

YachtFocus

News and information for the yachting industry

September 2010 Issue 2



Lloyd's
Register

LIFE MATTERS

Lloyd's Register at 250 – past,

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Yachts and Lloyd's Register

Since the age of wooden boats, Lloyd's Register has been an active part of the yachting industry.

In 1878, we produced the first Register of Yachts – the yachting equivalent of the Register of Ships – and we were the first classification society to introduce a set of rules and regulations exclusively tailored to yachts and special service craft.

From the 107-year-old *M/Y Madiz*, the oldest surviving Lloyd's Register classed steel yacht, to the most recent delivery of the biggest ever yacht, *Eclipse*, the story of Lloyd's Register and the yacht industry has been one of continuous growth and development, with an increase in size and number of yachts on order and in service. Today, Lloyd's Register remains the leading classification society in the yacht market.

Maintaining quality

We deliver innovative solutions in the harshest conditions, combining our global reach with deep local knowledge. We help to ensure that internationally recognised quality standards are maintained throughout the life of a vessel from construction to decommissioning, and carry out statutory inspections for national administrations, as required by international shipping Conventions and Codes.

But we provide much more than traditional classification surveying services. There is an increasing need for the provision of sophisticated risk management and support to shipowners and ship managers to help them understand risks and improve business performance. Worldwide, Lloyd's Register provides management systems, fuel quality, environmental, vetting and training services to support our marine clients.

In today's environmentally conscious world there is increasing pressure to minimise the impact of yachts on the environment. We can help you control operational pollution and demonstrate a proactive approach to environmental protection. Our expertise covers environmental strategy and management, waste and ballast water management, ship recycling, noise and underwater pollution, greenhouse gas emissions reduction and the use of new and alternative fuels.

Human element issues are also increasingly important in our complex world and we are leading the way in helping the industry make the most of its people.

We participate in technical meetings of the International Association of Classification Societies (IACS), contribute to the development of Codes for national and international bodies such as the International Maritime Organization (IMO) and Red Ensign Group, and help to develop and review ISO (International Organisation for Standardisation) standards. We also function as a 'notified body' for many European Community directives, helping to ensure that essential product safety rules work properly, and we initiate new standards for quality and safety as the boundaries of knowledge expand.

Remaining at the forefront of technology has always been a priority for Lloyd's Register and we will continue to take a long term view of the developments and challenges facing the industry.

New trends such as goal-based standards and alternative design arrangements which 'open the door' to flexibility in design,

present and future

The mission and vision of the Lloyd's Register Group is 'to secure for the benefit of the community high technical standards of design, manufacture, construction, maintenance, operation and performance for the purpose of enhancing the safety of life and property at sea, on land, and in the air and to advance public education within engineering and technological disciplines'.

construction and operation of yachts, have seen the Lloyd's Register Group invest heavily in both resources and knowledge.

Looking ahead

Doing more of what we do now and trying to do it better is our focus for the future.

Shipowners, ship builders and regulators need class more than ever. The marine classification model has evolved over its 250 years and the evolutionary process will continue. There will be an increased demand from those wishing to move well beyond compliance even as compliance grows more arduous – we need to ensure we are able to support those who just need to know they meet requirements and can trade freely, as well as operators who are using increasingly sophisticated risk management tools.

Our role is to minimise risk while maximising opportunity for our clients.

250 years of marine classification

This year, Lloyd's Register celebrates 250 years of marine classification and leadership in safety and environmental protection. From the age of sail, through the emergence of steam propulsion, iron and composite ships, and the diesel engine, to the sophistication and complexity of the latest ships, Lloyd's Register has always provided independent assurance to the marine industry.

The Lloyd's Register Group owes its name and foundation to a 17th century London coffee house owned by Edward Lloyd, which was a meeting place of merchants, marine underwriters and others connected with shipping. In 1760, customers of the coffee house formed the 'Register Society' to examine merchant ships and 'classify' them according to their condition. The first Register of Ships was printed in 1764. This Register is renowned today as a leading source of information on the world's fleet.

The early 1900s saw the Lloyd's Register Group bringing its expertise to other industries, particularly the energy sector. We also widened our services to include management systems certification. Today's Lloyd's Register has offices in 250 locations worldwide and delivers services in 228 countries and territories. We have 7,500 employees of 90 nationalities, 101 companies and four business divisions:

- Marine
- Energy
- Transportation
- Management Systems (LRQA)

Still sailing a century on

LR number	Vessel name	Age	Year of build	Shipbuilder	Country of build	Overall length (metres)
1006087	Marigold	118	1892	Camper & Nicholsons, Gosport	United Kingdom	15.42
8978356	Madiz	108	1902	Ailsa Shipbuilding Co., Troon	United Kingdom	55.4
1004778	Tuiga	101	1909	Fife	United Kingdom	23.04
1008748	Orion	100	1910	Camper & Nicholsons, Gosport	United Kingdom	39.32

26 of the yachts classed with Lloyd's Register were built between 1892 and 1960. Of these, four (listed above) are 100 years old or more. They include *Madiz* (right), which was loving restored and re-classed $\star$ 100A1 in 2006.



The Fincantieri experience



There is no doubt that Italy is one of the leading countries within the yachting industry. However, the yachts delivered by Italian shipyards in recent years have typically been mega-yachts (those not exceeding 100 metres in overall length) while the best known giga-yachts have been built in Northern Europe.

Image courtesy of Fincantieri Yachts

Fincantieri Yachts, a division of Fincantieri, is closing this gap with 'project 6154', its new 134 metre yacht currently under construction in the company's Muggiano Shipyard. She is scheduled to be delivered by the end of the year, and will fly the Cayman Islands flag.

The new breed of 'passenger yacht'

This yacht is the first to be built by Fincantieri since re-entering the yacht business (during the 20th century, the company launched a number of yachts for the Italian Royal Family; the last one in 1952). Moreover, she is one of the first to be classed as a 'passenger ship' in accordance with Lloyd's Register's Rules and Regulations for the Classification of Ships and complies with SOLAS Convention requirements for a passenger ship carrying up to 36 passengers. In this respect, she can be considered as something rather different from a giga-yacht: a 'passenger yacht'.

"This ship constitutes a new experience for all the parties involved in the construction as we have all faced the challenge of reconciling typical luxury yacht finishing with the requirements of SOLAS," says Mr Giovanni Romano, Managing Director of Fincantieri Yachts. "This is particularly true for Fincantieri as it is our first yacht project."

The close collaboration between Fincantieri Yachts, Lloyd's Register, the Cayman Islands Shipping Registry and owner representatives throughout the design and build process has certainly been a key factor in the project's success.

Mr Romano adds: "Fincantieri Yachts has created a team of young, motivated engineers and designers led by some of our more experienced colleagues at Fincantieri. These are the people who have established our company's reputation for professionalism and the 'quality first' mentality which helps us save building time and costs and meet clients' needs. We have also relied on consultants and contractors who are recognised as leaders in their field. Meanwhile, Lloyd's Register has delivered valuable training courses to our people covering most of the technical aspects of yacht building, and we have trained our contractors on key aspects such as fire load and use of materials".

Meeting the challenges

Fire load and finishing materials have in fact been two of the most challenging issues during the project, since working to 'passenger yacht' standards dramatically reduces the quantity of wood and luxury finishing which can be employed, making it more difficult to satisfy interior designers' requests and owner expectations.

"This ship constitutes a new experience for all the parties involved in the construction as we have all faced the challenge of reconciling typical luxury yacht finishing with the requirements of SOLAS."

Mr Giovanni Romano, Managing Director, Fincantieri Yachts

But Fincantieri has overcome these challenges with a characteristically analytical approach. "SOLAS is in Fincantieri's DNA" says Mr Pasquale Musella, Deputy Director. "Our team's approach has helped us resolve the fire load and materials issues, together with many others which we have encountered in building this complex ship, and propose solutions which guarantee an equivalent level of safety."

He continues: "We have succeeded in adapting the building process to satisfy the needs and expectations of the yacht owner; needs which are usually completely different from those of a traditional shipowner. One of our strengths is our flexibility and this has helped us work with the owner's team to achieve the unusual interpretation of aesthetics, finishing and symmetries required by the project."

Mr Mauro Parodi and Mr Stefano Saione, respectively Fincantieri Yachts Project 6154 Manager and Technical Manager, agree that the team has experienced what they would call a 'design for painting' philosophy, where the design details are subordinated to fairing and painting and to interior designers' needs. They comment: "At the beginning of the project, everybody talked of the vessel as if it were a yacht which had to comply with usual yacht standards such as the Large Commercial Yacht (LY2) Code and Lloyd's Register's Special Service Craft Rules. However, during construction we all became aware that we were actually building a passenger yacht and that many of the construction arrangements currently used on yachts were simply not acceptable on this vessel."



Deputy Director of Fincantieri Yachts, Mr Pasquale Musella (left) and Managing Director, Mr Giovanni Romano (right). (Image courtesy of Fincantieri Yachts.)

The complexity of this project has been due not only to the difficulties of reconciling regulations with yacht finishing and owner expectations, but also to the many different characteristics of the vessel, such as the number of shell doors, a heli-deck with hangar facilities, a helicopter landing area, a huge sea water pool which may be used for tender docking, and a submarine for immersion up to 1000 metres, as well as other features covered by the confidentiality agreement. These have raised quite a number of issues which have been dealt with through close co-operation between Lloyd's Register and all the parties involved in order to achieve the best result. Fincantieri Yachts' technical know-how, together with the company's transparent and problem solving approach, has undoubtedly played a key role.

Meanwhile, Fincantieri has signed another contract for a 140-metre Passenger yacht. The company will certainly benefit from its experiences with project 6154 and the proposed 13-36 Passenger Yacht Code (see the article on page 15) to which Fincantieri Yachts has contributed as an active member of the Working Group.

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An artist's impression of Project 6154 as she will look once completed. (Image courtesy of Fincantieri Yachts.)

The Posidonia Cup – five years old in 2010



The Lloyd's Register team

"The regatta coincided with another anniversary, the 250th of its sponsor, Lloyd's Register."

In late May, the Posidonia Cup celebrated its fifth anniversary, and was sponsored by Lloyd's Register yet again. Posidonia is probably the biggest and best known celebration of world shipping. The Cup is now Posidonia's marquee event.

The 2010 event certainly continued the success of previous years. In the words of the organisers: "The weather conditions were perfect, the wind blew and there was even a shower, creating the ideal conditions for the 56 yachts taking part in the 5th anniversary Posidonia Cup on June 4, over the 2004 Olympic sailing course.

Now the flagship event of Posidonia, the cup attracted experienced sailors, senior executives, and some not so experienced seafarers from some of the best known names in shipping from around the world. Run over two legs, the regatta which coincided with another anniversary, the 250th of its sponsor, Lloyd's Register, provided the best opening for Posidonia 2010."



Chairman of Lloyd's Register, David Moorhouse, speaking at the Cup press conference.



Mr. John Maragoudakis (left), President of Cup organisers the Hellenic Offshore Racing Club, thanks Tom Boardley, Lloyd's Register Marine Director, for our sponsorship of the event.

"The cup attracted experienced sailors, senior executives, and some not so experienced seafarers from some of the best known names in shipping."



Global reach, local support

We have an international network of yacht support offices, underpinned by the specialist knowledge of our Passenger Ship Support Centres in London and Miami. This global reach gives us an unrivalled view of the market place and the technical developments shaping today's yacht industry. It also ensures that, wherever you are, we will be nearby and able to apply a genuine understanding of local issues.

Learn more about our global network – go to www.lr.org/yachts

Key:

N – New construction

E – Existing yachts

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Tomorrow's yacht

As technology and legislation advance, the decisions facing yacht owners grow more complex. Here, we take a look at the issues and technologies which are influencing yacht design and operation, as well as how we can help you demonstrate compliance with forthcoming legislation.



Materials

Writing the Rules for composite materials

Lloyd's Register is continuously incorporating advances in engineering and materials science into improving standards for yacht design, construction and through-life maintenance. In recent years, construction techniques have evolved at a very fast rate, and composite materials have gained popularity as an alternative to metal. We have seen an increase in their use, not only in high-performance yachts that need to be lightweight, yet strong and stiff enough to take harsh loading conditions, but also in large motor yachts and ferries for which lower structural weight, integral thermal isolation and greater freedom of shape design are driving factors. Mega-yachts of 50 metres and above built entirely from composites are no longer a rarity.

Lloyd's Register EMEA and MARTEC*, part of the Lloyd's Register Group, are helping ensure these changes are reflected in the Lloyd's Register Rules and Regulations for Special Service Craft, paying particular attention to requirements for craft built from fibre-reinforced polymers of laminated construction and other composite materials. The changes to the Rules will be implemented gradually and will assist all parties involved in yacht construction. They take account of advances in sandwich skin construction and address issues such as how to optimise skin and core thicknesses for mono and multi-hull craft.

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*MARTEC, an engineering firm based in Halifax, Nova Scotia, specialises in developing advanced engineering simulation technology for the design and analysis of complex structures and systems – particularly ships, ports, harbours, and offshore facilities. A pioneer in its field, Martec has delivered practical solutions to difficult engineering problems for over 30 years.

Emissions

A limit to emissions

Air pollution from yachts, in terms of visible smoke and noise, has always been an issue for owners. Streams of black smoke or clattering engines were never the intention or part of the image. However, in addition to these self-imposed constraints, yachts sailing internationally must also comply with Annex VI of the MARPOL Convention, which covers the prevention of air pollution. This applies to 'all ships' – there is no general exemption from the requirements as there is in the SOLAS Convention, for example, for 'pleasure yachts not engaged in trade'.

MARPOL Annex VI covers a number of different air pollution issues, but the two principal ones are sulphur oxide (SO_x) and nitrogen oxide (NO_x) emissions. The Annex's SO_x requirements apply to all fuel oils used on board and have, to date, been met by limiting fuel sulphur content. This has not posed many problems since the gas oils used on yachts are normally, although not universally, below the Annex's current lowest sulphur limit of 1.00%, in force in the North Sea and Baltic.

The NO_x requirements apply to all engines over 130 kW, other than emergency engines. Compliance is achieved by fitting, where required, an appropriately certified engine and retaining it in the 'as approved' condition together with the associated approved documentation. The relevant level or 'tier' of NO_x control is set according to the date of 'ship' construction or date of installation of an additional or non-identical replacement engine. This can pose definition problems for some yachts.

However, there are a number of step changes already agreed in the Annex VI requirements, which will see more stringent SO_x and NO_x limits enter into force over the next decade. Yacht owners will need to be aware of these and take the necessary action ahead of time.

For further information and advice, contact your local Lloyd's Register Group office.



Propulsion

The nuclear yacht – zero carbon leisure?

A yacht that produces no CO₂ could be considered very desirable in the prestigious super yacht market. Could nuclear power be a solution? Nuclear technology produces significant power with zero emissions.

Nuclear propulsion is a non-fossil fuel alternative currently being discussed for powering merchant vessels. It is not a new technology; there are 1000's of years of accumulated experience in operating nuclear plant at sea. While the majority of this experience comes from the world's navies, there are a number of smaller nuclear-powered merchant vessels operating today, including some which carry passengers. The Russian Arctic ice breakers, for example, operate as cruise ships in the arctic for a couple of months each year.

In fact, the reactors used on these ice breakers have the right power output for a super yacht, so there is no technical reason why we shouldn't have nuclear-powered yachts today.

The principal global driver for adopting nuclear power is reduced CO₂ emissions, but there are considerable challenges, generally related to perception, that would have to be overcome. It is interesting to note that, in the pursuit of CO₂ reduction, land-based power generating stations globally are set to double in the next 20 years.

The possible introduction of market-based measures (a cost levied on owners and operators per tonne of CO₂ produced) will be a more likely route and could encourage the longer term development of alternative, more efficient, power sources.

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Environmental compliance

EP notation: demonstrating green credentials

EP notation (based on our Environmental Protection Rules) is a 'class notation' that owners can use to demonstrate their environmental achievements. Already widely accepted by tanker and passenger ship operators, its benefits are now being recognised by other sectors. Yachts, and especially mega-yachts, are leading this change.

EP notation can be applied to new and existing vessels and has two elements: core requirements that broadly align with current environmental legislation, and optional supplementary characters which recognise early adoption of legislation and environmental performance in excess of current requirements. The supplementary characters of most relevance to mega-yacht operations include:

B	Biocide free antifouling
G	Enhanced grey water treatment
I	Approved Inventory of Hazardous Materials
O	Enhanced treatment of oily bilge water
N1,2,3,e	Reduced NO _x emission limits
P	Enhanced tank protection
R	Use of refrigerants with low GWP100
S	Reduced SO _x emission limits
Sp	Treatment of swimming pool water

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A Green Passport to compliance

The Ship Recycling Convention was adopted to improve safety and reduce environmental pollution resulting from ship recycling. Though not yet in force, the Convention will require all ships above 500 gt to have an Inventory of Hazardous Materials (IHM), also known as the Green Passport. This is essentially an inventory of materials in the vessel's structure, systems and equipment that may be hazardous to health or the environment.

Vessels under the 500 gt threshold, including yachts, will still be expected to demonstrate an equivalent level of compliance, and an IHM may also help to boost market reputation, something which can be important in an industry as sensitive as yachting. Lloyd's Register provides an IHM (Green Passport) approval and verification service for yachts under construction and in service.

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Biogas as fuel

Lloyd's Register is currently collaborating on a unique project to create a fleet of commercial coasters which will be powered by a combination of conventional soft sails and biogas marine engines. The biogas engines will supplement the sail power which can only provide 60% of the vessels' propulsion in northern European wind conditions.

While this is a commercial vessel project, the collaborators include leading yacht designers who are bringing their expertise to the hull and sail aspects.

And the use of biogas as fuel could well be of wider interest to yacht designers and owners who wish to make their own vessels as environmentally friendly as possible.

For further information, visit: <http://www.b9shipping.com/>

Our men at Oceanco



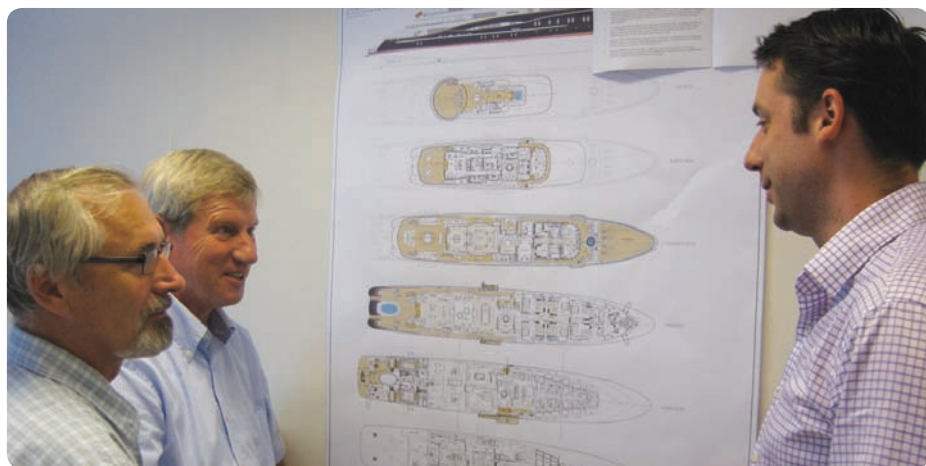
Dutch company, Oceanco, is a leading designer and builder of luxury yachts with construction facilities in the Netherlands and a design and marketing office in Monaco. The company received a major accolade in 2008, when motor yacht *Alfa Nero* won seven awards. Oceanco's Alblasserdam yard – Alblasserdam Yachtbuilding B.V., near Rotterdam – is the permanent base of Lloyd's Register Surveyors, Willem Camping and Yuriy Mozhchil. The third member of the team Andries Koster is also based there for part of his time.

Having our surveyors assigned full time to the yard is a testament to the strong relationship which we have established with Oceanco. Willem has been Account Manager for the company since 2006 and has overseen the delivery of a number of prestigious yachts, including *Sunrays* and *Vibrant Curiosity*, pictured below right. Together with Yuriy and Andries, he is currently surveying the construction of two new vessels (one 86 metres in length and one 87 metres) for delivery at the end of 2010 and 2011 respectively, and the hull construction for another 86-metre yacht.

Willem says: "We are very fortunate that Oceanco have allowed us to have a site office at the yard. I am involved with all newbuilds and prospective projects right from the design stage up to delivery. The yard recognises and appreciates my international experience in compliance of yachts with current regulations such as the LY2 Code and the SOLAS Convention, as well as the new 'Passenger Yacht Code' which will come into force shortly (see the article on page 15). Supervising yacht construction is an exciting experience."

Providing the best service to our clients relies on our specialist yacht knowledge. Willem, who has many years' experience specifically in surveying passenger ships and more recently in surveying yachts, is passing on this knowledge to Yuriy and Andries, who have both joined him at Oceanco within the last two years.

Yuriy says: "The Lloyd's Register Special Service Craft Rules are applied to the design of these yachts, but at the construction stage what is quite specific and complicated is the extremely high level of quality control of the workmanship and outfitting."



From left: Yuriy, Willem and Andries in their office at Oceanco's Alblasserdam yard.



Sunrays and *Vibrant Curiosity*, recent Oceanco deliveries.



Willem (left) and Yuriy (right) survey one of the new mega-yachts under construction at Oceanco.

Andries adds: "Oceanco builds complex yachts that demand flexibility from the surveyor. We have to find a balance between what the owner likes and what the regulations and rules allow. This is one of the aspects that make surveying these yachts so challenging."

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A wealth of experience

Willem trained as a Naval Architect in the Netherlands and joined Lloyd's Register in 1974. He has acquired extensive international experience through time spent in Brazil, Hong Kong, China, Korea, Singapore and Italy, where he was surveyor in charge at the Monfalcone site office for three years, and then surveyor in charge at the Naples office for five years.

Yuriy trained at the Nikolayev Shipbuilding Institute in Ukraine, and worked as an engineer-designer and surveyor for the Russian Maritime Register of Shipping before joining Lloyd's Register in 1992. He has worked in Russia, Ukraine and Lithuania.

Andries trained as a Naval Architect in the Netherlands and joined Lloyd's Register in 2007. After a period of plan approval activities he was assigned to the Oceanco site office under the guidance of Willem.

A postcard from Italy: *M/Y Family Day*

***M/Y Family Day* is one of the latest yachts to be delivered by Cantieri Navali Ugo Codecasa Shipyard in Viareggio, Italy.**

The 65-metre vessel has been built to Lloyd's Register and MCA rules and boasts Caterpillar engines and state-of-the-art navigation and communication equipment. Designed to be ocean-going, she is also fitted with Quantum anchor 'zero speed' stabilisers.



M/Y Family Day pictured in Portofino.



M/Y Family Day (picture courtesy of Cantieri Navali Codecasa)

Focus on legislation



A 'Rodman 56' motor boat.
The craft is certified under the RCD by LRQA GmbH.

The Recreational Craft Directive (RCD) sets standards for the design and construction of small craft (those between 2.5 and 24 metres hull length) and their components and emissions. It aims to reduce trade restrictions and create standardised criteria for construction and importing. The Directive is made up of modules, based on design category. Builders and owners wishing to go beyond the basic requirements can opt to be assessed against additional voluntary modules. Yachts conforming to the Directive must bear the CE mark.

Compliance and beyond: the Recreational Craft Directive

For manufacturers, importers and owners of small craft, the Recreational Craft Directive is a critical piece of legislation. Before a yacht can be placed on the market or into service within the EU, it must comply with the Directive's requirements for design, construction, components and exhaust and noise emissions.

Certification of compliance with the Directive, when required, must be performed by a Notified Body. The Lloyd's Register Group has its own Notified Body, LRQA GmbH, which is based within our Yacht Services, Small Craft Department in Germany.

LRQA GmbH is headed by Rainer van de Stolpe, and supported globally by a network of specialist surveyors and auditors in our offices around the world. For Rainer, the work they do is something of a speciality within Lloyd's Register. He comments: "All RCD requests, whether from Europe, Asia or the Americas, are co-ordinated by our department. It is a crucial aspect of the consistent support we provide to small craft builders and owners. Clients anywhere in the world can benefit from our centralised RCD expertise and from the support of a local surveyor who will carry out the inspection."

Going beyond basic compliance

The extent of the service the team provides is determined by the assessment modules which the client chooses. Many manufacturers opt to go beyond the basic requirements of the Directive and select one of the more complex, voluntary assessment options. This can represent a marketing advantage in what is a very competitive sector.

Certification against these 'higher' assessment modules means that clients are awarded the LRQA Yacht Service Mark, demonstrating their further commitment to quality and safety.

For further information, contact Rainer van de Stolpe, or visit www.lrqa.com

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Meeting the large yacht challenge: the '13-36' Code

Yachts are continuously increasing in size, but the majority of yacht Codes prescribe an upper limit of 12 passengers. Designing yachts over this limit presents the industry with a challenge, currently leaving the SOLAS Convention's passenger ship requirements as the only option.

To tackle this regulatory gap, the Red Ensign Group (REG) has set up a Working Group, chaired by the Cayman Islands, to prepare a draft Code of practice for yachts carrying between 13 and 36 passengers (but no more than 99 people in total) – the Passenger Yacht Code. Informally known as the 13-36 Code, this will apply to pleasure yachts of any size, in private use or engaged in trade, which do not carry cargo. The Code is currently in the latter stages of consultation and should be deposited by the United Kingdom at the IMO, the European Parliament and the Council of the European Union in the coming months as an equivalent provision under the SOLAS and Load Line Conventions and EU Directive 98/18/EC (now recast as 2009/45).

The Code in practice

As with existing yacht Codes, the standards incorporated in the 13-36 Code are largely based on the international Conventions which apply to commercial vessels, but they include equivalencies when it is not reasonable or practicable to comply with their requirements and if there is an opportunity to enhance safety.

Yachts which comply with the Code will be issued with the appropriate Passenger Certificate under the relevant International Convention or national law. In fact, ships to which the Code applies shall be designed, constructed, maintained



Yachts like Fincantieri's Project 6154 (see page 4) may be built to the Passenger Yacht Code in the future.

and assigned a 'passenger ship' class notation in compliance with the structural, mechanical and electrical requirements of a classification society recognised by the Administration. What is more, sailing vessels are provisionally excluded from the current version of the Code.

A flexible approach

The Code has a 'stepped' approach (see right – 'The Code in detail') which provides a margin of flexibility. In practice, this means that each category of yacht has defined standards of stability and survivability as regards scale of life-saving appliances and the maximum number of people carried. For example, if davit-launched liferafts or marine evacuation systems are permitted in lieu of lifeboats, enhanced standards of subdivision, damage stability and fire protection are applied. Only 'Passenger Yacht Unrestricted' vessels over 80 metres in length carrying more than 50 persons are required to have lifeboats in accordance with SOLAS. In this way, the Code applies the philosophy of the ship being its own best survival craft.

The Passenger Yacht Code differs significantly from the LY2 Code in some areas. Lloyd's Register has been following its development since the consultation process began; we can provide advice and support on compliance, and its applications and implications.

For further information, contact the Passenger Ship Support Centre in London:

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The Code in detail

The 13-36 Code identifies four 'passenger yacht' categories according to their use (charter or pleasure) and intended area of operation:

1. Pleasure Vessel not Engaged in Trade*
2. Passenger Yacht Unrestricted (Engaged in Trade) (PY-U)*
3. Passenger Yacht I (PY1)**
4. Passenger Yacht II (PY2)***

* Categories 1 and 2 may operate in unlimited areas, though this does not include the Polar regions.

** PY1 yachts are restricted to operate on a prescribed international voyage. This is a voyage during which the yacht is no more than 200 nautical miles from a port or place in which the passengers and crew could be placed in safety, and within a geographical area which limits the length of the voyage to a maximum of 1,000 nautical miles from the initial point of departure.

*** PY2 yachts may operate in an area within 60 nautical miles of a safe haven and no more than 20 nautical miles from land in weather conditions not exceeding wind force 6 and sea state 5 on the Beaufort Scale.

A look at the orderbook

Project 6154 (see page 4) is just one example of the yachts currently under construction to Lloyd's Register class. The table below details some of the biggest yachts currently on order, as well as those delivered this year.

Motor yachts

LR number	Vessel name	Overall length (metres)	Year of build	Shipbuilder	Country of build
1009613	Eclipse	162.5	2010	Blohm + Voss Gmbh	Germany
9551454	Topaz	144	2012	Fr.Luerssen Werft Gmbh & Co.	Germany
1011850	Fincantieri 6218	140	2014	Fincantieri La Spezia	Italy
1010090	Fincantieri 6154	133.9	2010	Fincantieri La Spezia	Italy
1010222	Luna	114.2	2010	Stahlbau Nord	Germany
1010387	Devonport 055	96	2010	Appledore	United Kingdom
1010167	Palladium	94	2010	Blom + Voss Gmbh	Germany
1011331	De Vries Makkum 1004	88	2012	Slob Scheepswerf Papendre	The Netherlands
1010131	De Vries Makkum 1002	87.8	2010	Slob Scheepswerf Papendre	The Netherlands
1010753	De Vries Makkum 1003	87.8	2011	Slob Scheepswerf Papendre	The Netherlands
1011202	Oceanco Alblasserdam 707	87.01	2012	Zwijnenburg BV	The Netherlands
1011537	Rocky	86	2012	Kroeger	Germany
1009962	Cakewalk	85.6	2010	Derektor USA	United States of America
1011757	Oceanco Alblasserdam 708	85.47	2012	Zwijnenburg BV	The Netherlands
1010777	Oceanco Alblasserdam 706	85.47	2010	Zwijnenburg BV	The Netherlands
1010351	Sunrays	85.43	2010	Zwijnenburg BV	The Netherlands
1010284	Phoenix2	85.2	2010	Kroeger	Germany
1010624	Firebird	85.1	2011	Kroeger	Germany
1011628	Bellissimo	85	2012	Kroeger	Germany
1011575	Niki	85	2013	Kroeger	Germany
1010739	Marco Chilena 231	82.6	2010	Astilleros Marco Chilena	Chile
1010727	Marco Chilena 230	82.6	2011	Astilleros Marco Chilena	Chile

Sailing yachts

LR number	Vessel name	Overall length (metres)	Year of build	Shipbuilder	Country of build
1011147	Alloy Yacht 41	67.2	2010	Alloy	New Zealand
1010480	Kokomo	58.4	2010	Alloy	New Zealand
1010363	Royal Huisman 386	57.49	2010	Huisman Royal	The Netherlands

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