

GUIDE FOR BUILDING AND CLASSING

YACHTS 2018

NOTICE NO. 1 – JULY 2018

The following Rule Changes were approved by the ABS Rules Committee on 1 June 2018 and become **EFFECTIVE AS OF 1 JULY 2018**.

(See <http://www.eagle.org> for the consolidated version of the Guide for Building and Classing Yachts 2018, with all Notices and Corrigenda incorporated.)

Notes - The date in the parentheses means the date that the Rule becomes effective for new construction based on the contract date for construction, unless otherwise noted. (See 1-1-4/3.3 of the ABS Rules for Conditions of Classification (Part 1).)

PART 3 HULL CONSTRUCTION AND EQUIPMENT

CHAPTER 2 HULL STRUCTURES AND ARRANGEMENTS

SECTION 13 PROTECTIVE COATINGS

5 Protection of Steel

(Revise Paragraph 3-2-13/5.3, as follows:)

5.3 All Spaces (1 July 2018)

Unless otherwise approved, all steel surfaces are to be suitably coated with paint and/or cathodic protection as applicable. For more details, refer to the ABS *Guidance Notes on Cathodic Protection of Ships* and the ABS *Guidance Notes on the Application and Inspection of Marine Coating Systems*.

PART 4 **VESSEL SYSTEMS AND MACHINERY**
CHAPTER 1 **GENERAL**
SECTION 1 **CLASSIFICATION OF MACHINERY**

15 Astern Propulsion Power (2005)

(Revise Paragraph 4-1-1/15.1, as follows:)

15.1 **General (1 July 2018)**

Sufficient power for going astern is to be provided to secure proper control of the yacht in all normal circumstances. The astern power of the main propelling machinery is to be capable of maintaining in free route astern at least 70% of the ahead rpm corresponding to the maximum continuous ahead power. For main propulsion systems with reversing gears, controllable pitch propellers or electric propulsion drive, running astern is not to lead to overload of the propulsion machinery.

Main propulsion systems are to undergo tests to demonstrate the astern response characteristics. The tests are to be carried out at least over the maneuvering range of the propulsion system and from all control positions. A test plan is to be provided by the yard and accepted by the surveyor. If specific operational characteristics have been defined by the manufacturer these shall be included in the test plan. The ability of the machinery, including the blade pitch control system of controllable pitch propellers, to reverse the direction of thrust of the propeller in sufficient time, and so to bring the yacht to rest within a reasonable distance from maximum ahead service speed, is to be demonstrated and recorded during trials.

PART 4 **VESSEL SYSTEMS AND MACHINERY**
CHAPTER 2 **PRIME MOVERS**
SECTION 1 **INTERNAL COMBUSTION ENGINES AND REDUCTION GEARS**

1 General

1.1 **Construction and Installation**

(Revise Subparagraph 4-2-1/1.1.1, as follows:)

1.1.1 **Internal Combustion Engines and Associated Reduction Gears (1 July 2018)**

Internal combustion engines of 100 kW [135 horsepower (hp)] and over and associated reduction gears are to be constructed in accordance with Part 4, Chapters 2 and 3 of the *Steel Vessel Rules*, except the design of a unit which has demonstrated satisfactory service experience for the intended application will be specially considered. Engines of less than 100 kW (135 hp) and associated reduction gears are to function as intended, and will be accepted subject to a satisfactory performance test conducted to the satisfaction of the Surveyor after installation. For all engines, their mounting in yachts is to be in accordance with the engine manufacturer's recommendations. Particular attention is to be given to proper mounting in fiberglass yachts.

For engines driving generators, refer to the applicable requirements of 4-6-4/3.17 and 4-6-4/3.19.

Additional requirements for exhaust emission abatement equipment connected to internal combustion engines or boilers are provided in the *ABS Guide for Exhaust Emission Abatement*.

15 Engine Exhaust Systems

(Add new Paragraph 4-2-1/15.7, as follows:)

15.7 Exhaust Emission Abatement Systems (1 July 2018)

Where a yacht is fitted with an exhaust emission abatement system and the optional vessel notations detailed under 1/9.3 through 1/9.9 of the *ABS Guide for Exhaust Emission Abatement* are not requested, the installed exhaust emission abatement system is to comply with the minimum requirements prescribed in Section 1, Table 1 of the Guide and is to be verified by an ABS Surveyor during installation. This is applicable to new construction and existing yacht conversions.

PART 4 VESSEL SYSTEMS AND MACHINERY

CHAPTER 4 PUMPS AND PIPING SYSTEMS

SECTION 2 PUMPS, PIPES, VALVES AND FITTINGS

3 Pressure Tests

(Revise Paragraph 4-4-2/3.13, as follows:)

3.13 Hydrostatic Tests of Shell Valves (1 July 2018)

All valves intended for installation on the side shell at or below the load waterline, including those at the sea chests, are to be hydrostatically tested before installation and in the presence of the Surveyor.

The valve housing of each valve is to be subjected to a pressure of not to be less than test pressure of 5 bar (5.1 kgf/cm², 72.5 psi). No leakage is permitted and holding time as follows:

- 15 seconds for sizes up to 50 mm (2 inch)
- 60 seconds for sizes 75 mm - 150 mm (2.5 inch - 6 inch)
- 120 seconds for sizes 200 mm - 300 mm (8 inch - 12 inch)
- 300 seconds for sizes 350 mm (14 inch) and larger

The valve assembly is to be subjected to a hydrostatic seat leakage test. The test is to be performed with closed valve with the other end open to atmosphere. The pressure is to be applied independently on each side. Test pressure is not to be less than 5 bar (5.1 kgf/cm², 72.5 psi). Holding time is 5 minutes for all sizes.

5 Metallic Pipes

(Revise Paragraph 4-4-2/5.8, as follows:)

5.8 Other Materials (1 July 2018)

Piping containing flammable fluids is to be constructed of steel or other materials approved by ABS. Other equivalent material with a melting point above 930°C (1706°F) and with an elongation above 12% may be accepted. Aluminum and aluminum alloys which are characterized by low melting points, below 930°C (1706°F), are considered heat sensitive materials and are not to be used to convey flammable fluids, except for such piping as arranged inside heat exchangers or as otherwise permitted for engine, turbine and gearbox installations, see 4-2-1/7.7 of the *Steel Vessel Rules*.

PART 4 **VESSEL SYSTEMS AND MACHINERY**
CHAPTER 4 **PUMPS AND PIPING SYSTEMS**
SECTION 4 **FUEL OIL AND LUBRICATING OIL SYSTEMS AND TANKS**

9 Lubricating Oil Systems

(Revise Paragraph 4-4-4/9.1, as follows:)

9.1 **General** *(1 July 2018)*

The lubricating systems are to be so arranged that they will function satisfactorily under the conditions specified in 4-1-1/17. Consideration is to be given to all acceptable fill levels in the lube oil sumps and tanks for compliance with this requirement.

The lubricating-oil piping is to be entirely separated from other piping systems. In addition, the requirements of 4-4-4/1.1.2, 4-4-4/1.3 and 4-4-4/1.5 are applicable.

The requirements in 4-4-4/3.7 are also applicable for lubricating-oil tanks. However, arrangements for remotely closing the valve from a position outside of the compartment need not be provided if inadvertent valve closure could result in damage to the running machinery due to lack of lubricating oil. Where the machinery is arranged for automatic shutdown upon loss of lubricating oil, the valve required by 4-4-4/3.7 is to be provided with means to close it from a readily accessible and safe location outside of the compartment in which the valve is located.