

GUIDELINES

ON THE CLASSIFICATION AND SURVEY OF YACHTS

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GUIDELINES ON THE CLASSIFICATION AND SURVEY OF YACHTS

Guidelines on the Classification and Survey of Yachts of Russian Maritime Register of Shipping have been approved in accordance with the established approval procedure and come into force on 1 January 2021.

The present edition is based on CL No. 340-48-752c of 22.07.2014 taking into account the amendments developed immediately before publication.

The Guidelines are published in electronic format in Russian and English.

The Guidelines are intended for surveyors, crews of the ships and shipowners.

REVISION HISTORY

(purely editorial amendments are not included in the Revision History)

For this version, there are no amendments to be included in the Revision History.

1 GENERAL

1.1 APPLICATION

1.1.1 The Guidelines on the Classification and Survey of Yachts¹ have been developed for the purpose of consistent approach and interaction between the Head Office² and Branch Offices of the Russian Maritime Register of Shipping³ in considering the issue of the classification and survey of yachts in service.

1.1.2 For the purpose of these Guidelines, classification of yacht means a set of measures and actions on assigning the RS class, except for the case specified in [1.1.3](#).

1.1.3 Classification of yachts flying the RF flag, at the shipowner's discretion, may be carried out without assignment of the RS class and issuance of a classification certificate. This provision applies to yachts used for non-commercial purposes, with the overall length of the hull above 20 m and carrying a maximum of 12 passengers with no more than 18 people on board.

This classification is aimed at assessment of the yacht actual compliance with the applicable RS rules and establishing a category that takes into account probable wind and wave conditions of navigation and a distance to the place of refuge or the shore.

Application of this provision to the yachts flying the flags other than the RF flag is determined by RHO in each particular case.

1.1.4 If not otherwise stated herein, the Guidelines apply to:
the classification of yachts regardless their length;
the classification of yachts irrespective of their intended purpose (commercial or non-commercial);
the classification of yachts with the number of passengers on board not exceeding 12 persons.

1.1.5 The Guidelines do not apply for the classification of:
ships weighing up to 200 kg inclusive;
self-propelled ships with engine power up to 8 kW inclusive;
undecked non-self-propelled ships the length of which does not exceed 12 m;
sailing racing yachts;
manned submersibles and ship's diving systems;
boats or other floating craft being part of the ship;
small craft.

1.2 DEFINITIONS AND EXPLANATIONS

1.2.1 For the purpose of these Guidelines the following definitions have been adopted.

Distance to the place of refuge is the maximum permissible distance in nautical miles (or kilometers) which is measured along the shortest navigationally safe path from any point on the route selected for sailing to the nearest port or place of refuge.

Distance to the shore is the maximum permissible distance in nautical miles (or kilometers) which is measured along the shortest navigationally-safe path from any point on the route selected for sailing to the nearest shore where debarkation of persons from the ship can be provided.

¹ Hereinafter referred to as the "Guidelines".

² Hereinafter referred to as the "RHO".

³ Hereinafter referred to as the "Register, RS".

Length of the hull (overall) L_H , in m is the length that includes all structural and integral parts of the ship, such as wooden, plastic or metal stems or sterns, bulwarks and hull/deck joints.

This length excludes removable parts that can be detached in a non-destructive manner and without affecting the structural integrity of the ship's hull, e.g. spars, bowsprits, bulwarks, pulpits, stemhead fittings, rudders, outdrives, outboard motors and their mounting brackets and plates, diving platforms, boarding platforms, rubbing strakes and permanent fenders.

This length does not exclude detachable parts of the hull, which act as hydrostatic or dynamic support when the ship is at rest or underway.

With multihull ship, the length of each hull shall be measured individually. The length of the hull of such ship shall be taken as the longest of the individual measurements.

Y a c h t is a decked self-propelled craft, other than rowing craft, intended for water trips with persons lodged on board and having enclosed spaces used to accommodate all the persons the craft is certified to carry.

2 PRINCIPLES OF YACHT CLASSIFICATION

2.1 RS Branch Offices competence in considering the issue of yacht classification.

2.1.1 Consideration of the issue of classification of yachts having a class (not RS) of another Classification Society subject to verification of compliance with Quality System Certification Scheme of International Association of Classification Societies (IACS)¹, and a gross tonnage above 100, is within the RHO competence.

2.1.2 Consideration of the issue of classification of yachts having a class of ACS QSCS, with 100 gross tonnage and below, unless stated otherwise, is within the competence of the RS Branch Office for in-service supervision (planned). Where the yacht classification is carried out outside the area of activity of the RS Branch Office for in-service supervision, the issue of classification is considered by the RS Branch Office responsible for the region where the yacht is located (refer to [2.1.6](#)).

2.1.3 Consideration of the issue of classification of yachts, having no ACS QSCS class, with $L_H > 24$ m, is within the RHO competence.

2.1.4 Consideration of the issue of classification of yachts having no ACS QSCS class, with $L_H \leq 24$ m, unless stated otherwise, is within the competence of the RS Branch Office for in-service supervision (planned). Where the yacht classification is carried out outside of the area of activities of the RS Branch Office for in-service supervision, the issue of classification is considered by the RS Branch Office responsible for the region where the yacht is located.

2.1.5 Consideration of the issue of classification of yachts without assignment of class (refer to [1.1.3](#)) is within the competence of the RS Branch Office for in-service supervision (estimated). Where the yacht classification is carried out outside the area of activity of the RS Branch Office for in-service supervision, the issue of classification is considered by the RS Branch Office responsible for the region where the yacht is located (refer also to [2.1.6](#)).

2.1.6 In all cases of transfer of the yacht from class of ACS recognized by the European Union², including the cases specified in [2.1.2](#) and [2.1.5](#), under the provisions of 10.6 of Regulation (EU) No 391/2009 of 23.04.2009, the RS Branch Office responsible for consideration of the issue of yacht classification, shall establish the interaction with RHO for timely receipt of relevant information on the List of Surveys Status of the yacht from the losing society. RHO is responsible for exchange of the required information. List of ACS recognized by EU is submitted by RHO upon individual requests.

2.2 Classification of yachts of $L_H \leq 24$ m is carried out for compliance with the Rules for the Classification and Construction of Pleasure Craft.³

2.3 Classification of yachts of $L_H > 24$ m is carried out for compliance with the PC Rules with application of the requirements of other RS rules, as reasonably practicable. Such practicability is determined by RHO.

For classification of yachts without assignment of class (refer to [1.1.3](#)) the feasibility and practicability of applying the requirements of other RS rules is within the competence of the RS Branch Office responsible for the region where the yacht is located in cooperation with the RS Branch Office for in-service supervision and, if necessary, with RHO.

2.4 Process of yacht classification includes also verification of equipment, outfit, facilities for environment pollution prevention and the load line marks for compliance with the PC Rules, unless compliance with other standards is prescribed by the flag State Maritime Administration⁴ (except for RF MA). Where the flag State national standards are available, the yacht shall comply with them within the prescribed scope instead of the relevant requirements of the PC Rules, except for the class-related issues.

2.5 For assignment of class to yachts, the principles and class notations specified in Section 2, Part I "Classification" of the PC Rules are used with adding to the class notations, if necessary, the distinguishing marks or descriptive notations stipulated

¹ Hereinafter referred to as the "ACS QSCS".

² Hereinafter referred to as the "EU".

³ Hereinafter referred to as the "PC Rules".

⁴ Hereinafter referred to as the "MA".

by other RS rules (e.g., **HSC** in compliance with the Rules for the Classification and Construction of High-Speed Craft).

Ship type in the RS reporting documents and descriptive notation in the class notation are indicated as **Pleasure yacht** or, at the shipowner's discretion, **Yacht**.

2.6 The purpose of the yacht use (commercial or non-commercial) as well as the necessity of assignment of the RS class to the yachts flying the RF flag and falling under the definition of pleasure craft in accordance with Article 7 (Item 4) of the Merchant Shipping Code of the Russian Federation¹, and which may be classed without assignment of the RS class (refer to [1.1.3](#)), is determined by the shipowner and reported to the Register in case of application for classification.

2.7 Principles of yacht classification depending on the availability of confirmation of compliance with the safety standards.

Summarized list of requirements applicability to the yacht classification is given in [Table 2.7](#).

2.7.1 Classification of yachts classed by ACS QSCS.

2.7.1.1 The procedure for transfer of class specified in 5.1 and 5.2, Part II "Carrying Out Classification Surveys of Ships" of the Guidelines on Technical Supervision of Ships in Service shall apply taking into account the following.

2.7.1.2 No assessment of the yacht compliance with the PC Rules and other RS rules is required.

2.7.1.3 For the yachts of gross tonnage above 100, it is required to submit plans and documentation in the scope prescribed by 5.2.3.10, Part II "Carrying Out Classification Surveys of Ships" of the Guidelines on Technical Supervision of Ships in Service, as applicable.

For the yachts of 100 gross tonnage and below, it is required to submit plans and documentation in the scope necessary for:

the yacht identification (plans or diagrams showing general arrangement of the yacht including location of machinery, arrangements, equipment and outfit as well as systems);

verification of stability, tonnage and freeboard of the yacht (if necessary).

2.7.1.4 No verification of strength characteristics of the yacht's hull for compliance with the RS rules is required.

2.7.1.5 The calculation of permissible residual scantlings of hull members in compliance with the RS rules is not required in case the yacht has no ice class.

2.7.1.6 The onboard documentation on stability is temporarily approved by the RS surveyor for a period not more than 12 months if any deficiencies not affecting the safe operation of the yacht are found, in other cases it is approved for a full term. In case of revealing of the above-mentioned deficiencies, the requirement on their rectification is imposed. If the documentation is temporarily approved, the final review and approval of documentation is performed by RHO.

2.7.1.7 Tonnage Calculation is required, except for the yachts having the International Tonnage Certificate or another Tonnage Certificate issued by ACS QSCS or the flag State MA.

2.7.1.8 Freeboard calculation is required for the yachts used for commercial purposes, except for the yachts having the International Load Line Certificate or any other Load Line Certificate issued by ACS QSCS or the flag State MA and complying with the safety standards.

2.7.2 Classification of yachts not classed by ACS QSCS but complying with safety standards applied by the Register.

2.7.2.1 The Register applies the following safety standards:

Directive 2013/53/EU;

IMMARBE's Codes of Standards for Yachts, in commercial or private use (The Small Yacht Code, The Large Yacht Code, The Super Yacht Code);

Commercial yacht code (Merchant Shipping Directorate, within the Authority for Transport in Malta);

¹ Hereinafter referred to as the "RF MSC".

LY3 Code (The Large Commercial Yacht Code), developed by United Kingdom Maritime and Coastguard Agency (UK MCA);

other rules and codes upon agreement with RHO.

2.7.2.2 The procedure for assignment of class specified in 5.1 and 5.3, Part II "Carrying Out Classification Surveys of Ships" of the Guidelines on Technical Supervision of Ships in Service shall apply taking into account the following.

2.7.2.3 No assessment of the yacht compliance with the PC Rules and other RS rules is required.

2.7.2.4 For the yachts of $L_H > 24$ m or with a gross tonnage, where determined, above 100 (by the higher criterion value) it is required to submit plans and documentation in the scope prescribed by 5.3.4, Part II "Carrying Out Classification Surveys of Ships" of the Guidelines on Technical Supervision of Ships in Service, as applicable.

For other yachts, it is required to submit plans or diagrams necessary for the yacht identification (plans or diagrams showing general arrangement of the yacht including location of machinery, arrangements, equipment and systems).

2.7.2.5 No verification of strength characteristics of the yacht's hull for compliance with the RS rules is required.

2.7.2.6 The calculation of permissible residual scantlings of hull members in compliance with the RS rules is not required in case the yacht has no ice class.

2.7.2.7 The onboard documentation on stability is temporarily approved by the RS surveyor for a period not more than 12 months if any deficiencies not affecting the safe operation of the yacht are found, in other cases it is approved for a full term. In case of revealing of the above-mentioned deficiencies, the requirement on their rectification is imposed. If the documentation is temporarily approved, the final review and approval of documentation is performed by RHO.

2.7.2.8 Tonnage calculation is required, except for the yachts having the International Tonnage Certificate or another Tonnage Certificate issued by ACS QSCS or the flag State MA.

2.7.2.9 Freeboard calculation is required for the yachts used for commercial purposes, except for the yachts having the International Load Line Certificate or another Load Line Certificate issued by ACS QSCS or the flag State MA and complying with the safety standards.

2.7.3 Classification of yachts not classed by ACS QSCS and not complying with safety standards applied by the Register.

2.7.3.1 The procedure for class assignment specified in 5.1 and 5.3, Part II "Carrying Out Classification Surveys of Ships" of the Guidelines on Technical Supervision of Ships in Service shall apply taking into account the following.

2.7.3.2 Assessment of the yacht compliance with the PC Rules and other RS rules is required at the first stage of the procedure.

2.7.3.3 For the yachts of $L_H > 24$ m, it is required to submit plans and documentation in the scope prescribed by 5.3.4, Part II "Carrying Out Classification Surveys of Ships" of the Guidelines on Technical Supervision of Ships in Service, as applicable.

For the yachts of $L_H \leq 24$ m, it is required to submit plans and documentation in the scope necessary for:

the yacht identification (plans or diagrams showing general arrangement of the yacht including location of machinery, arrangements, equipment and systems);

qualitative assessment of the yacht compliance with the PC Rules and other RS rules;

verification of strength characteristics of hull, stability, tonnage and freeboard of the yacht for compliance with the RS rules.

2.7.3.4 For the yachts of $L_H > 24$ m, the verification of strength characteristics of the hull for compliance with the RS rules is required including calculation of permissible residual scantlings of hull members made of steel and aluminium alloys in compliance with the RS rules.

2.7.3.5 Development of the new or appraisal of the existing documentation on stability is required in compliance with the requirements of the PC Rules taking into account the results of inclining test.

2.7.3.6 Tonnage calculation is required.

2.7.3.7 Freeboard calculation for the yachts used for commercial purposes is required.

2.7.3.8 If the yacht had the ACS QSCS class from time of construction, but lost it later, the yacht classification is carried out taking into account the following:

assessment of the yacht compliance with the PC Rules and other RS rules shall be carried out to the extent sufficient for confirmation that no alterations are made to the yacht during its being without the ACS QSCS class;

all alterations not approved by ACS QSCS shall be eliminated or technically substantiated with submission of certificates, conducting analysis, tests, etc.

In lieu of [2.7.3.4 – 2.7.3.7](#), the provisions of [2.7.1.4 – 2.7.1.8](#) shall apply taking into account that instead of losing ACS QSCS, the ACS QSCS, to which class the yacht was constructed or under which class the yacht was operated, shall be understood.

2.7.3.9 If the yacht has a class of ACS recognized by EU, except for ACS QSCS, the classification is carried out taking into account the exchange of information with ACS QSCS under the provisions of 10.6 of Regulation (EU) No 391/2009 (refer also to [2.1.6](#)). RHO is responsible for exchange of the required information. List of ACS recognized by EU is submitted by RHO upon individual requests.

Table 2.7

Summarized list of requirements applicability to the yacht classification

Nos.	Requirements	Procedure for yacht classification			
		Classed by ACS QSCS	Having no class of ACS QSCS but complying with the applicable safety standards	Having no class of ACS QSCS and not complying with the applicable safety standards	
				Not constructed to the class of ACS QSCS	Constructed to the class of ACS QSCS
1	Applicable procedure	2.7.1.1	2.7.2.2	2.7.3.1	
2	Assessment of the yacht compliance with the PC Rules and other RS rules (refer to 3.4)	Not required (refer to 2.7.1.2)	Not required (refer to 2.7.2.3)	Required (refer to 2.7.3.2)	Required to confirm the absence of alterations (refer to 2.7.3.8)
3	Submission of plans and technical documentation (refer to 3.5.3)	Required (refer to 2.7.1.3)	Required (refer to 2.7.2.4)	Required (refer to 2.7.3.3)	
4	Verification of strength characteristics of the yacht's hull for compliance with the RS rules (refer to 3.5.2)	Not required (refer to 2.7.1.4)	Not required (refer to 2.7.2.5)	Required (refer to 2.7.3.4)	Not required (refer to 2.7.3.8 and 2.7.1.4)
5	Calculation of permissible residual scantlings of steel hull members (refer to 3.5.2)	2.7.1.5	2.7.2.6	Required (refer to 2.7.3.4)	2.7.3.8 and 2.7.1.5
6	Assessment of stability for compliance with the RS rules (refer to 3.5.4)	2.7.1.6	2.7.2.7	Required upon the inclining test results prior to completion of classification (refer to 2.7.3.5)	Within 12 months after completion of classification (refer to 2.7.3.8 and 2.7.1.6)

Nos.	Requirements	Procedure for yacht classification			
		Classed by ACS QSCS	Having no class of ACS QSCS but complying with the applicable safety standards	Having no class of ACS QSCS and not complying with the applicable safety standards	
				Not constructed to the class of ACS QSCS	Constructed to the class of ACS QSCS
7	Tonnage calculation (refer to 3.5.5)	Required if no Measurement Certificate issued by ACS QSCS or the flag State MA is available (refer to 2.7.1.7)	Required if no Measurement Certificate issued by ACS QSCS or the flag State MA is available (refer to 2.7.2.8)	Required (refer to 2.7.3.6)	Required if no Measurement Certificate issued by ACS QSCS or the flag State MA is available (refer to 2.7.3.8 and 2.7.1.7)
8	Freeboard calculation for the yachts used for commercial purposes (refer to 3.5.6)	Required if no Load Line Certificate issued by ACS QSCS or the flag State MA is available (refer to 2.7.1.8)	Required if no Load Line Certificate issued by ACS QSCS or the flag State MA is available (refer to 2.7.2.9)	Required (refer to 2.7.3.7)	Required if no Load Line Certificate issued by ACS QSCS or the flag State MA is available (refer to 2.7.3.8 and 2.7.1.8)
9	Scope of initial survey (refer to 3.6)	Taking into account the List of Surveys Status issued by ACS QSCS (refer to 3.6.3)	Complete special survey (refer to 3.6.4)	Complete special survey (refer to 3.6.5)	

2.8 Classification of yachts flying the RF flag without assignment of the RS class (refer to [1.1.3](#)).

2.8.1 In addition to principles specified in [2.7](#), for the classification of yachts flying the RF flag without assignment of the RS class, the following shall be taken into account.

2.8.2 The yachts of $L_H > 20$ m used for non-commercial purposes fall within the definition of pleasure craft in accordance with Article 7 (Item 4) of the RF MSC and, at the shipowner's discretion, may be classed without assignment of the RS class¹.

2.8.3 The yachts of $L_H > 20$ m used for commercial purposes shall be classified in accordance with [2.7](#) with assignment of the RS class and issuance of the Classification Certificate.

2.8.4 The yachts of $L_H \leq 20$ m and with the total number of persons on board not more than 12 people fall within the definition² of small craft in accordance with Article 7 (Item 3) of the RF MSC and are classed in compliance with the Rules for the Classification and Survey of Small Craft.

2.8.5 For the yachts classed without assignment of the RS class, no Tonnage calculation is required.

2.8.6 For the yachts classed without assignment of the RS class but transferred from ACS QSCS class or class of ACS recognized by EU, the provisions of [2.1.6](#) and [2.7.3.9](#) shall be met.

¹ According to the RF MSC, pleasure craft means a ship, the total number of persons on board of which shall not exceed 18 people, including a maximum of 12 passengers, and which is used for non-commercial purposes and intended for recreation in water bodies.

² According to the RF MSC, small craft means a ship the length of which shall not exceed 20 m and the total number of persons on board of which shall not exceed 12 people.

3 PREPARATION FOR SURVEYS

3.1 The RS Branch Office which, according to [2.1](#), considers the issue of classification shall notify the shipowner in written form of the classification procedure specified in [2.7](#) taking into account [2.8](#), and upon receipt of the written consent of the shipowner in accordance with the established procedure arranges the performance of the initial survey of the yacht.

In cases where consideration of the issue of the yacht classification is within the RHO competence, the initial survey may be commenced only upon receipt of the RHO authorization.

3.2 The initial survey includes the following stages which may be performed simultaneously:

assessment of the yacht compliance with the PC Rules and other RS rules (if applicable) for the determination of the degree of the yacht compliance with the PC Rules (refer to [3.4](#));

verification of strength characteristics of the yacht's hull for compliance with the RC Rules, including calculation of permissible residual scantlings of hull members made of steel and aluminium alloys in accordance with the RS rules, stability calculations, gross and net tonnage calculations, freeboard calculations, inclining test, development of documentation on stability, as applicable (refer to [3.5](#));

performance of the initial survey (refer to [3.6](#)).

3.3 For the classification of yachts flying the RF flag without assignment of class (refer to [1.1.3](#)), the initial survey shall be preceded by a preliminary review of the documentation and examination of the yacht for confirmation of its technical characteristics with the purpose of yacht registration in one of the registers of ships of the Russian Federation (hereinafter referred to as "registers of ships").

Based on the results of the preliminary review of documentation and examination of the yacht, the RS surveyor shall draw up the Conclusion on the Results of Identification and Examination of the Ship (form 6.3.82rf) where only technical characteristics of the yacht without indication of compliance of items of technical supervision with the RS rules requirements are specified.

For the yachts which have previously undergone registration in one of the registers of ships and have valid documents (for example, SSVI¹ Vessel Certificate), performance of preliminary review (identification and examination) and verification of technical characteristics are not required, unless otherwise will be stated by the authorities carrying out registration of vessels.

3.4 Assessment of the yacht compliance with the PC Rules and other RS rules.

3.4.1 The assessment is carried out by the RS Branch Office on board the yacht for the determination of the degree of the yacht compliance with the RS rules taking into account the provisions of [2.2](#) and [2.3](#) of these Guidelines.

3.4.2 During the yacht assessment, the completeness of compliance of its hull, arrangements, equipment and outfit, machinery installation, electrical equipment with the RS rules requirements (taking into account [2.4](#) of these Guidelines) as regards characteristics, design and list of required items, their location and installation are determined.

3.4.3 To provide high quality of assessment, the plans and technical documentation in sufficient scope shall be submitted by the shipowner to the RS surveyor. Sufficiency of documentation is determined by the RS surveyor on board the yacht. Missing documentation shall be developed additionally.

3.4.4 The results of assessment are drawn up as a report which shall contain a list of nonconformities to be eliminated for the ship compliance with the RS rules prior to completion of the classification. For this purpose, the Report on Survey of the Ships as per form 6.3.10 or the form of the Report on Assessment of Ship's Compliance with the RS Rules given in 5.1.5.7, Part II "Carrying Out Classification Surveys of Ships" of the Guidelines on Technical Supervision of Ships in Service may be used.

3.4.5 The shipowner shall develop measures to bring the yacht into compliance with the RS rules. The measures shall contain methods and technologies for the yacht refitting.

The measures shall be reviewed and approved by the RS Branch Office performing the initial survey.

¹ State Small Vessel Inspectorate of the Ministry of the Russian Federation for Civil Defense, Emergencies and Elimination of Consequences of Natural Disasters.

3.4.6 Where the shipowner considers that the elimination of any nonconformities is impossible or impracticable, he shall make calculations, appropriate tests and take other actions allowing apply equivalents or deviations from the RS rules requirements.

The possibility of applying equivalents or deviations from the RS rules requirements, as well as calculations, results of tests and other actions allowing apply such equivalents or deviations shall be considered by RHO.

The list of equivalents is sent by RHO to MA for agreement.

3.4.7 Assessment of yachts constructed to the ACS QSCS class, but which have lost it (refer to [2.7.3.8](#)) shall be carried out to the extent sufficient for confirmation that no alterations are made to the yacht during its being without the ACS QSCS class.

3.5 Making calculations and documentation development.

3.5.1 In cases defined by the conditions of classification (refer to [2.7](#)), the calculations shall be made and the documentation shall be developed taking into account the following.

3.5.2 Verification of strength characteristics of the yacht's hull for compliance with the RS rules.

3.5.2.1 Verification of strength characteristics of the yacht's hull for compliance with the RS rules taking into account the provisions of [2.2](#) and [2.3](#) of these Guidelines shall include the following:

calculation of the hull member scantlings required by the RS rules;

verification of compliance of the as-built scantlings of hull members with the scantlings required by the RS rules;

calculation of permissible residual scantlings of hull members made of steel and aluminium alloys in accordance with the RS rules for all hull members regulated by the RS rules.

3.5.2.2 Determination of permissible scantlings of the yacht hull structures shall be carried out in accordance with Annex 2 to the Rules for the Classification Surveys of Ships in Service.

3.5.2.3 The calculations may be made at the shipowner's choice either by the shipowner, the Register or the competent organization.

3.5.2.4 When the calculations are not made by the Register, such calculations shall be submitted to RHO for review. The calculations may be reviewed by the RS Branch Office having necessary resources.

3.5.2.5 The calculations agreed with the Register shall be available to the RS surveyor who performs the initial survey, by the commencement of assessment of the hull structure technical condition but, in any case, no later than the classification is completed.

3.5.2.6 When, based on the calculation results, it will be determined that the strength characteristics of the yacht's hull do not comply with the RS rules, the shipowner shall develop measures for bringing the strength characteristics of the yacht hull into compliance with the RS rules. The measures shall contain methods and technologies of the yacht outfitting which, if necessary, shall be confirmed by calculations.

The measures shall be submitted to RHO for review. The measures may be reviewed by the RS Branch Office having necessary resources.

3.5.3 Plans and documentation.

3.5.3.1 Plans and technical documentation as required by [2.7.1.3](#), [2.7.2.4](#) and [2.7.3.3](#), shall be submitted to the RS surveyor who performs the initial survey for reviewing the applicability to the yacht subject to classification.

3.5.3.2 The documentation shall contain the Owner's Manual complying with the provisions of 3.5 of General Regulations of the PC Rules.

3.5.3.3 Missing documentation shall be additionally developed and may be submitted in the form of diagrams, sketches, descriptions, etc.

3.5.3.4 One copy of a set of the required plans and documents shall be submitted to the RS surveyor who performs the yacht survey, for uploading in the yacht's file.

3.5.4 Documentation on stability.

3.5.4.1 In cases specified in [2.7.1.6](#) and [2.7.2.7](#) the documentation on stability available on board is temporarily approved by the RS surveyor for a period not more than 12 months if any deficiencies not affecting the safe operation of the yacht are found, in other cases it is approved

for a full term. In case of revealing of the above-mentioned deficiencies, the requirement on their rectification is imposed. This documentation may be available both as a separate Stability Booklet and the reference data as part of the Owner's Manual specified in [3.5.3.2](#).

3.5.4.2 The final review of documentation on stability being temporarily approved, is performed by RHO. The documentation may be reviewed and approved by the RS Branch Office having necessary resources.

3.5.4.3 In all cases where no documentation on stability is available on board the yacht, such documentation shall be developed in compliance with the requirements of the applicable RS rules.

3.5.4.4 Newly developed documentation on stability shall be based on the values of displacement and the coordinates of the centre of gravity in the lightship condition obtained from the inclining test.

3.5.4.5 The documentation on stability for the yachts of $L_H \leq 24$ m shall take into account the downflooding height in compliance with the requirements of the PC Rules.

3.5.4.6 The review and approval of newly developed documentation on stability is performed by RHO. The documentation may be reviewed and approved by the RS Branch Office having necessary resources. The Inclining Test Report verified by the RS surveyor shall be attached to the documentation to be submitted for review.

3.5.4.7 Newly developed documentation on stability approved by the Register shall be available on board the yacht prior to completion of classification or expiry of the validity of temporarily approved documentation on stability if [3.5.4.1](#) is applied.

3.5.5 Tonnage calculation.

3.5.5.1 Calculation of gross and net tonnage shall be made in accordance with the RS rules (taking into account the provisions of [2.2](#), [2.3](#) and [2.4](#) of these Guidelines), the provisions of the International Convention on Tonnage Measurement of Ships, 1969 (TONNAGE-69) or regulations of the flag State MA, as applicable.

3.5.5.2 The calculation execution and review is arranged by RHO. The calculation may be reviewed by the RS Branch Office having necessary resources.

3.5.5.3 The calculation shall be made and be available to the RS surveyor on board the yacht prior to completion of classification thereof.

3.5.6 Freeboard calculation.

3.5.6.1 Freeboard calculation shall be made in compliance with the RS rules (taking into account the provisions of [2.2](#), [2.3](#) and [2.4](#) of these Guidelines), the provisions of the International Load Line Convention, 1966 (LL-66) as amended or regulations of the flag State MA, as applicable.

3.5.6.2 The calculation execution and review is arranged by RHO. The calculation may be reviewed by the RS Branch Office having necessary resources.

3.5.6.3 The calculation shall contain the drawings of the load line mark and details of marking.

3.5.6.4 The calculation shall be made and be available to the RS surveyor on board the yacht prior to completion of the yacht classification.

3.6 Initial survey.

3.6.1 The initial survey of yachts is performed in the scope defined by the procedures given in [2.7](#) taking into account the provisions of this Chapter.

3.6.2 Taking into account the provisions of [2.4](#), the initial survey shall include survey of the life-saving appliances and fire-fighting equipment, radio-, navigational equipment, facilities for environment pollution prevention and the load line marks for compliance with the PC Rules. Where the national standards of the flag State (except for the RF MA) are available, the survey is carried out for compliance with these standards subject to the availability of the appropriate authorization from the flag State MA.

3.6.3 Initial survey of yachts classed by ACS QSCS.

3.6.3.1 The initial survey is carried out in the scope prescribed by 5.2, Part II "Carrying Out Classification Surveys of Ships" of the Guidelines on Technical Supervision of Ships in Service taking into account the List of Surveys Status issued by ACS QSCS.

3.6.3.2 Technical condition of hull structure shall be determined in accordance with [3.8](#).

3.6.3.3 During the survey, the scheduled maintenance performed by a specialized firm in accordance with the instructions of the hull, machinery and systems manufacturers shall be taken into account.

3.6.3.4 Active means of the ship's steering, including steerable propellers, waterjets and outboard motors shall be serviced by a specialized firm in accordance with the manufacturer's instructions and submitted to the RS surveyor in operation for the purpose intended.

3.6.3.5 Taking into account [3.6.2](#), radio-, navigational equipment, life-saving appliances and fire-fighting equipment and outfit, navigation lights and sound signal means as well as facilities for environment pollution prevention shall comply with the requirements of the PC Rules as applied to the assigned category with account taken of the already installed equipment.

3.6.3.6 Reporting documents on results of survey shall contain the requirement on the availability of the RS-approved documentation on stability on board the yacht imposed within the period not exceeding 12 months after completion of the classification if any deficiencies are found.

3.6.3.7 Load line marks (where prescribed) shall be marked in accordance with the drawings of the load line mark and details of marking specified in the freeboard calculation.

3.6.3.8 Area and conditions of navigation as well as terms of periodical surveys are assigned depending on the yacht category in accordance with 4.2 of "General Regulations" and 2.1.4, Part I "Classification" of the PC Rules taking into account the data submitted by the losing society.

3.6.4 Initial survey of yachts not classed by ACS QSCS but complying with the appropriate safety standards applied by the Register (refer to 2.7.2.1).

3.6.4.1 The initial survey is carried out in full scope of special survey for all items of the RS technical supervision covered by the PC Rules in accordance with 5.3, Part II "Carrying Out Classification Surveys of Ships" of the Guidelines on Technical Supervision of Ships in Service.

3.6.4.2 Underwater hull of the yacht shall be surveyed in dry dock or on a slipway. Performance of in-water survey in lieu of survey of the outside of the yacht bottom (bottom survey) in dry dock using the approved procedures shall be reviewed by RHO in each particular case.

3.6.4.3 For the yachts of 5 years of age and over, the normal survey of shafting (if any) shall be carried out unless other term is specified by the manufacturer.

3.6.4.4 Active means of the ship's steering, including steerable propellers, waterjets and outboard motors shall be serviced by a specialized firm in accordance with the manufacturer's instructions and submitted to the RS surveyor in operation for the purpose intended.

3.6.4.5 Technical condition of hull structures shall be determined in accordance with [3.8](#).

3.6.4.6 During the survey, the scheduled maintenance performed by a specialized firm in accordance with the instructions of the hull, machinery and systems manufacturers, shall be taken into account.

3.6.4.7 Taking into account [3.6.2](#), radio-, navigational equipment, life-saving appliances and fire-fighting equipment and outfit, navigation lights and audible signal means as well as facilities for environment pollution prevention shall comply with the requirements of the PC Rules as applied to the assigned category with account taken of the already installed equipment.

3.6.4.8 The onboard documentation on stability is temporarily approved by the RS surveyor for a period not more than 12 months if any deficiencies not affecting the safe operation of the yacht are found, in other cases it is approved for a full term. In case of revealing of the above-mentioned deficiencies, the requirement on their rectification is imposed. For the final review and approval, the documentation shall be submitted by the shipowner to RHO. The documentation may be reviewed and approved by the RS Branch Office having necessary resources.

3.6.4.9 Reporting documents on results of survey shall contain the requirement on the availability of the RS-approved documentation on stability on board the yacht imposed within the period not exceeding 12 months after completion of the classification if any deficiencies are found.

3.6.4.10 Load line marks (where prescribed) shall be marked in accordance with the drawings of the load line mark and details of marking specified in the freeboard calculation.

3.6.4.11 Area and conditions of navigation as well as terms of periodical surveys are assigned depending on the yacht category in accordance with 4.2 of "General Regulations" and 2.1.4, Part I "Classification" of the PC Rules.

3.6.5 Initial survey of yachts not classed by ACS QSCS and not complying with the appropriate safety standards applied by the Register.

3.6.5.1 The initial survey is carried out in full scope of the special survey for all items of the RS technical supervision covered by the PC Rules in accordance with 5.3, Part II "Carrying Out Classification Surveys of Ships" of the Guidelines on Technical Supervision of Ships in Service.

3.6.5.2 Underwater hull of the yacht shall be surveyed in dry dock or on a slipway.

3.6.5.3 Normal survey of shafting (if any) shall be carried out.

3.6.5.4 Active means of the ship's steering, including steerable propellers, waterjets and outboard motors shall be serviced by a specialized firm in accordance with the manufacturer's instructions and submitted to the RS surveyor in operation for the purpose intended.

3.6.5.5 Technical condition of hull structures shall be determined in accordance with [3.8](#).

3.6.5.6 During the survey, the scheduled maintenance performed by a specialized firm in accordance with the instructions of the hull, machinery and systems manufacturers, may be taken into account by the Register. Consideration of such possibility is within the competence of the RS Branch Office performing the initial survey.

3.6.5.7 During the initial survey, the RS-approved actions shall be performed, as stated in [3.4.5](#) and [3.5.2.5](#).

3.6.5.8 Taking into account [3.6.2](#), radio-, navigational equipment, life-saving appliances and fire-fighting equipment and outfit, navigation lights and audible signal means as well as facilities for environment pollution prevention shall comply with the requirements of the PC Rules as applied to the assigned category.

3.6.5.9 Load line marks (where prescribed) shall be marked in accordance with the drawings of the load line mark and details of marking specified in the freeboard calculation.

3.6.5.10 Area and conditions of navigation as well as terms of periodical surveys are assigned depending on the yacht category in accordance with 4.2 of "General Regulations" and 2.1.4, Part I "Classification" of the PC Rules based on conditions of strength, stability and freeboard.

3.7 Periodical surveys.

3.7.1 Periodical surveys of the yachts are assigned in accordance with 2.1.4, Part I "Classification" of the PC Rules depending on the yacht category.

3.7.2 Technical condition of hull structures shall be determined in accordance with [3.8](#).

3.7.3 Periodical surveys of yachts flying the RF flag and classed without assignment of the RS class (refer to [1.1.3](#)) are assigned in accordance with the following:

special surveys including bottom survey in dry dock or on a slipway are performed once in 5 years;

intermediate surveys, including bottom survey in dry dock or on a slipway are performed between the second and third anniversaries of special survey, i.e. during the third year after performance of special survey.

The possibility of performance of in-water survey in lieu of bottom survey using the approved procedures shall be reviewed by the RS Branch Office for in-service supervision in each particular case.

3.8 Assessment of technical condition of hull members.

3.8.1 For assessment of technical condition of hull structures, the permissible wear limits given in [Table 3.8](#) shall apply.

Table 3.8

Nos.	Compliance with safety standards	Material of hull members	
		Steel	Aluminium alloy
1	Yachts classed by ACS QSCS taking into account 2.7.1.5	Limits of losing ACS QSCS	Limits of losing ACS QSCS or 20 % if the limits are not defined
2	Yachts having no class of ACS QSCS but complying with safety standards taking into account 2.7.2.6	Limits established by the manufacturer or the accepted safety standard, or 30 % if the limits are not defined	Limits established by the manufacturer or the accepted safety standard, or 20 % if the limits are not defined
3	Yachts having no class of ACS QSCS and not complying with safety standards	Limits calculated based on RS rules	20 %
4	Yachts having no class of ACS QSCS and not complying with safety standards, but constructed to the class of ACS QSCS	30 % or, where available, the limits of losing society to the class of which the yacht was constructed	20 % or, where available, the limits of losing society to the class of which the yacht was constructed

3.8.2 Assessment of technical condition of hull members made of aluminium alloys.

Hull structures made of aluminum alloys shall be thoroughly examined for the integrity of the structures, as well as for the absence of:

- damage of paint coating and oxide coating resulting in rapid destructive corrosion;
- cracks in the plating and framing;
- intergranular and film corrosion that are characterized by distinctive gray bloom, deep pits, bulging and delamination of metal;
- loose rivets;
- damage of insulating material at connections with other metals.

3.8.3 Assessment of technical condition of hull members made of glass-reinforced plastic and other composite materials.

Hull structures made of glass-reinforced plastic and other composite materials shall be thoroughly examined for the integrity of the structures, as well as for the absence of:

- plating lamellar tear and leaks in joints;
- matting-in connections detachment from the plating and framing members;
- cracks on the plating and framing;
- changing of actual geometric hull parameters (length, breadth, freeboard depth, keel line) as compared to those given in the specification;
- other defects affecting the outer contour watertightness and hull structure strength.

3.8.4 Assessment of technical condition of hull members made of wood.

Hull structures from wood shall be thoroughly examined for the integrity of the structures, as well as for the absence of:

- worm channels in outer plating;
- mechanical wear and rot in planks and longitudinals to a depth where the holding power of metal fastenings is reduced or seams and butts of outer plating or deck plating are weakened due to damage to caulking and leakage occurrence;
- local rot in the transverses and stems due to timber damage to a depth greater than 1/3 of the plank timber thickness;
- rot in floor timbers and futtocks to a depth greater than 1/4 of the plank timber thickness at selected areas with the total number of rotten girders above 20 % of the girders in the area between strength structural bulkheads;
- rot in case of continuous damage to a depth greater than 1/5 of the thickness of futtocks or floor timbers in five of more successive girders;

girders with significant mechanical damage such as breaks, burrs, cracks and shearing that may affect the strength or tightness;

wear of metal fixing heads for more than 1/3 of their height and reduction of bolt and nail diameter for more than 1/10 of the initial value;

delamination of bonded parts of plating and framing.

4 RS DOCUMENTS

4.1 Considering of issues of application of the RS forms of documents to the yachts, as well as their filling-in is within the RHO competence.

4.2 The results of initial survey of the yacht shall be recorded in the Report on Initial/Special Survey of Pleasure Craft as per form 6.3.77.

4.3 Upon satisfactory results of the initial survey, the following documents shall be issued to the yacht regardless of nationality:

Classification Certificate as per form 3.1.9;

Equipment Certificate form as per 4.1.1rf;

Pollution from Ships Prevention Certificate as per form 2.4.18rf;

Load Line Certificate form as per 1.3.1 (if applicable).

Certificates as per forms 4.1.1rf, 2.4.18rf and 1.3.1 confirm the compliance of the yacht with the requirements of the PC Rules.

4.4 Based on the Tonnage calculation, the Tonnage Certificate as per form 1.2.12 shall be issued to the yacht.

4.5 Where issuance of other certificates confirming the compliance with the national requirements is prescribed by the flag State MA (except for the RF MA), such certificates shall be issued instead of those certificates prescribed by [4.3](#) and [4.4](#) (except for the Classification Certificate).

4.6 Where the yacht engagement in international voyages is planned by the shipowner, the following international certificates required by the applicable international conventions shall be issued to the yacht upon completion of the appropriate surveys instead of the certificates specified in [4.3](#) and [4.4](#) taking into account the following.

4.6.1 The International Convention for the Safety of Life at Sea, 1974, as modified by the Protocol 1978 relating thereto (SOLAS 74/78) shall apply to the yachts engaged in commercial transportation with issuance of the appropriate certificates.

4.6.2 International Convention for the Prevention of Pollution from Ships, 1973, as modified by the Protocol 1978 relating thereto (MARPOL 73/78):

Annex I — shall apply to all yachts, the appropriate certificate shall be issued to the yachts of 400 gross tonnage and above;

Annex IV — shall apply to yachts of 400 gross tonnage and above as well as of gross tonnage below 400 when more than 15 persons are carried on board, the appropriate certificate shall be issued;

Annex V — shall apply to all yachts, the appropriate certificate shall be issued if prescribed by the Agreement between MA and RS;

Annex VI — shall apply to all yachts, the appropriate certificate shall be issued to the yachts of 400 gross tonnage and above.

4.6.3 LL-66, as amended, shall apply to yachts engaged in commercial transportation, of 24 m in length and above with issuance of the appropriate certificate.

4.6.4 TONNAGE-69, as amended, shall apply to yachts of 24 m in length and above with issuance of the appropriate certificate. Where the International Tonnage Certificate is issued to the yacht which earlier had a similar certificate according to TONNAGE-69 issued by ACS QSCS or the flag State MA, without additional tonnage calculation, it is permitted not to indicate the space volumes in the new certificate if they were not specified in the certificate issued by ACS QSCS or the flag State MA.

4.7 In case of classification of the ACS QSCS-classed yachts of gross tonnage above 100, the Summary Report on Ship's Transfer/Adding of Double/Dual Class shall be issued as per form 6.3.50.

4.8 The results of special survey of the yacht shall be recorded in the Report on Initial/Special Survey of Pleasure Craft as per form 6.3.77. Upon satisfactory results of special survey, the certificates specified in [4.3](#) shall be renewed for the yacht.

4.9 The results of intermediate survey of the yacht shall be recorded in the Report on Intermediate Survey of Pleasure Craft as per form 6.3.77.1. Upon satisfactory results of intermediate survey, the certificates specified in [4.3](#) shall be endorsed.

4.10 During classification of yachts flying the RF flag without assignment of the RS class (refer to [1.1.3](#)), in amendment of the provisions of [4.2 — 4.9](#), the documents shall be drawn up in the following bellow way.

4.10.1 Initially, for registration of the yacht in one of registers of ships, the RS surveyor shall fill in the Conclusion as per form 6.3.82f where only the technical characteristics of the yacht are specified (refer to [3.3](#)). The Conclusion witnessed by the RS surveyor shall be given to the shipowner for submitting to the authorities carrying out registration of vessels. For the yachts which has previously undergone registration in one of the registers of ships and have valid documents (for example, SSVI Vessel Certificate), performance of identification and examination is not required, unless otherwise will be stated by the authorities carrying out registration of vessels.

4.10.2 Upon registration of the yacht in one of the registers of ships, the yacht classification shall be carried out with performance of initial survey, the results of which shall be indicated in the Report as per form 6.3.77. In the Report, the RS surveyor shall specify the compliance of technical condition of the items of technical supervision with the RS rules and indicate the established restrictions on the area and conditions of navigation.

4.10.3 Tonnage calculation and issuance of the Tonnage Certificate shall be carried out at the shipowner's request if required by the authorities carrying out registration of vessels. Form of the Tonnage Certificate to be issued shall be agreed with RHO in each particular case.

4.10.4 At special survey, the Report as per form 6.3.77 shall be issued.

4.10.5 At intermediate survey, the Report as per form 6.3.77.1 shall be issued.

Российский морской регистр судоходства

Руководство по классификации и освидетельствованию яхт

Russian Maritime Register of Shipping

Guidelines on the Classification and Survey of Yachts

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