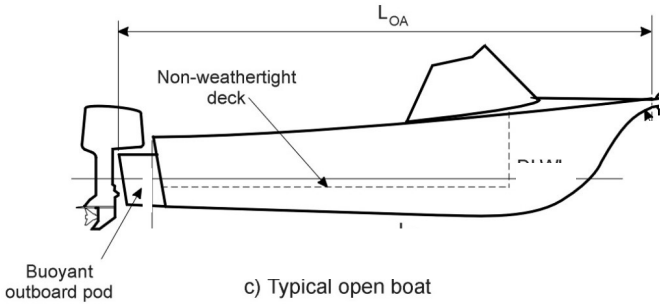
Safety rails	Propulsion machinery	Bowsprits/Bolted Bow Rollers
Pulpits	Stemhead fittings	Rudders
Steering Gear	Outdrives	Outboard motors
Fenders and Rubbing Strips	Ladders	Bumkins (fishing vessels)
Bolted/Removable Bathing/Swim Platform	Bolted/Removable Boarding Platform	



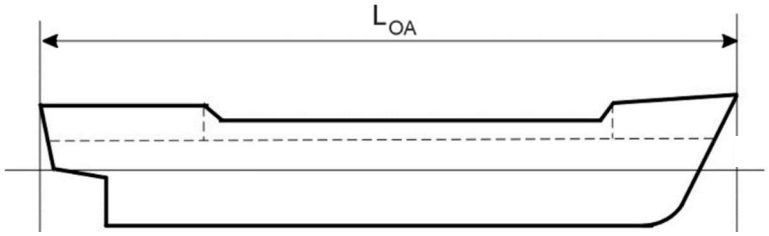
a) Typical cockpit vessel



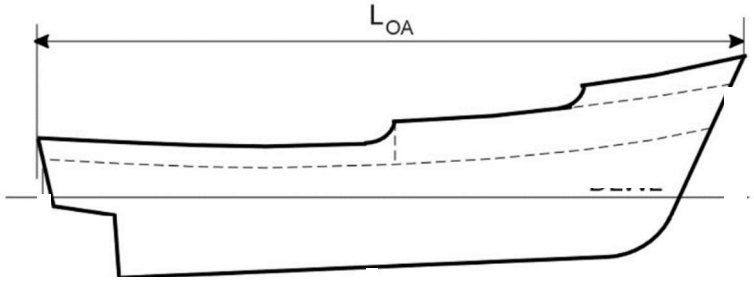
b) Typical well deck vessel



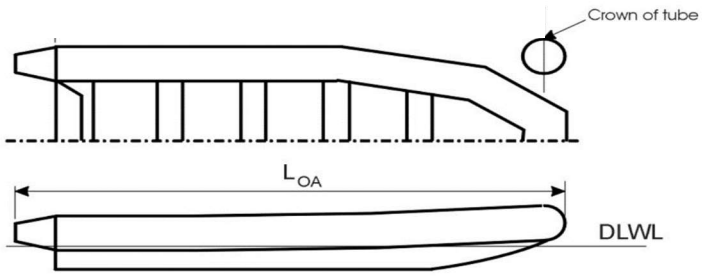
c) Typical open boat



d) Raised fo'c'sle and poop deck



e) Overhang of solid bulwarks



f) RIB or Inflatable

Figure C – Typical examples of Length Overall (LoA)

6 Breadth

(vessels < 24m in Length Art.2(8))

6.1 **Breadth (B)** is the extreme breadth over the outside plating, planking or hull, no account being taken of rubbers or fenders even if they are moulded so as to be integral with the hull.

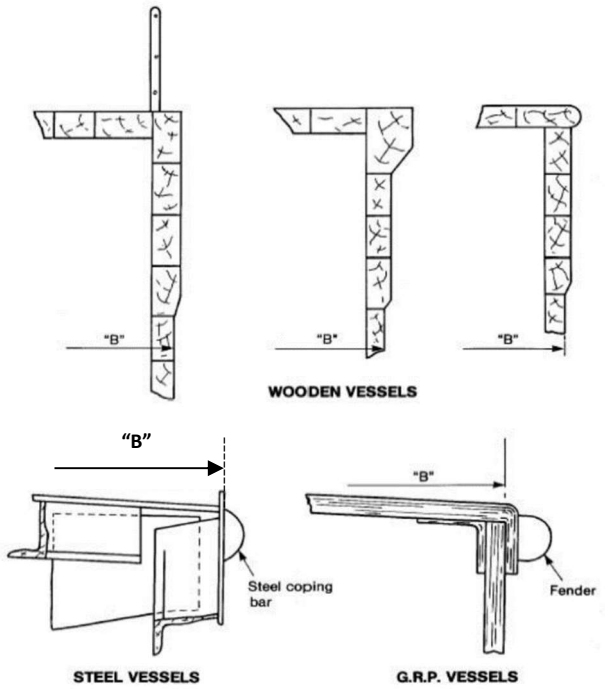


Figure D – Typical examples of Breadth (B)

6.2 The width of any permanently fixed/welded fenders shall not be included in the measurement of the Breadth even if these are of the same material of the hull and/or are permanently fixed/integral to the hull.

7 Depth

(vessels < 24m in Length Art.2(8))

7.1 **Depth (D)** is measured vertically at the mid-point of the length overall.

(i) The upper terminal point for depth shall be -

(aa) in the case of a decked ship, the underside of the deck on the middle line or if there is no deck on the middle line at the point of measurement, the underside of the deck at the side of the ship plus the full deck camber;

(bb) in the case of an open ship, the top of the upper stroke or gunwale.

(ii) The lower terminal point of depth shall -

(aa) in the case of a wooden ship, the upper side of the plank at the side of the keel or hog;

(bb) in the case of a metal ship, the top of the plating at the side of the keel;

(cc) in the case of a glass reinforced plastic ship, the inside of the hull. Where no keel member is fitted and the keel is of open trough construction, the lower terminal point for depth shall be the top of the keel filling, if fitted, or the level at which the inside breadth of the trough is 10 centimetres, whichever gives the greater depth.

(iii) Where a break exists in way of the point of measurement for depth, the height of the break shall not be included in the measurement of depth.

8 Rigid Inflatables (RIBs)
(all vessels)

8.1 RIBs shall be measured to the extremity of the inflatable sponson with the sponson inflated to its usual working pressure under normal conditions.

8.2 The fendering glued to the inflatable sponsons shall not be considered in the measurement, nor any A frame at the stern.

9 Multihulls
(< 24m in Length Art.2(8))

9.1 For multihull vessels < 24m in Length Art.2(8), the tonnage shall be calculated separately for each hull and, the hull tonnages shall be added together, along with the tonnage of any breaks, to arrive at the final tonnage figure. The hulls shall be taken as if they are monohulls and no cross deck or weather deck structure shall be taken into account in first part of the tonnage calculation.

9.2 A deckhouse that does not extend to the sides of the multihull vessel shall not be considered to be a break. This is because it is not a side to side step across the entire breadth of the vessel.

9.3 When considering the cross deck structure between the hulls of a multihull vessel it is important to note the fact that a break is a 'side to side upward step'. Since any structure between the hulls neither extends to the sides of the vessel, nor constitutes an upward step this structure should not be included in the tonnage calculation as a break, or indeed at all. The shaded area in Figure E below shall not be counted as a break.

Figure E – Cross deck structure (shaded area) not to be included in the tonnage calculation

9.4 In Figure F the dotted area shall constitute a break as there is no deck underneath the step in the side hulls whilst in Figure G the shaded area shall not constitute a break as the side to side structure has a lower deck.

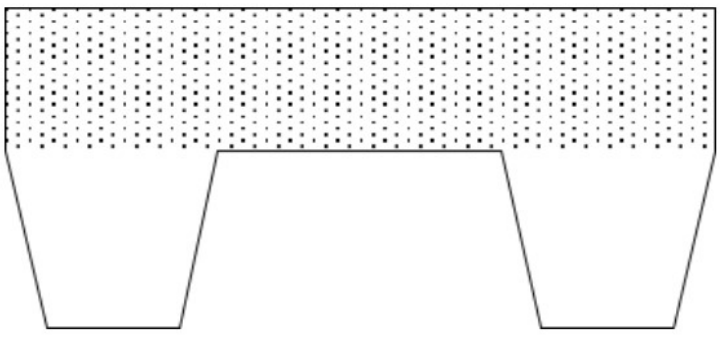


Figure F – Dotted side to side cross deck to be considered as a break

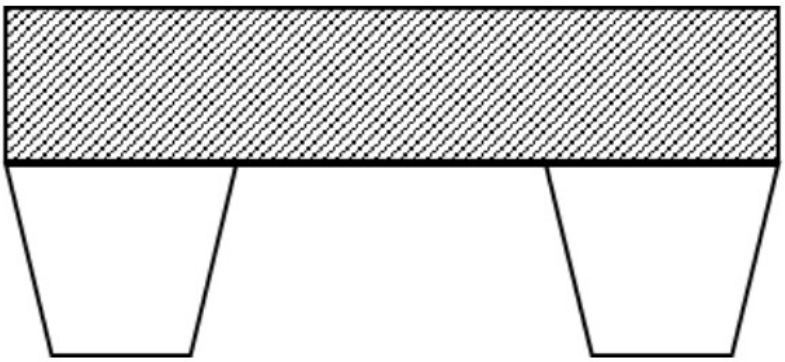


Figure G – Shaded side to side cross deck not to be considered as a break

10 Tonnage Measurement for Yachts and Other Types of Vessels

10.1 Tonnage Measurement for Yachts < 24m in Length Art.2(8) and Other Types of Vessels < 24m in Length Art.2(8), other than Fishing Vessels with overall length equal or greater than 15m, shall be carried out in accordance to the Fifth Schedule of the Malta Tonnage Regulations, as amended.

10.2 Tonnage Measurement for Fishing Vessels > 15m LoA and < 24m in Length Art.2(8) shall be carried out in accordance to the Fourth Schedule of the Malta Tonnage Regulations, as amended.

10.3 Tonnage Measurement for Yachts ≥ 24m in Length Art.2(8) and for other types of vessels ≥ 24m in Length Art.2(8), shall be carried out in accordance with the Malta Tonnage Regulations, as amended, and the International Tonnage Convention on Tonnage Measurement oh Ships, 1969.

10.4 Due to the fact that Yachts are considered to be novel craft in line with ITC Reg.1.3, and due to the various design aspects of Yachts, the application of ITC Reg.2.4 (Enclosed Spaces) and Reg.2.5 (Excluded Spaces) may be open to a range of interpretations.

10.5 Any interpretations relating to the ITC, shall be in line to the **IMO TM.5/Circ.6** - 'Unified Interpretations relating to the International Convention on Tonnage Measurement of Ships, 1969'.

10.6 In case of any disagreement/different interpretations between the Surveyor/Yard/Owner relating to the Tonnage Measurement for a Yacht, the issue shall be referred to the Administration for a final interpretation and decision, as detailed in Section 12.

11 Measurement Units

11.1 All measurements used in the calculations of volumes shall be taken and expressed in metres (m) to the nearest one hundredth of a metre (two decimal places).

12 Measurement/Interpretations Conflicts/Issues

12.1 In case of any conflict or any issue with measurements/interpretations the surveyor shall contact the Merchant Shipping Directorate on e-mail: mershipmalta.tm@transport.gov.mt