

Polski Rejestr Statków

RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING YACHTS

PART I CLASSIFICATION REGULATIONS

2012

**(Consolidated text incorporating
Amendments No. 1/2013,
status on 15 October 2013)**



GDAŃSK

Polski Rejestr Statków

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RULES FOR THE CLASSIFICATION AND CONSTRUCTION OF SEA-GOING YACHTS consist of the following separately published parts:

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

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

- sea-going yachts under construction – in the full scope,
- existing sea-going yachts – from the nearest classification survey.

Part I – Classification Regulations – 2012, was approved by PRS Executive Board on 20 December 2011 and enters into force on 1 January 2012.

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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 Sea-going Yachts*, 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,
- VII – Rigging.

1.3 Additional regulatory requirements are contained in separately published *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 Sea-going Yachts* apply to sea-going yachts irrespective of their size and propulsion.

For yachts of length L_L of 24 m or more, instead of requirements contained in *Parts II – VI* of the *Rules*, respective requirements of *Parts II – IX* of the *Rules for the Classification and Construction of Sea-going Ships* shall be applied. The requirements of *The Large Commercial Yachts Code*, published by Administration of United Kingdom, as equivalent solutions may be used.

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

2.1.3 Upon PRS consent, the *Rules* may be applied also at classification of the craft not mentioned in 2.1.1.

2.1.4 The *Rules* specify the requirements to be fulfilled for PRS class assignment to the sea-going yacht.

2.2 Definitions

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

B u i l d e r – shipyard, other establishment, workshop or person building a yacht.

C l a s s o f y a c h t – compliance of the construction, workmanship and condition of yacht (its hull, rigging, 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 Yacht*

E x a m i n a t i o n

- **E x t e r n a l e x a m i n a t i o n (g e n e r a l)** – 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.
- **I n t e r n a l e x a m i n a t i o n** – a visual examination of structure or machinery in partially or wholly dismantled condition or a visual examination of arrangements (tanks) from the inside, aiming at assessment of their technical condition and at determination of the scope of an additional detailed examination, where necessary.
- **D e t a i l e d e x a m i n a t i o n** – a thorough visual examination of structure, machinery or equipment and possible testing with a hammer, magnifying glass, etc.

L e n g t h L_L – 96% of the total length of hull on a waterline at 85% of the moulded depth, measured from the base plane, or the length from the fore-side of the stem to the axis of the rudder stock on that waterline, if that be greater. In yachts designed with a rake of keel, the waterline on which this length is measured is to be parallel to the design waterline. In yachts with unusual stern and bow arrangement, L_L is subject to PRS acceptance in each particular case.

L e n g t h o f h u l l L_H (formerly referred to as length overall L_C) – the distance between the outer points of the yacht 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.

M o t o r y a c h t – a sea-going yacht with a power drive as a basic means of propulsion.

P a s s e n g e r – every person carried on a yacht other than the crew or other persons employed or engaged on board the yacht on the business of the yacht in any capacity or children below one year of age.

P l a c e o f r e f u g e – any naturally or artificially sheltered area which may be used as a shelter by a yacht under conditions likely to endanger its safety.

Racing yacht – a sailing yacht intended specially for racing, the mast of which has an underrated factor of safety and which rigging handling requires special competence.

Sailing yacht – a yacht with the rigging as a basic means of propulsion.

Sea-going yacht – a vessel with the mechanical and/or sail propulsion, seaworthy and intended for touristic, recreation, racing, or training and sea education purposes.

Seaworthiness means ensuring the possibility of safe navigation in open sea in heavy weather conditions and providing minimum accommodation conditions for crew inside the closed accommodation spaces, including berths, sitting places, cooking possibility during navigation.

Survey – set of activities relating to a yacht, its rigging, 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 yacht, kind of survey during the yacht's building and in service, as well as the yacht'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.

Three-hull yacht (trimaran) – a yacht with two lateral hulls connected to the main hull by means of a strength structure.

Two-hull yacht (catamaran) – a yacht with two hulls connected by a strength structure binding the hulls together.

2.3 Scope of Survey

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

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

3 CLASS OF YACHT

3.1 General

3.1.1 PRS may assign a class to a new or existing yacht as well as endorse, renew, suspend, withdraw or reinstate class of an existing yacht 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 Yacht* to enable the yacht 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 yacht 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 a yacht is confirmed by the issue of the *Class Certificate of Yacht* and by an appropriate entry made in the *Register of Yachts*.

The *Register of Yachts* is a publication containing information on the yachts in service which have their *Class Certificate of Yacht* valid.

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

Considering the technical condition of the yacht hull, rigging, machinery or electric equipment, PRS may assign a class to a yacht 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 3.4.3.1).

For the same reason, PRS may decide not to exempt a yacht from the intermediate survey (see 3.4.4).

3.2 Main Symbol of Class

3.2.1 A new yacht 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 **yK** or **yKM**:

* **yK** – for sailing yachts not fitted with a engine or with engines of total rated power less than 75 kW,

* **yKM** – for motor yachts, irrespective of their engines rated power and for sailing yachts fitted with engines of total rated power at least 75 kW.

3.2.2 If an existing yacht 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 yacht is assigned the main symbol of class without mark *, respectively:

yK or yKM

3.2.3 If an existing yacht 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 without mark * is put in brackets, respectively:

(yK) or (yKM)

3.2.4 If machinery of a motor yacht, irrespective of its engines rated power, or of a sailing yacht with engines of total rated power at least 75 kW has been built under PRS supervision, it is assigned the following symbol of class after completion of survey of their assembly onboard the yacht and motion tests:

* **yPRM**

3.2.5 If machinery of a motor yacht, irrespective of its engines rated power, or of a sailing yacht with engines of total rated power at least 75 kW, has been built under the supervision of another Classification Society, it is assigned the following symbol of class after completion of initial survey for assignment of PRS class to a yacht:

yPRM

3.2.6 If machinery of a motor yacht, irrespective of its engines rated power, or of a sailing yacht with engines of total rated power at least 75 kW, has been built without the supervision of a Classification Society, it is assigned the following symbol of class after completion of initial survey for assignment of PRS class to a yacht:

(yPRM)

3.3 Permanent Limitations on Service

Class of a yacht is assigned on condition that, during its service, the following permanent limitations on service are complied with:

- yacht 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 Yacht /Temporary Class Certificate of Yacht* and the number of passengers shall not exceed 12 persons;
- yacht without ice strengthening mark **L** shall not navigate in icing conditions;
- recommendations for yacht stability specified in the *Rules* and the *Stability Booklet* approved by PRS, if required, shall be complied with.

3.4 Additional Marks in the Symbol of Class

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

3.4.2 Restricted Service Marks

3.4.2.1 If a yacht is intended for navigation in a restricted area and has been built with preferences specified in particular parts of the *Rules* for the given area of navigation, marks **I**, **II**, **III** or **V** will be affixed to the main symbol of class to have the following meaning:

- I** navigation in open seas up to 200 nautical miles away from the place of refuge and with an allowable distance between two places of refuge of not more than 400 nautical miles and navigation in enclosed seas;
- II** navigation in open seas up to 50 nautical miles away from the place of refuge and with an allowable distance between two places of refuge of not more than 100 nautical miles and navigation in the Baltic Sea and in other enclosed seas with similar navigation conditions;
- III** navigation in open and enclosed seas within 20 nautical miles from the coast line;
- V** navigation in the Szczecin Bay, the Vistula Bay, part of the Pomeranian Bay south of straight line connecting Nord Perd promontory on Rugen Island with the Niechorze lighthouse and in part of the Gulf of Gdańsk south of the straight line connecting the Hel lighthouse with the Baltiysk approach buoy and also in other sheltered waters with similar navigation conditions as well as enclosed seas up to 6 nautical miles away from the place of refuge.

3.4.2.2 For unrestricted service yachts no marks indicating area of navigation are given in the symbol of class.

3.4.3 Marks of Limited Period of Class Validity

3.4.3.1 If, in result of survey, the validity of class is to be shortened to 2 years (see 3.1.6), the symbol of class of a yacht which class is to be assigned, renewed or reinstated, is supplemented with the mark of the limited period of class validity:

< 2

Such mark is put after the main symbol of class and the mark indicating an area of navigation, if applicable.

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

3.4.4 Mark of Exemption from Intermediate Survey

3.4.4.1 If a yacht due to its age and purpose, according to 5.1.5 is not subject to intermediate survey, the symbol of class of the yacht is affixed with the mark of exemption from intermediate survey:

x

This mark is put after the mark of limited period of class validity, if applicable.

3.4.4.2 If a yacht 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 during the class renewal survey or survey for class reinstatement.

3.4.5 Unsinkability Mark

If a yacht 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 mark of exemption from the intermediate survey, if applicable.

3.4.6 Yacht Type Mark

3.4.6.1 Appropriate yacht type mark is affixed to the symbol of class to define yacht destination, structure and propulsion:

- r** – racing yacht
- m** – motor yacht
- k** – catamaran
- t** – trimaran
- k/r** – racing catamaran
- k/m** – motor catamaran
- t/r** – racing trimaran
- t/m** – motor trimaran

The notations are put after an unsinkability mark, if applicable.

3.4.6.2 Additional type marks are not provided for typical sailing yachts.

3.4.7 Limited Weather Conditions Mark

Where, for a yacht with restricted service marks, navigation restrictions associated with weather conditions defined by permissible wind force apply, a mark combined of a number denoting Beaufort scale degree and a letter „B”, e.g.:

8B

is affixed to the symbol of class. The mark is put after the yacht type mark, if applicable.

3.4.8 Ice Strengthening Mark

3.4.8.1 If a yacht 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 yacht speed, the following ice strengthening mark is inserted in the symbol of class after the limited weather conditions 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 Classification and Construction of Small Sea-Going Vessels*.

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

3.4.9 Daytime Restriction Mark

Where the yacht 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 class requirements, conditions and/or service restrictions which extend beyond the scope related to the additional marks are entered respectively in the *Class Certificate of Yacht /Temporary Class Certificate of Yacht*.

4 CLASS ASSIGNMENT

4.1 The initial survey for class assignment aims at determining the possibility for the class assignment to a yacht reported to PRS for classification for the first time.

4.2 The detailed scope of initial survey for a yacht under construction is set 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 yacht having a valid class of another Classification Society, provided that such a yacht 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 yacht 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 yacht for the period of validity of the currently possessed *Certificate of Class*.

4.4 Existing yacht which has never been classed before or whose class assigned by another Classification Society became 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 yacht age as well as the technical condition of hull, machinery and equipment.

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

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

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

The yacht 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 yacht technical condition and operation tests of all the machinery and equipment. The yacht 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 Yacht* validity period starts from the initial survey completion date.

5 CLASS MAINTENANCE

5.1 General

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

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

5.1.2 Yachts of a length L_L of at least 24 m are subject to Periodical Surveys according to *Part I* of the *Rules for the Classification and Construction of Sea-going Ships* and sailing yachts, additionally, to periodical surveys of yacht's rigging.

5.1.3 The provisions of the present Chapter are applicable to yachts of a length L_L less than 24 m. These yachts are subject to the following Periodical Surveys:

- Intermediate survey,
- Class renewal surveys.

5.1.4 Intermediate survey ascertain that a yacht and its equipment, rigging, machinery and installations are maintained in satisfactory technical condition.

5.1.5 Intermediate survey is not applicable to yachts of hull length L_H not exceeding 15 m, in good technical condition and of age, counted from the date of construction completion, not exceeding:

- 20 years for laminate yachts,
- 15 years for metal yachts,
- 10 years for wooden yachts.

5.1.6 Class renewal survey aims ascertain that the yacht's hull, its equipment as well as rigging, machinery and installations comply with the requirements of the *Rules* and to ensure that the yacht 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 of a yacht 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, rigging, 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 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 3 months before, and no later than 3 months after one year has passed after class assignment, renewal or reinstatement.

5.2.5 Where the class validity period of a yacht is shortened to 2 years due to condition of hull, periodical survey of the machinery, piping and electrical installations shall be performed annually in the scope of intermediate survey and in 4-year intervals in the scope of class renewal survey.

5.2.6 Class Renewal Survey

5.2.6.1 Class renewal survey shall be held at intervals not exceeding 5 years. 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 of a yacht is performed ashore, prior to hull painting, as well as afloat when the yacht is ready for navigation. The survey covers:

- .1** survey of hull, its equipment and rigging including visual examinations as far as practicable, and the measurements and operation tests of the following:
 - shell plating,
 - keel, ballast fin, bolts fastening ballast, shaft brackets, corrosion protection means,
 - rudder blade, rudder bracket, rudder bearings, measurement of rudder bearings clearances,
 - propeller,
 - propeller shaft bearing clearance measurement, if possible without the shaft removal,
 - hull openings and side fittings,
 - bulwark, guard rails, bow and stern pulpits,
 - masts and their attachment, mast fittings,
 - spreaders, booms and other spars,
 - chain plates and stemhead fittings,
 - assessment of wear of components of connectors, standing rigging and terminals (rolled, poured, Norseman or splices),
 - deck, deckhouses, cockpits, deck openings and their closing appliances,
 - steering gear (main and auxiliary), operation tests thereof,
 - 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 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 yacht compartments,
- operation tests of navigation and signalling lights,
- operation tests of signalling and automatic control systems,
- visual examinations and operation tests of fire-fighting installations.

5.3.2 Class Renewal Survey

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

- .1** hull and hull equipment survey:
 - visual examinations of hull from inside, hull structural members, bulkheads, deck plating, piping and bilges,
 - visual examinations of ballast keel fastening or centerboard,
 - visual examinations of peaks, chain locker, internal ballast securing,
 - internal examinations of the side fittings, if practicable considering their 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 closing appliances, depending on the examination results;
- .2** thickness measurements of metal hull structural members, depending on the examination results;
- .3** thickness measurements of welded steel masts, including regions close to welds;
- .4** 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 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;
- .5 propeller shaft survey.

5.4 Occasional Surveys

5.4.1 General

5.4.1.1 Occasional surveys of a yacht 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 and performance method of an occasional survey is determined by PRS Branch Office or Survey Station considering the survey purpose as well as the yacht 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 yacht shall be subjected in case of damage sustained by the hull, rigging, 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 yacht 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 yacht 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 yacht directly to a port or shipyard where the specified repairs will be possible. In such case temporary repairs to allow the yacht to undertake such trip may be required.

6 SUSPENSION AND WITHDRAWAL OF CLASS OF A YACHT

6.1 Class of a yacht is suspended automatically for the following reasons:

- .1 damage to the hull, rigging, machinery, installations or equipment covered by the requirements of the *Rules*,
- .2 transgressing the service conditions specified in the *Class Certificate of Yacht*,
- .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 yacht Owner, port of registry or technical characteristics.
- .6 if the Owner has not paid PRS for its services connected with the yacht survey at the agreed date. Notice of PRS intent to suspend the class will be sent to the Owner one month in advance. The class will be reinstated automatically after settlement of payments.

Except for the reasons stated in .2, .5. and .6 the reinstatement of class may take place after successful completion of the appropriate survey.

6.2 Class of a yacht is withdrawn for the following reasons:

- .1 introduction of alterations to hull, rigging, 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 yacht has sunk or been scrapped,
- .4 at the Owner's written request for the yacht withdrawal from *PRS Register of Yachts*.

Yacht 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.

7 TECHNICAL DOCUMENTATION OF A YACHT

7.1 Classification Documentation of Yacht under Construction

Prior to the commencement of yacht construction, technical documentation, within the required scope taking into account the yacht'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 7.7 may be properly combined and presented in one drawing, provided that all the required information is indicated.

For yachts of a length L_L of 24 m above, where the *Rules for the Classification and Construction of Sea-going Ships* are applicable, classification documentation should comply with these *Rules*.

7.2 General Documentation

- .1 Yacht specification, including the type of yacht, 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 list of anchoring and mooring equipment.
- .2 General arrangement plan.
- .3 Body lines (for information), 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 yachts.
- .6 Hull and deck laminating plan – for laminate yachts.
- .7 Drawing of main engine seating.
- .8 Drawing of securing masts, chain plates and stemhead fittings.
- .9 Hull structure calculations, for racing yachts (for information).

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 Drawing of ballast and its fastening.
- .4 Plan of anchoring and mooring equipment; for equipment number *W* less than 90 m², information given in the yacht specification is sufficient.
- .5 Side and bottom openings arrangement and fittings plan.
- .6 Drawing of bulwark rails, stern and bow pulpits and other protective arrangements for the crew safety on deck and drawing or description of arrangements/appliances facilitating boarding (coming back) from water.
- .7 Ventilation plan – for simple installations, indicating ventilation openings on the general arrangement plan together with the relevant information in the yacht specification is sufficient.
- .8 Diagram of liquid gas system – for systems supplied by one cylinder containing not more than 3 kg of gas, the relevant information in the boat specification is sufficient.

- .9 Garbage Management Plan (when the number of persons the yacht is allowed to carry is not less than 15).

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 and sewage, fuel, cooling water and exhaust gas systems.
- .6 Drawings of fuel tanks, with fittings.
- .7 Diagram of heating systems.
- .8 Diagram of fire-fighting 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.
- .4 Drawing of batteries arrangement and attachment.

7.7 Documentation of rigging

- .1 Sail plan indicating centres of effort of sail area and centre of lateral resistance (for information).
- .2 Mast plan and standing rigging plan with indication of rigging fittings.
- .3 Drawings of masts and their fittings.
- .4 Drawings of spreaders, booms and other spars.
- .5 Rig and rigging calculations (for information).

7.8 Classification Documentation of a Yacht under Alteration and Reconstruction

7.8.1 Prior to the commencement of alteration or reconstruction of a yacht, the documentation relating to the parts of the hull, rigging, machinery and equipment subject to alteration or reconstruction shall be submitted to PRS Head Office for consideration and approval. An updated yacht 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*.

7.8.2 Where new items of machinery and/or equipment, covered by the requirements of the *Rules*, are installed on existing yacht 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 consideration and approval within the scope required for the yacht under construction.
