



GUIDE FOR BUILDING AND CLASSING

YACHTS 2018

PART 5 SPECIALIZED YACHTS AND SERVICES

**American Bureau of Shipping
Incorporated by Act of Legislature of
the State of New York 1862**

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Change Notice (2018)

The effective date of each technical change since 1993 is shown in parentheses at the end of the subsection/paragraph titles within the text of each Part. Unless a particular date and month are shown, the years in parentheses refer to the following effective dates:

(2000) and after	1 January 2000 (and subsequent years)	(1996)	9 May 1996
(1999)	12 May 1999	(1995)	15 May 1995
(1998)	13 May 1998	(1994)	9 May 1994
(1997)	19 May 1997	(1993)	11 May 1993

Listing by Effective Dates of Changes from the 2017 Guide

Notice No. 2 (effective on 1 September 2017) to the 2017 Guide, which is incorporated in the 2018 Guide, is summarized below.

EFFECTIVE DATE 1 September 2017 – shown as *(1 September 2017)*
(based on the contract date for new construction between builder and Owner)

<i>Part/Para. No.</i>	<i>Title/Subject</i>	<i>Status/Remarks</i>
5-1-1/7.3	Machinery	To better define the ⊗ AMS notation as applicable to yachts and to introduce the (⊗) AMS notation. (Incorporates Notice No. 2)

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Specialized Yachts and Services

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CHAPTER 1 Commercial Yachts

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CHAPTER 1 Commercial Yachts

SECTION 1 Additional Requirements for Commercial Yachts

1 Application

These requirements are applicable to yachts 24 m (79 ft) or greater in length overall to 90 m (295 ft) in length as defined in 3-1-1/3.1 that are chartered as motor/sailing yachts or carry passengers for revenue 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.

3 Classification (1 October 2016)

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 that 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 5-1-1/7, Part 3, Part 4, Part 5, and other relevant sections of this Guide. 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.

5 Definitions

5.1 Administration

Administration means the Government of the State whose flag the yacht is entitled to fly.

5.3 Passenger

A *Passenger* is every person other than, a) the master and members of the crew or other persons employed or engaged in any capacity on board a yacht on the business of that yacht and b) a child under one year of age.

7 Additional Requirements for Commercial Yachts

7.1 Scope

7.1.1 Requirements for Commercial Yachts

In addition to this Guide, commercial yachts are to comply with recognized statutory requirements for commercial yachts such as UK MCA The Large Commercial Yacht Code (LY3). 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.

7.1.2 Alternative requirements for Commercial Yachts

Where an Administration has a set of requirements equivalent to the requirements in 5-1-1/7.1.1 above, statutory items may be considered to be in compliance with these requirements for classification as a commercial yacht in accordance with 5-1-1/3.

7.3 Machinery Classification (1 September 2017)

For all new construction yachts receiving the **⊗ A1 Commercial 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 Appendix 1-1-A4 of the *ABS Rules for Conditions of Classification (Part 1)*. See also 1-1-3/3 and 5-1-1/Table 1 of this Guide.

TABLE 1 (1 September 2017)

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

7.5 Review Procedures

7.5.1 Administration Review

Where the Administration undertakes the review of subdivision and stability the acceptance of subdivision and stability by the Administration will be required before the classification certificate is issued.

7.5.2 ABS Review

In all other cases, the information and calculations for subdivision and stability are to be submitted to ABS for approval.

7.7 Equipment Classification

Yachts being assigned the Notation **⊗ A1 Commercial Yachting Service** also require **Ⓢ** notation.

7.9 Vessel Operating Manual

Commercial yachts are to be furnished with an operating manual in accordance with 3-2-1/7.

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CHAPTER 2 Passenger Yachts

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CHAPTER 2 Passenger Yachts

SECTION 1 Additional Requirements for Passenger Yachts

1 Application

These requirements are applicable to yachts 24 m (79 ft) or greater in length overall to 90 m (295 ft) in length as defined in 3-1-1/3.1 which are commercial or private yachts of any length 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.

3 Classification

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 1-1-3/1.7 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 in 5-2-1/7. Passenger yachts are to comply with the operational limits in the flag state Passenger Yacht Code.

5 Definitions

5.1 Administration

Administration means the Government of the State whose flag the yacht is entitled to fly.

5.3 Passenger

A *Passenger* is every person other than, a) the master and members of the crew or other persons employed or engaged in any capacity on board a yacht on the business of that yacht and b) a child under one year of age.

7 Additional Requirements for Passenger Yachts

7.1 Scope

7.1.1 Requirements for Passenger Yachts

Passenger Yachts are to comply with the following:

- i) Class items are to be in accordance with Part 5C, Chapter 7 of the *ABS Rules for Building and Classing Steel Vessels* in regard to structural, mechanical, and electrical requirements (Where considered appropriate based on the yachts *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.

7.1.2 Alternative Requirements for Passenger Yachts

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.

7.3 Machinery Classification

Yachts being assigned the Notation **✘ A1 Passenger Yachting Service** also require **✘ AMS**. See 1-1-3/3.

7.5 Review Procedures

7.5.1 Administration Review

Where the Administration undertakes the review of subdivision and stability the acceptance of subdivision and stability by the Administration will be required before the classification certificate is issued.

7.5.2 ABS Review

In all other cases, the information and calculations for subdivision and stability are to be submitted to ABS for approval.

7.7 Equipment Classification

Yachts being assigned the Notation **✘ A1 Passenger Yachting Service** also require **ⓔ** notation.

7.9 Vessel Operating Manual

Passenger yachts are to be furnished with an operating manual in accordance with 3-2-1/7.