GUIDE FOR BUILDING AND CLASSING

YACHTS
JANUARY 2019

PART 1
CONDITIONS OF CLASSIFICATION
(SUPPLEMENT TO THE ABS RULES FOR CONDITIONS OF CLASSIFICASTION)

American Bureau of Shipping
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1701 City Plaza Drive
Spring, TX 77389 USA

PART

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Foreword

For the 2008 edition, Part 1, "Conditions of Classification" was consolidated into a generic booklet, entitled *Rules for Conditions of Classification (Part 1)* for all vessels other than those in offshore service. The purpose of that consolidation was to emphasize the common applicability of the classification requirements in "Part 1" to ABS-classed vessels, other marine structures and their associated machinery, and thereby make "Conditions of Classification" more readily a common Rule of the various ABS Rules and Guides, as appropriate.

Thus, this supplement specifies only the unique requirements applicable to yachts. This supplement is always to be used with the aforementioned *Rules for Conditions of Classification (Part 1)*.

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Conditions of Classification (Supplement to the ABS Rules for Conditions of Classification)

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CHAPTER 1 Scope and Conditions of Classification

SECTION 1 Classification

The requirements for conditions of classification are contained in the separate, generic ABS *Rules for Conditions of Classification (Part 1)*.

Additional requirements specific to yachts are contained in the following Sections of this Part.

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CHAPTER 1 Scope and Conditions of Classification

SECTION 2 Application

1 Application

This Guide is applicable to pleasure yachts 24 meters (79 feet) or greater in length overall to 90 meters (295 feet) in length as defined in 3-1-1/3.

Yachts over 90 m (295 ft) in length and constructed of steel are to be classed in conjunction with the ABS *Rules for Building and Classing Steel Vessels (Steel Vessel Rules)*.

Yachts over 90 m (295 ft) in length and constructed of fiberglass reinforced plastic (FRP) or aluminum are to be classed in conjunction with the ABS *Rules for Building and Classing High Speed Craft (HSC Rules)*.

Pleasure yachts are self-propelled craft that are engaged exclusively in recreational, non-cargo handling, non-governmental, non-passenger service.

Commercial yachts are self-propelled craft that are chartered as motor, sailing, or motor-sailing yachts and are not considered by the Administration to be a SOLAS passenger vessel or an IMO HSC Code craft, do not carry more than 12 charter guests and do not carry cargo.

Passenger yachts are commercial or private yachts of any length, constructed of steel or aluminum, that are not considered by the Administration to be a SOLAS passenger vessel or an IMO HSC Code craft, that carry 13 to 36 passengers and do not carry cargo.

Approval and classification are given with the understanding that the yacht will be operated with good seamanship having regard to sea state, distance to safe refuge, loading, stability, safety and speed. Review and classification of the yacht are on condition that the speed is appropriately reduced with increasing sea conditions with regard to limiting dynamic hull responses on which design is based and review is carried out. The scope of operation is to be shown in the Operating Manual for the yacht. See 3-2-1/7 for operating manual requirements.

3 Government and Other Regulations

While this Guide covers the requirements for classification of new yachts, the attention of the owners, designers and builders is directed to the regulations of international, governmental, canal and other authorities dealing with those requirements in addition to or over and above the classification requirements.

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CHAPTER 1 Scope and Conditions of Classification

SECTION 3 Classification Symbols and Notations

A listing of Classification Symbols and Notations available to the Owners of vessels, offshore drilling and production units and other marine structures and systems, "List of ABS Notations and Symbols" is available from the ABS website "http://www.eagle.org".

The following notations are specific to the various types of yachts included in this Guide.

1 Hull

1.1 Pleasure Yachts *(1 October 2018)*

In accordance with 1-1-3/3 of the ABS *Rules for Conditions of Classification (Part 1)*, the classification ✠ **A1 Yachting Service** will be assigned to vessels designed for pleasure yachting service and built to the applicable requirements in Part 3 and Part 4 and other relevant sections of this Guide. Motor yachts receiving a **Yachting Service** notation are permitted to operate with unlimited range geographically in association with voyages planned based on weather routing and with restrictions on significant wave height of 4.0 m (13.1 ft) for the *Operational Design Condition* and 6 m (19.7 ft) for the *Maximum Design Condition*. See also 1-1-4/1.1.

1.3 Restricted Service Yachts

In accordance with 1-1-3/3 of the ABS *Rules for Conditions of Classification (Part 1)*, the classification ✠ **A1 Yachting Service R** will be assigned to vessels designed for restricted pleasure yachting service and built to the applicable requirements in Part 3 and Part 4 and other relevant sections of this Guide. Restricted service yachts are restricted to operate a distance from a place of refuge of not more than 200 nautical miles and with restrictions on significant wave height of less than 3.5 m (11.5 ft) for the *Operational Design Condition* and 4.5 m (14.8 ft) for the *Maximum Design Condition*. Voyages between 100 nautical miles and 200 nautical miles from a place of refuge must include voyage planning based on weather routing.

1.5 Commercial Yachts *(1 October 2018)*

In accordance with 1-1-3/3 of the ABS *Rules for Conditions of Classification (Part 1)*, the classification ✠ **A1 Commercial Yachting Service** will be assigned to yachts built as noted in 1-1-3/1.1 which are chartered as motor, sailing, or motor-sailing yachts or carry passengers for revenue, are not considered by the Administration to be a SOLAS passenger vessel or an IMO HSC Code craft , do not carry more than 12 charter guests, do not carry cargo, and are built to the applicable requirements in Part 3, Part 4, Part 5, and other relevant sections of this Guide.

In addition to this Guide, Commercial Yachts are to comply with recognized statutory requirements for commercial yachts such as the UK MCA *The Large Commercial Yacht Code (LY3)*. Where a flag State has alternative requirements, statutory items may be considered to be in compliance with these requirements. This latter scope would normally include statutory items not normally within the scope of classification, such as Radio, Navigation Lights arrangement, Navigational Equipment, Accommodation-Medical Stores and Manning, Life Saving Appliances, etc. Commercial Yachts are not eligible for the restricted service notation **Yachting Service R**. Motor yachts receiving a **Commercial Yachting Service** notation are permitted to operate with unlimited range geographically in association with voyages planned based on

weather routing and with restrictions on significant wave height of 4.0 m (13.1 ft) for the *Operational Design Condition* and 6 m (19.7 ft) for the *Maximum Design Condition*. See also 1-1-4/1.1.

1.7 Passenger Yachts

In accordance with 1-1-3/3 of the ABS *Rules for Conditions of Classification (Part 1)*, the classification ✠ **A1 Passenger Yachting Service** will be assigned to yachts built as noted in 1-1-3/1.1 which are commercial or private yachts of any length, constructed of steel or aluminum, that are not considered by the Administration to be a SOLAS passenger vessel or an IMO HSC Code craft, that carry 13 to 36 passengers, do not carry cargo and are built to the applicable requirements detailed below:

i) Class items are to be in accordance with Part 5C, Chapter 7 of the *Steel Vessel Rules* in regard to structural, mechanical, and electrical requirements. (Where considered appropriate based on the yacht's Rule Length *L*, parts of the ABS *Rules for Building and Classing Steel Vessels Under 90 Meters (295 Feet) in Length* may be applied.)

ii) Statutory items are to be in compliance with MCA "REG 13-36 Passenger Yacht Code" for Red Ensign flag States or SOLAS Passenger vessel regulations (< 36 passengers) for other flags not having their own code. Where a flag State has alternative requirements, statutory items may be considered to be in compliance with these requirements. The use of the REG Passenger Yacht Code by flag states other than Red Ensign is to be in accordance with the provisions of the REG Passenger Yacht Code.

Passenger yachts are to comply with the operational limits in the flag state Passenger Yacht Code.

For yachts receiving load line assignment, see Section 1-1-5 of the ABS *Rules for Conditions of Classification (Part 1)*.

3 Machinery *(1 September 2017)*

AMS is a classification notation that, together with the Maltese Cross ✠ symbol, indicates that a yacht's machinery, boilers and systems have been constructed and installed under ABS survey in accordance with the requirements of the ABS Rules. The ✠ **AMS** notation is a mandatory requirement for all new construction yachts receiving the **Passenger Yachting Service** notation .

For all new construction yachts receiving the ✠ **A1 Commercial Yachting Service** notation and for all new construction yachts over 61 m (200 ft) in length receiving the ✠ **A1 Yachting Service** notation, the notation **(✠) AMS** may be assigned in lieu of ✠ **AMS**, provided that all yacht's machinery, boilers and systems meet all the requirements for ✠ **AMS** except for propulsion engines and their associated reduction gears, as well as auxiliary generators and their prime movers only.

Propulsion engines and their associated reduction gears, as well as auxiliary generators and their prime movers may be accepted based on Manufacturer's Work certificate and valid ABS Type Approval Certification, inclusive of Product Design Assessment (PDA) and Manufacturing Assessment (MA), as per Tier 3 definition in 1-1-A4 of the ABS *Rules for Conditions of Classification (Part 1)*. See also 3 TABLE 1 below.

TABLE 1 *(1 July 2017)*

Machinery Notation	*Design Approval*	*Certification of Propulsion Engines and Their Associated Reduction Gears, Auxiliary Generators and Their Prime Movers*
✠ **AMS**	ABS	ABS
(✠) AMS	ABS	*1)* ABS or *2)* Manufacturer's certificate and ABS Type Approval Certificate inclusive of PDA and MA

ABS will accept **AMS** without the "✠" for new construction of non-commercial pleasure yachts less than 61 m (200 ft) in length with engines and gears which are design approved and not surveyed at the time of manufacture provided the engines and gears are issued with an ABS Interim Product Certificate (PQA).

5 Yachts not Built Under Survey

Yachts not built under ABS survey, but submitted for classification, are subjected to special classification surveys. Where found satisfactory and thereafter approved by the Committee, they are to be classed and distinguished in the *Record* by the applicable symbols and notation in 1-1-3/1 and 1-1-3/3 above, but the mark ✠ signifying the survey during construction is to be omitted.

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CHAPTER 1 Scope and Conditions of Classification

SECTION 4 Rules for Classification

1 Application of Guide

1.1 General

This Guide is applicable to pleasure yachts intended for yachting service, in which sailing yachts may undertake long ocean voyages while motor yachts operate on shorter voyages in which the sea states and distance from safe refuge are considered. These operating conditions are addressed in the relevant parts of the Guide. Yachts engaged in chartering are to be in accordance with Part 3 and Part 4 and other relevant sections of this Guide as well as the applicable requirements of Part 5 of this Guide.

Yachting service operations are considered to be much less severe than those of ships in regular trade, to have limited yearly at-sea hours compared to their in port hours and to have special care and good maintenance by their owners and crew.

Where reference is made herein to the ABS *Rules for Building and Classing Steel Vessels (Steel Vessel Rules)*, the latest edition of those Rules is intended.

These requirements are applicable to those features that are permanent in nature and can be verified by plan review, calculation, physical survey or other appropriate means. Any statement in this Guide regarding other features is to be considered as guidance to the designer, builder, Owner, et al.

1.3 Application

The application of the Guide is, in general, based on its effective date and the contract date for construction between the shipbuilder and the prospective owner. (e.g., should the Guide have an effective date of 1 December 2014, it would not be applicable to a yacht for which the contract for construction was signed on 30 November 2014.) See also 1-1-4/3 of the ABS *Rules for Conditions of Classification (Part 1)*.

The effective date of this Guide is the first day of the month of publication.

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SECTION 5 Submission of Plans

Hull and machinery plans, as required below, are to be submitted to ABS for review and approval. Plans from designers and shipbuilders should generally be submitted electronically. However, hard copies will also be accepted. All plan submissions originating from manufacturers are understood to be made with the cognizance of the shipbuilder. A fee may be charged for the review of plans for which there is no contract of classification.

1 Hull Plans

Plans showing the arrangements, scantlings, details of principal parts of the hull structure and welding details of each yacht to be built under survey are to be submitted and approved before construction is commenced. These plans are also to include such particulars as the design draft, design speed and areas of intended operation. Where provision is to be made for any special type of loading conditions, particulars of the conditions are also to be given. In general, the plans as specified in 1-1-7/1 of the ABS *Rules for Conditions of Classification (Part 1)* are to be submitted for review or reference.

3 Machinery Plans and Data

Plans and data required to be submitted to ABS for review and approval are listed in 4-1-1/7 of this Guide.

5 Additional Plans

Additional plans to be submitted specific to commercial yachts are given in Section 5-1-1 of this Guide.

Also, where certification under 1-1-5/3 or 1-1-5/5 of the ABS *Rules for Conditions of Classification (Part 1)* is requested, submission of additional plans and calculations may be required.

7 Additional Requirements for FRP Yachts

For all FRP yachts, a “Building Process Description” and a “Quality Assurance Manual” is to be submitted for approval prior to the commencement of any lamination. See Section 2-6-3 of the ABS *Rules for Materials and Welding (Part 2) – Aluminum and Fiber Reinforced Plastics (FRP)*.

9 Additional Requirements for Wooden Yachts

For all wooden yachts, a “Building Process Description” and a “Quality Assurance Manual” is to be submitted for approval prior to the commencement of any lamination. See 3-2-7/9 of the *Yacht Guide* and Section 2-6-4 of the ABS *Rules for Materials and Welding (Part 2) – Aluminum and Fiber Reinforced Plastics (FRP)*.