

# *Polski Rejestr Statków*

## **RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF MOTOR BOATS**

### **PART I CLASSIFICATION REGULATIONS**

2011



GDAŃSK

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## **RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF MOTOR BOATS**

consist of the following, separately edited, parts:

- Part I – Classification Regulations
- Part II – Hull
- Part III – Equipment and Stability
- Part IV – Machinery Installations
- Part V – Electrical Installations
- Part VI – Materials

From the time of entry into force, *Part I – Classification Regulations* applies to:

- motor boats under construction – in the full scope,
- existing motor boats – from the nearest classification survey.

*Part I – Classification Regulations – 2011*, was approved by PRS Executive Board on 29 June 2011 and enters into force on 1 July 2011.

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## **1 STRUCTURE AND SCOPE OF RULES**

**1.1** Provisions regarding the scope of PRS supervision activities and liability, the manner, procedure and forms of the supervision performance, technical documentation approval as well as types of documents being issued are contained in separately published by PRS – *Supervision Activity Regulations*.

**1.2** The *Rules for the Classification and Construction of Motor Boats*, hereinafter referred to as the *Rules*, consist of the following parts:

- I – Classification Regulations
- II – Hull
- III – Equipment and Stability
- IV – Machinery Installations
- V – Electrical Installations
- VI – Materials

**1.3** Additional regulatory requirements are contained in *Publications P* (Additional Rules Requirements) referred to in particular parts of the *Rules*.

**1.4** Supplementary recommendations and guidelines regarding the topics covered by the *Rules* are contained in separately published *Publications I* (Informative) referred to in particular parts of the *Rules*.

## **2 GENERAL**

### **2.1 Application**

**2.1.1** The *Rules for the Classification and Construction of Motor Boats* apply to inland waterways motor boats of less than 20 m in length of hull and to coastal motor boats of less than 15 m in length of hull, irrespective of their designation, except boats carrying more than 12 passengers, as well as tugs, pushers and icebreakers. For the classification purposes motor boats are divided into:

- patrol boats,
- working boats,
- fishing boats,
- pleasure boats.

**2.1.2** This part of the *Rules* also applies to both new and existing boats. Wherever in the *Rules* the boat age is dealt with, the age is determined from the boat construction completion date.

**2.1.3** Subject to PRS consent, the *Rules* may also be applied to classification of other craft not mentioned in paragraph 2.1.1.

**2.1.4** The *Rules* specify the requirements to be fulfilled for PRS class assignment.

## 2.2 Definitions

In the present part of the *Rules*, the following definitions, also applicable to other parts of the *Rules*, have been adopted:

**Builder** – shipyard, other establishment, workshop or person building a boat.

**Class of boat** – compliance of the construction, workmanship and condition of boat (its hull, machinery, installations and equipment) with the relevant requirements of the *Rules* confirmed by the assignment of a symbol of class and the issue of the *Class Certificate of Boat*.

**Coastal boat** – motor boat engaged in navigation within areas administered by maritime authorities.

**Decked boat** – boat with a continuous deck or fully decked with weathertight deck openings.

**Examination**

- **External examination (general)** – a visual inspection of structure or machinery, without their dismantling, for general assessment of their condition and to determine the scope of an additional special (close-up) examination, where necessary.
- **Internal examination** – a visual examination of structure or machinery in partially or wholly dismantled condition or a visual examination of arrangements (tanks) from the inside, aiming for assessment of their technical condition and for determination of the scope of an additional detailed examination, where necessary.
- **Detailed examination** – a thorough visual examination of structure, machinery or equipment and possible testing with a hammer, magnifying glass, etc.

**Fishing boat** – motor boat intended for commercial fishing.

**Inland waterways boat** – motor boat engaged in navigation within areas administered by inland navigation authorities.

**Length of hull  $L_H$**  (formerly referred to as length overall  $L_C$ ) – the distance between the outer points of the boat hull, exclusive of the hull equipment components projecting beyond the actual hull outline (such as rudder, bowsprit, fenders, etc.), measured in the plane parallel with the load waterline, in accordance with standard EN ISO 8666.

**Motor boat** – a small craft intended for navigation on inland waterways and on coastal sea waters which is fully or partly sheltered with or without deck, driven by a stationary or outboard diesel or petrol engine or electric motor. The boat hull may be a rigid structure, made of laminate, wood, steel, aluminium alloy or a hybrid structure. There may be displacement or planning, one-hull and multi-hull boats. Other structures will be separately considered by PRS.

**Passenger** – every person carried in a boat other than the crew or other persons employed or engaged on board the boat on the business of the boat in any capacity or children below one year of age.

**Patrol boat** – a motor boat intended for patrolling water regions, inspection activities and rescue actions.

**Place of refuge** – any naturally or artificially sheltered area which may be used as a shelter by a boat under conditions likely to endanger its safety.

**Pleasure boat** – motor boat intended for recreation and sport.

**Rigid inflatable boat (RIB)** – hybrid boat combining a rigid hull enclosed by a watertight selfdraining deck and provided with a gas, air or foam-filled flotation collar/fender above the hull.

**Survey** – set of activities relating to a motor boat, its machinery, equipment, fittings etc. performed through the review of technical documentation, as well as adequate examination, measurements and tests.

**Symbol of class** – a group of conventional marks and notations, specifying a class of a boat, kind of survey during the boat's building and in service, as well as the boat's structural features and operational limitations, if any. Symbol of class consists of the main symbol of class and additional marks.

## Tests

- **Operation tests** – close-up examinations of an item of machinery or appliance under working conditions, combined with the measurements of essential operating parameters.
- **Non-destructive strength tests** – a test load, specified by PRS, is applied to the tested object or product. The tested object should not be damaged during testing.
- **Destructive strength tests** – a load is applied to test sample and increased until the sample is damaged.
- **Tightness tests** – a pressure of the liquid or gas medium is applied to the tested body. Kind of medium, test procedure and pressure value shall be agreed with PRS. For deck openings, watertightness and weathertightness tests are distinguished.

**Undecked boat** – a boat without a deck or with a deck of such structure which does not sufficiently protect its hull against water ingress in the amount endangering its stability and buoyancy.

**Working boat** – motor boat intended for transport, mooring and other auxiliary works.

## **2.3 Scope of Survey**

**2.3.1** Classification survey covers the hull including hull equipment, machinery and electrical equipment including its installations and other equipment specified in the *Rules*. Stability, unsinkability and fire protection of the boat are also subject to survey in accordance with the requirements specified in the *Rules*.

**2.3.2** During periodical surveys, the boat equipment not covered by classification survey may be subject to PRS technical survey with respect to the Administration requirements.

## **3 CLASS OF BOAT**

### **3.1 General**

**3.1.1** PRS may assign a class to a new or existing boat as well as endorse, renew, suspend, withdraw or reinstate class of an existing boat classed with PRS.

**3.1.2** The condition for class assignment is submission by the owner of a written request, the required technical documentation and satisfactory result of the initial survey.

**3.1.3** After the initial survey is complete, PRS Branch Office/Survey Station issues the *Temporary Class Certificate of Boat* to enable the boat navigation. The initial survey results are subject to verification by PRS Head Office in each particular case.

**3.1.4** Assignment, renewal or reinstatement of class means that the boat is found by PRS to comply fully or sufficiently with the *Rules* in force at the time of class assignment, unless required otherwise by subsequent edition of the *Rules* or amendments thereto.

**3.1.5** Assignment, renewal or reinstatement of the class of boat is confirmed by the issue of the *Class Certificate of Boat* and by an appropriate entry made in the *Register of Motor Boats*.

The *Register of Motor Boats* is a publication containing information on the motor boats in service which have their *Class Certificate of Boat* valid.

**3.1.6** Class of a boat is assigned or renewed, in general, for 5 years.

Considering the technical condition of the boat hull, machinery or electric equipment, PRS may assign a class to a boat for a shorter period or may shorten the class validity as a result of the class renewal survey, inserting an appropriate additional mark in the symbol of class (see 3.4.4.1).

For the same reason, PRS may decide not to exempt coastal pleasure or patrol boats from the intermediate survey (see 3.4.6).

## 3.2 Main Symbol of Class

**3.2.1** New boat built under PRS survey, after completion of the initial survey for assignment of PRS class is given the main symbol of class containing of mark \*, followed by letters **bK** – for an inland waterways boat or letters **bKM** – for coastal boat followed by an navigation area mark, e.g.:

- \* **bK 2** – for inland waterways boat intended for navigation in area 2,
- \* **bKM III** – for coastal boat intended for navigation in area III.

**3.2.2** If an existing boat has been built under the survey of another Classification Society and is assigned PRS class as a result of the initial survey, then such a boat is assigned the main symbol of class without mark \*, e.g.:

- bK 3** – for inland waterways boat intended for navigation in area 3,
- bKM IV** – for coastal boat intended for navigation in area IV.

**3.2.3** If an existing boat has not been built under the survey of any Classification Society, and is assigned PRS class as a result of the initial survey, then the main symbol of class is put in brackets, e.g.:

- (**bK 3**) – for inland waterways boat intended for navigation in area 3,
- (**bKM 1**) – for coastal boat intended for navigation in area 1.

**3.2.4** Depending on compliance with the relevant requirements of the *Rules* and on the area where the boat is intended to navigate, one of the following navigation area marks: **III**, **IV**, **1**, **2** or **3** is inserted in the main symbol of class to have the following meaning:

- III** navigation in coastal sea waters up to 20 nautical miles off the coast line of the Baltic Sea and other seas with similar navigation conditions, as well as on inland waterways;
- IV** navigation in coastal sea waters up to 6 nautical miles off the coastline, as well as in inland waterways;
- 1** navigation in inland waterways and in coastal sea waters or internal sea waters considered to be inland waterways, with the wave height up to 2.0 m. This region includes the following Polish waters' areas: Zatoka Pomorska (the Pomeranian Bay) – south of the straight line drawn from the Nord Perd headland on the Rugia island to the Niechorze lighthouse and also Zatoka Gdańska (the Gdańsk Bay) – south of the straight line drawn from the Hel lighthouse to the approach buoy of the port of Baltijsk;
- 2** navigation in inland waterways and internal sea waters considered to be inland waterways with the wave height up to 1.2 m. This region includes the following Polish water areas: Zalew Szczeciński (the Szczecin Bay), Zalew Kamieński (the Kamień Bay), Zalew Wiślany (the Vistula Bay), Zatoka Pucka (the Puck Bay), Zbiornik Włocławski (the Włocławek Reservoir) and a part of complex of Great Mazurian Lakes (Śniardwy, Niegocin and Mamry);

- 3 navigation in inland waterways with the wave height up to 0.6 m. This region includes the Polish inland waterways except the areas listed in region 2 and sea ports.

### 3.3 Permanent Limitations on Service

Boat class is assigned on condition that, during its service, the following permanent limitations on service are complied with:

- permissible force of wind is limited to 6 degrees in Beaufort scale (14 m/s);
- in worsening weather conditions during the voyage, the boat shall head for the nearest place of refuge;
- boat speed shall correspond to navigation conditions;
- total number of the crew members and passengers on board shall not exceed the maximum number specified in the *Class Certificate of Boat /Temporary Class Certificate of Boat* and the number of passengers shall not exceed 12 persons;
- boat fitted with adequate towing arrangements for towing operations may tow or push vessels having a length less than 20 m or vessels for which the product of length, breadth and draught is less than 100 m<sup>3</sup> and which are not floating equipment such as cranes, dredgers, pile drivers or elevators.
- boat without ice mark **L** in the symbol of class shall not navigate in icing conditions;
- recommendations for boat stability specified in the *Rules* and the *Stability Booklet* approved by PRS, if required, shall be complied with.

### 3.4 Additional Marks in Symbol of Class

3.4.1 Additional marks are inserted after the main symbol of class to indicate the boat type and compliance with the additional requirements or limitations provided by the *Rules*.

#### 3.4.2 Undecked Boat Mark

If a boat is undecked, the following mark is inserted after the main symbol of class:

**op**

Absence of an undecked boat mark in the symbol of class indicates that the boat is decked or rigid inflatable boat (RIB).

#### 3.4.3 Rigid Inflatable Boat (RIB) Mark

If a boat is hybrid, the following mark is inserted after the main symbol of class:

**hyb**

### **3.4.4 Mark of Limited Period of Class Validity**

**3.4.4.1** If, as a result of survey, the necessity to shorten the class validity period (see 3.1.6) has been stated, the symbol of class to be assigned, renewed or reinstated is supplemented with an appropriate mark of limited period of class validity:

< **2** – when the class validity is shortened to 2 years,

< **1** – when the class validity is shortened to 1 year.

Such a mark is inserted after the main symbol of class and after the undecked boat mark or the rigid inflatable boat (RIB) mark, if applicable.

**3.4.4.2** No class duration mark is inserted in the symbol of class of boat to be assigned or renewed the class for the period of 5 years.

### **3.4.5 Boat Type Mark**

**3.4.5.1** Due to a destination of the boat the appropriate boat type mark is inserted in the symbol of class:

**pat** – patrol boat

**rob** – working boat

**ryb** – fishing boat

**tur** – pleasure boat.

These marks are inserted after the undecked boat mark, rigid inflatable boat (RIB) mark and mark of limited period of class validity, if applicable.

**3.4.5.2** If a boat is temporarily engaged in service other than that indicated by the primary boat type, a relevant double boat type mark is inserted in the symbol of class, e.g.:

**ryb/tur**

### **3.4.6 Mark of Exemption from Intermediate Survey**

**3.4.6.1** If a coastal pleasure or patrol boat is not subject to the intermediate survey on account of its age and type, in accordance with 5.1.5, the following mark of exemption from the intermediate survey is inserted in the symbol of class:

**x**

Such a mark follows the boat type mark.

**3.4.6.2** If a coastal pleasure or patrol boat becomes subject to the intermediate survey on account of its age, the mark of exemption from the intermediate survey is deleted from the symbol of class.

### **3.4.7 Unsinkability Mark**

If a boat fulfils the unsinkability requirements, specified in *Part III – Equipment and Stability*, the following unsinkability mark is inserted in the symbol of class:

**n**

Such a mark follows the boat type mark and the mark of exemption from the intermediate survey, if applicable.

### **3.4.8 Ice Strengthening Mark**

**3.4.8.1** If a boat is designed for navigation in fine ice pieces, as well as in a thin ice shell, the breaking of which does not significantly reduce the boat speed, the following ice strengthening mark is inserted in the symbol of class after the unsinkability mark, if applicable:

**L**

The conditions for assignment of the ice strengthening mark are subject to PRS consideration against the relevant requirements specified in *Part II – Hull* of the *Rules for the Classification and Construction of Small Sea-Going Vessels* or *Part II – Hull* of the *Rules for the Classification and Construction of Inland Waterways Vessels*.

**3.4.8.2** The necessity for the ice strengthening mark assignment is subject to the Owner's discretion.

### **3.4.9 Daytime Restriction Mark**

Where the boat navigation is restricted to daytime only, the following mark is inserted at the end of the symbol of class:

**d**

## **3.5 Additional Descriptive Information**

Records on other additional requirements, conditions and/or service restrictions which extend beyond the scope related to the additional marks are entered respectively in the *Class Certificate of Boat /Temporary Class Certificate of Boat*.

## **4 CLASS ASSIGNMENT**

**4.1** The initial survey for class assignment aims to determine the possibility for the class assignment to a boat reported to PRS for classification for the first time.

**4.2** The detailed scope of initial survey for a boat under construction is detailed by the relevant PRS Branch Office/Survey Station in accordance with the *Rules* and approved documentation taking also account of the local building conditions.

**4.3** PRS may accept for classification an existing boat having a valid class of another Classification Society provided that such a boat is submitted for the initial survey for class assignment to be performed in the scope of the due periodical survey. The scope of such a survey may be extended subject to the boat age as well as the technical condition of hull, machinery and equipment.

Following a satisfactory result of such survey, PRS may assign class to such a boat for the period of validity of the currently possessed *Certificate of Class*.

**4.4** Existing boat which has never before been classed or whose class assigned by another Classification Society is invalid may be accepted to be classed with PRS and subjected to the initial survey in the scope determined by PRS against the class renewal survey requirements depending on the boat age as well as the technical condition of hull, machinery and equipment.

**4.5** When submitting, for classification, a boat with class of another Classification Society or a boat without class, technical documentation within the scope specified by PRS Head Office in each particular case shall be submitted. In justified cases PRS may waive this requirement.

**4.6** Where the structural details of a boat to be classed with PRS or her equipment do not comply with the requirements of the *Rules* and the Owner presents evidence of the boat's or equipment satisfactory behaviour during the boat hitherto operation, PRS may accept the evidence as technically equivalent.

**4.7** The condition for the class assignment to a pleasure or patrol boat having CE mark is to submit the *Declaration of conformity* issued by the boat manufacturer, the *Certificate* – corresponding to the applied conformity assessment module issued by the Notified Body and, for reference, the *Owner's manual*.

The boat having CE mark is not subject to the stability and buoyancy tests during the initial survey. Where module B or G has been applied for the certification, the scope of survey may be reduced to the assessment of the boat technical condition and operation tests of all the machinery and equipment. The boat certified by PRS in accordance with module B and G is considered as built under PRS survey and mark \* is inserted in the symbol of class.

**4.8** The *Class Certificate of Boat* validity period starts from the initial survey completion date.

## **5 CLASS MAINTENANCE**

### **5.1 General**

**5.1.1** The conditions for maintaining the boat's class are as follows:

- maintaining the boat, i.e. its hull, machinery and equipment, in a satisfactory technical condition,
- operation of the boat in accordance with the conditions specified in the *Class Certificate of Boat*, the guidelines provided by the machinery and equipment manufacturers as well as good practice,
- carrying out due periodical surveys at scheduled dates,
- carrying out recommendations at scheduled dates,
- carrying out required occasional surveys.

**5.1.2** Coastal boats are subject to the following periodical surveys:

- intermediate surveys,
- class renewal surveys.

**5.1.3** Inland waterways boats are subject to class renewal surveys.

**5.1.4** Intermediate survey ascertain that the hull, its equipment as well as machinery and installations are in a satisfactory technical condition.

**5.1.5** Coastal pleasure boats and coastal patrol boats found to be in good working order are exempt from the intermediate survey unless their age determined from their construction completion exceeds:

- 20 years for laminate hull boats,
- 15 years for metal hull boats,
- 10 years for wooden hull boats.

**5.1.6** Class renewal survey aims to ascertain that the hull, its equipment as well as machinery and installations comply with the requirements of the *Rules* and to ensure that the boat is fit for its intended purpose for the subsequent 5-year or shortened period, subject to proper operation and maintenance.

**5.1.7** In justified cases, PRS Surveyor may dispense with a survey of particular items of machinery in dismantled condition or limit the scope of survey if external examinations, measurements and operation tests prove that the machinery item is in a good and efficient condition. The Surveyor may also limit the scope of surveys in dismantled condition of main engine and auxiliary engines after analysis of maintenance records of the given engine.

## **5.2 Intervals between Periodical Surveys**

**5.2.1** Intervals between periodical surveys commence as of the date of classification cycle beginning.

**5.2.2** PRS may shorten intervals between visual examinations, measurements or tests of the hull, particular items of machinery, installations and equipment if it is found necessary due to their technical or service conditions.

**5.2.3** Intermediate survey is held no sooner than 2 years and no later than 3 years after the survey for assignment, renewal or reinstatement of class.

**5.2.4** Where the class validity periods has been shortened to 2 years, the intermediate survey, if obligatory, shall be performed no sooner than 9 months and no later than 15 months after the date of class assignment, renewal or reinstatement.

**5.2.5** Where the class validity period is shortened to 1 year or 2 years due to condition of hull, periodical survey of the machinery, piping and electrical

installations shall be performed annually or bi-annually in the scope of intermediate survey and in the scope of class renewal survey in 5-year or 4-year intervals respectively.

### **5.2.6 Class Renewal Survey**

**5.2.6.1** Class renewal survey shall be held at 5-yearly intervals. In exceptional cases, however, upon PRS agreement, a maximum 3-month extension of class beyond the 5th year may be granted.

**5.2.6.2** Completion of the class renewal survey within 3 months before or after the expiry date of class validity has no effect on the dates of subsequent surveys.

**5.2.7** Propeller shaft survey shall be performed at 5-year intervals during the survey for class assignment, renewal or reinstatement.

## **5.3 Scopes of Periodical Surveys**

### **5.3.1 Intermediate Survey**

Intermediate survey is performed ashore, prior to hull painting, as well as afloat when the boat is ready for navigation. The survey covers:

- .1** survey of hull and its equipment, including visual examinations as far as practicable, and the measurements and operation tests of the following:
  - shell plating,
  - keel, shaft brackets, means of corrosion protection,
  - rudder blade, rudder bracket, rudder bearings, measurement of rudder bearings clearances,
  - propeller (or other propelling device),
  - propeller shaft bearing clearance measurement, if possible without the shaft removal,
  - hull openings and side fittings,
  - bulwark and guard rails,
  - deck, deckhouses, cockpits, deck openings and their closing appliances,
  - steering gears (main and auxiliary) and their operation tests,
  - anchoring equipment (anchors, chains, ropes, windlasses, anchor stoppers, hawses) and operation tests of windlasses,
  - mooring equipment (mooring lines, towing lines, capstans, hawses, cleats, bollards),
  - liquefied gas system and its operation tests;
- .2** survey of machinery, piping systems and electrical installations:
  - main engine operation tests,
  - operation tests of auxiliary engines,
  - operation tests of the remote closing appliances of fuel tank valves,
  - operation tests of ventilation systems, particularly that of the engine room,

- operation tests of main engine-driven pumps and independent pumps,
- sewage and bilge system and their operation tests,
- visual examinations and operation tests of generators and accumulator batteries, as well as energy converters,
- visual examinations and operation tests of switchboards and power shore connection installations,
- visual examinations and operation tests of electric drive arrangements,
- operation tests of lighting installation in the boat compartments,
- operation tests of navigation and signalling lights,
- operation tests of signalling and automatic control systems.

### **5.3.2 Class Renewal Survey**

Class renewal survey covers the scope of an intermediate survey (irrespective of whether, or not, the boat is subject to such survey) and additionally:

- .1** hull and hull equipment survey:
  - visual examinations of the bottom, bulkheads, deck plating, hull structural members, piping and bilges,
  - visual examinations of peaks, chain lockers, internal ballast securing,
  - internal examinations of the side fittings, if practicable considering its construction,
  - internal examinations of the rudder blade suspension system,
  - visual examinations of the engine and machinery seatings,
  - visual examinations of the accessible devices for securing non-integral tanks,
  - visual examinations of integral and non-integral tanks, as well as tightness tests, depending on the examination results,
  - tightness tests of deck openings and their closing arrangements, depending on the examination results;
- .2** thickness measurements of metal hull structural members, depending on the examination results;
- .3** visual examinations, measurements and tests of the following machinery, to the extent not exceeding that required for proper assessment of their technical condition:
  - main engine – visual examinations of the elements essential for proper operation of the main engine and main engine-driven machinery as well as devices securing the engine to the seating,
  - gear boxes,
  - couplings,
  - intermediate and thrust shafts including bearings,
  - pumps with independent drive,
  - visual examinations and operation tests, and possibly hydraulic tests of cooling water, oil fuel, exhaust gas and hydraulic systems,
  - visual examinations of the ventilation systems,

- visual examinations of the cable tracks and the cable glands in bulkheads,
  - measurement of power network insulation resistance – subject to the examination results,
  - visual examination of lightning and earthing protection,
  - checking control instruments and gauges;
- .4 propeller shaft survey.

## **5.4 Occasional Surveys**

### **5.4.1 General**

**5.4.1.1** Occasional surveys of a boat or its particular machinery items, installations or equipment are held upon request in all cases not covered by the initial survey and periodical surveys.

**5.4.1.2** Occasional survey may be held at the request of the Owner or Underwriter in the scope depending on the request.

**5.4.1.3** The scope of occasional survey is determined by PRS Branch Office or Survey Station considering the survey purpose as well as the boat age and technical condition.

### **5.4.2 Survey After Damage**

**5.4.2.1** One of occasional surveys is survey after damage to which a boat shall be subjected in case of damage sustained by the hull, machinery, installations and equipment covered by the requirements of the *Rules* and being subject to technical survey of PRS if the consequences of the damage cannot be completely removed using the means available to the crew. The Owner is obliged to report damage to PRS as soon as possible.

**5.4.2.2** Survey after damage shall be performed at a port where the damage occurred or at the first port the boat calls after the damage.

Survey after damage aims at assessing the extent of damage, specifying the scope of work required to eliminate the consequences of the damage and determining the possibility and conditions for class maintenance or reinstatement.

If the boat is in a port where repairs connected with damage cannot be made, at the Owner's request, PRS may allow a single trip of the boat directly to a port or shipyard where the specified repairs will be possible. In such case temporary repairs to allow the boat to undertake such trip may be required.

## **6 SUSPENSION AND WITHDRAWAL OF CLASS**

**6.1** Class of boat is suspended automatically for the following reasons:

- .1** damage to the hull, machinery, installations or equipment covered by the requirements of the *Rules*,
- .2** transgressing the service conditions specified in the *Class Certificate of Boat*,
- .3** exceeding the deadline for the class renewal survey required by the *Rules* or intermediate survey, if applicable,
- .4** exceeding the deadline for the implementation of recommendations,
- .5** change of the boat Owner, port of registry or technical characteristics.

Except for the reasons stated in .2 and .5. reinstatement of class may take place after successful completion of the appropriate survey.

**6.2** Class of boat is withdrawn for the following reasons:

- .1** introduction of alterations to hull, machinery, installations and equipment covered by the requirements of the *Rules*, without the prior agreement with PRS.
- .2** suspension of class for a period exceeding 6 months; PRS may, however, grant a longer suspension period at the Owner's request,
- .3** the boat has sunk or been scrapped,
- .4** at the Owner's written request for the boat withdrawal from PRS *Register of Boats*.

Boat whose class has been withdrawn, may be subjected to the class reinstatement survey at the Owner's request. The scope of such a survey is determined by PRS in each particular case.

**6.3** Outboard engine replacement for one of the same type or a similar one having the same mass and rated power does not result in the class withdrawal.

## **7 TECHNICAL DOCUMENTATION OF BOAT**

### **7.1 Classification Documentation of Boat under Construction**

Prior to the commencement of boat construction, technical documentation, within the required scope taking into account the motor boat's type and size, its machinery and equipment shall be submitted to the PRS Head Office for consideration and approval or for reference.

The items of technical documentation specified in 7.2 to 7.6 may be properly combined and presented in one drawing, provided that all the required information is indicated.

## **7.2 General Documentation**

- .1 Boat specification, including the type of boat, its main dimensions, other basic characteristics, the equipment number, operation area, symbol of class to be assigned, crew number, design speed, description of machinery and systems, which as provided in the next paragraphs of the present list do not require the drawings to be submitted for approval, as well as a description of anchoring and mooring equipment.
- .2 General arrangement plan.
- .3 Body lines (for reference), indicating the design displacement and the position of the centre of buoyancy.
- .4 Stability analysis within the scope required by the *Rules*.
- .5 Unsinkability analysis within the scope required by the *Rules*.

## **7.3 Hull Documentation**

- .1 Midship section, specifying classification particulars.
- .2 Longitudinal section.
- .3 Drawings of deck, superstructures and deckhouses.
- .4 Description of hull construction working procedures.
- .5 Shell expansion – for metal boats.
- .6 Hull and deck laminating plan – for laminate boats.
- .7 Drawing of main engine seating.

## **7.4 Hull Equipment Documentation**

- .1 Arrangement plan of openings in hull, superstructures and deckhouses, indicating the height of coamings and the structure of closing appliances for openings.
- .2 Plan of steering gear, drawing of rudder blade and rudder bearings, drawing of rudder stock.
- .3 Plan of anchoring and mooring equipment; for equipment number  $W$  less than  $90 \text{ m}^2$ , information given in the boat specification is sufficient.
- .4 Side and bottom openings arrangement and fittings plan.
- .5 Drawing of bulwark rails and other protective arrangements for the crew safety on deck.
- .6 Ventilation plan – for simple installations, indicating ventilation openings on the general arrangement plan together with the relevant information in the boat specification is sufficient.
- .7 Diagram of liquid gas system – for systems supplied by one cylinder containing less than 3 kg of gas, the relevant information in the boat specification is sufficient.

## **7.5 Machinery Documentation**

- .1** Engine room arrangement plan indicating particulars of machinery installations and the escape routes.
- .2** Diagram or description of propulsion machinery remote control, showing measurement and control instrumentation as well as signalling devices, and also means of communication.
- .3** Shafting plan indicating the structure and dimensions of stern tube, propeller shaft, intermediate and thrust shafts with couplings, including the data for shafting calculation – where the shafting is supplied with the main engine as a complete set, the shafting plan is not required.
- .4** Drawing of a propeller or other propelling device – where the propeller is supplied with the main engine or shafting as a complete set, the drawing is not required.
- .5** Diagram of bilge, fuel, cooling water, and exhaust gas systems.
- .6** Drawings of fuel tanks, with fittings.
- .7** Diagram of heating systems.

## **7.6 Documentation of Electrical Installations**

- .1** Essential diagram of electrical installation including the specification of the circuits' data, protective measures applied and cross-sectional areas of cables.
- .2** Diagram of the main switchboard, control panels and terminal switchboards.
- .3** Energy balance and capacity calculations for the selection of batteries.

## **7.7 Classification Documentation of Boat under Alteration and Reconstruction**

**7.7.1** Prior to the commencement of alteration or reconstruction of a boat, the documentation relating to the parts of the hull, machinery and equipment subject to alteration or reconstruction shall be submitted to PRS Head Office for consideration and approval. An updated boat stability analysis shall also be submitted for consideration and approval by PRS Head Office if required by the provisions contained in *Part III – Equipment and stability*.

**7.7.2** Where new items of machinery and/or equipment, covered by the requirements of the *Rules*, are installed on existing boat and they differ substantially from those previously fitted, supplementary documentation of new installations, associated with these items of machinery and/or equipment shall be submitted to PRS Head Office for approval within the scope required for the boat under construction.