

Rules for the Classification of Yachts Designed for Commercial Use

Effective from 1 January 2023

Part A

Classification and Surveys

GENERAL CONDITIONS

Definitions:

"Administration" means the Government of the State whose flag the Ship is entitled to fly or under whose authority the Ship is authorised to operate in the specific case.

"IACS" means the International Association of Classification Societies.

"Interested Party" means the party, other than the Society, having an interest in or responsibility for the Ship, product, plant or system subject to classification or certification (such as the owner of the Ship and his representatives, the ship builder, the engine builder or the supplier of parts to be tested) who requests the Services or on whose behalf the Services are requested.

"Owner" means the registered owner, the ship owner, the manager or any other party with the responsibility, legally or contractually, to keep the ship seaworthy or in service, having particular regard to the provisions relating to the maintenance of class laid down in Part A, Chapter 2 of the Rules for the Classification of Ships or in the corresponding rules indicated in the specific Rules.

"Rules" in these General Conditions means the documents below issued by the Society:

- (i) Rules for the Classification of Ships or other special units;
- (ii) Complementary Rules containing the requirements for product, plant, system and other certification or containing the requirements for the assignment of additional class notations;
- (iii) Rules for the application of statutory rules, containing the rules to perform the duties delegated by Administrations;
- (iv) Guides to carry out particular activities connected with Services;
- (v) Any other technical document, as for example rule variations or interpretations.

"Services" means the activities described in Article 1 below, rendered by the Society upon request made by or on behalf of the Interested Party.

"Ship" means ships, boats, craft and other special units, as for example offshore structures, floating units and underwater craft.

"Society" or "TASNEEF" means Tasneef and/or all the companies in the Tasneef Group which provide the Services.

"Surveyor" means technical staff acting on behalf of the Society in performing the Services.

Article 1

1.1. The purpose of the Society is, among others, the classification and certification of ships and the certification of their parts and components. In particular, the Society:

- (i) sets forth and develops Rules;
- (ii) publishes the Register of Ships;
- (iii) issues certificates, statements and reports based on its survey activities.

1.2. The Society also takes part in the implementation of national and international rules and standards as delegated by various Governments.

1.3. The Society carries out technical assistance activities on request and provides special services outside the scope of classification, which are regulated by these general conditions, unless expressly excluded in the particular contract.

Article 2

2.1. The Rules developed by the Society reflect the level of its technical knowledge at the time they are published. Therefore, the Society, although committed also through its research and development services to continuous updating of the Rules, does not guarantee the Rules meet state-of-the-art science and technology at the time of publication or that they meet the Society's or others' subsequent technical developments.

2.2. The Interested Party is required to know the Rules on the basis of which the Services are provided. With particular reference to Classification Services, special attention is to be given to the Rules concerning class suspension, withdrawal and reinstatement. In case of doubt or inaccuracy, the Interested Party is to promptly contact the Society for clarification.

The Rules for Classification of Ships are published on the Society's website: www.tasneef.ae.

2.3. The Society exercises due care and skill:

- (i) in the selection of its Surveyors
- (ii) in the performance of its Services, taking into account the level of its technical knowledge at the time the Services are performed.

2.4. Surveys conducted by the Society include, but are not limited to, visual inspection and non-destructive testing. Unless otherwise required, surveys are conducted through sampling techniques and do not consist of comprehensive verification or monitoring of the Ship or of the items subject to certification. The surveys and checks made by the Society on board ship do not necessarily require the constant and continuous presence of the Surveyor. The Society may also commission laboratory testing, underwater inspection and other checks carried out by and under the responsibility of qualified service suppliers. Survey practices and procedures are selected by the Society based on its experience and knowledge and according to generally accepted technical standards in the sector.

Article 3

3.1. The class assigned to a Ship, like the reports, statements, certificates or any other document or information issued by the Society, reflects the opinion of the Society concerning compliance, at the time the Service is provided, of the Ship or product subject to certification, with the applicable Rules (given the intended use and within the relevant time frame).

The Society is under no obligation to make statements or provide information about elements or facts which are not part of the specific scope of the Service requested by the Interested Party or on its behalf.

3.2. No report, statement, notation on a plan, review, Certificate of Classification, document or information issued or given as part of the Services provided by the Society shall have any legal effect or implication other than a representation that, on the basis of the checks made by the Society, the Ship, structure, materials, equipment, machinery or any other item covered by such document or information meet the Rules. Any such document is issued solely for the use of the Society, its committees and clients or other duly authorised bodies and for no other purpose. Therefore, the Society cannot be held liable for any act made or document issued by other parties on the basis of the statements or information given by the Society. The validity, application, meaning and interpretation of a Certificate of Classification, or any other document or information issued by the Society in connection with its Services, is governed by the Rules of the Society, which is the sole subject entitled to make such interpretation. Any disagreement on technical matters between the Interested Party and the Surveyor in the carrying out of his functions shall be raised in writing as soon as possible with the Society, which will settle any divergence of opinion or dispute.

3.3. The classification of a Ship, or the issuance of a certificate or other document connected with classification or certification and in general with the performance of Services by the Society shall have the validity conferred upon it by the Rules of the Society at the time of the assignment of class or issuance of the certificate; in no case shall it amount to a statement or warranty of seaworthiness,

structural integrity, quality or fitness for a particular purpose or service of any Ship, structure, material, equipment or machinery inspected or tested by the Society.

3.4. Any document issued by the Society in relation to its activities reflects the condition of the Ship or the subject of certification or other activity at the time of the check.

3.5. The Rules, surveys and activities performed by the Society, reports, certificates and other documents issued by the Society are in no way intended to replace the duties and responsibilities of other parties such as Governments, designers, ship builders, manufacturers, repairers, suppliers, contractors or sub-contractors, Owners, operators, charterers, underwriters, sellers or intended buyers of a Ship or other product or system surveyed.

These documents and activities do not relieve such parties from any fulfilment, warranty, responsibility, duty or obligation (also of a contractual nature) expressed or implied or in any case incumbent on them, nor do they confer on such parties any right, claim or cause of action against the Society. With particular regard to the duties of the ship Owner, the Services undertaken by the Society do not relieve the Owner of his duty to ensure proper maintenance of the Ship and ensure seaworthiness at all times. Likewise, the Rules, surveys performed, reports, certificates and other documents issued by the Society are intended neither to guarantee the buyers of the Ship, its components or any other surveyed or certified item, nor to relieve the seller of the duties arising out of the law or the contract, regarding the quality, commercial value or characteristics of the item which is the subject of transaction.

In no case, therefore, shall the Society assume the obligations incumbent upon the above-mentioned parties, even when it is consulted in connection with matters not covered by its Rules or other documents.

In consideration of the above, the Interested Party undertakes to relieve and hold harmless the Society from any third party claim, as well as from any liability in relation to the latter concerning the Services rendered.

Insofar as they are not expressly provided for in these General Conditions, the duties and responsibilities of the Owner and Interested Parties with respect to the services rendered by the Society are described in the Rules applicable to the specific Service rendered.

Article 4

4.1. Any request for the Society's Services shall be submitted in writing and signed by or on behalf of the Interested Party. Such a request will be considered irrevocable as soon as received by the Society and shall entail acceptance by the applicant of all relevant requirements of the Rules, including these General Conditions. Upon acceptance of the written request by the Society, a contract between the Society and the Interested Party is entered into, which is regulated by the present General Conditions.

4.2. In consideration of the Services rendered by the Society, the Interested Party and the person requesting the service shall be jointly liable for the payment of the relevant fees, even if the service is not concluded for any cause not pertaining to the Society. In the latter case, the Society shall not be held liable for non-fulfilment or partial fulfilment of the Services requested. In the event of late payment, interest at the legal current rate increased by 1.5% may be demanded.

4.3. The contract for the classification of a Ship or for other Services may be terminated and any certificates revoked at the request of one of the parties, subject to at least 30 days' notice to be given in writing. Failure to pay, even in part, the fees due for Services carried out by the Society will entitle the Society to immediately terminate the contract and suspend the Services.

For every termination of the contract, the fees for the activities performed until the time of the termination shall be owed to the Society as well as the expenses incurred in view of activities already programmed; this is without prejudice to the right to compensation due to the Society as a consequence of the termination.

With particular reference to Ship classification and certification, unless decided otherwise by the Society, termination of the contract implies that the assignment of class to a Ship is withheld or, if already assigned, that it is suspended or withdrawn; any statutory certificates issued by the Society will be withdrawn in those cases where provided for by agreements between the Society and the flag State.

Article 5

5.1. In providing the Services, as well as other correlated information or advice, the Society, its Surveyors, servants or agents operate with due diligence for the proper execution of the activity. However, considering the nature of the activities performed (see art. 2.4), it is not possible to guarantee absolute accuracy, correctness and completeness of any information or advice supplied. Express and implied warranties are specifically disclaimed.

Therefore, except as provided for in paragraph 5.2 below, and also in the case of activities carried out by delegation of Governments, neither the Society nor any of its Surveyors will be liable for any loss, damage or expense of whatever nature sustained by any person, in tort or in contract, derived from carrying out the Services.

5.2. Notwithstanding the provisions in paragraph 5.1 above, should any user of the Society's Services prove that he has suffered a loss or damage due to any negligent act or omission of the Society, its Surveyors, servants or agents, then the Society will pay compensation to such person for his proved loss, up to, but not exceeding, five times the amount of the fees charged for the specific services, information or opinions from which the loss or damage derives or, if no fee has been charged, a maximum of AED5,000 (Arab Emirates Dirhams Five Thousand only). Where the fees charged are related to a number of Services, the amount of the fees will be apportioned for the purpose of the calculation of the maximum compensation, by reference to the estimated time involved in the performance of the Service from which the damage or loss derives. Any liability for indirect or consequential loss, damage or expense is specifically excluded. In any case, irrespective of the amount of the fees charged, the maximum damages payable by the Society will not be more than AED5,000,000 (Arab Emirates Dirhams Five Millions only). Payment of compensation under this paragraph will not entail any admission of responsibility and/or liability by the Society and will be made without prejudice to the disclaimer clause contained in paragraph 5.1 above.

5.3. Any claim for loss or damage of whatever nature by virtue of the provisions set forth herein shall be made to the Society in writing, within the shorter of the following periods: (i) THREE (3) MONTHS from the date on which the Services were performed, or (ii) THREE (3) MONTHS from the date on which the damage was discovered. Failure to comply with the above deadline will constitute an absolute bar to the pursuit of such a claim against the Society.

Article 6

6.1. These General Conditions shall be governed by and construed in accordance with United Arab Emirates (UAE) law, and any dispute arising from or in connection with the Rules or with the Services of the Society, including any issues concerning responsibility, liability or limitations of liability of the Society, shall be determined in accordance with UAE law. The courts of the Dubai International Financial Centre (DIFC) shall have exclusive jurisdiction in relation to any claim or dispute which may arise out of or in connection with the Rules or with the Services of the Society.

6.2. However,

- (i) In cases where neither the claim nor any counterclaim exceeds the sum of AED300,000 (Arab Emirates Dirhams Three Hundred Thousand) the dispute shall be referred to the jurisdiction of the DIFC Small Claims Tribunal; and
- (ii) for disputes concerning non-payment of the fees and/or expenses due to the Society for services, the Society shall have the

right to submit any claim to the jurisdiction of the Courts of the place where the registered or operating office of the Interested Party or of the applicant who requested the Service is located.

In the case of actions taken against the Society by a third party before a public Court, the Society shall also have the right to summon the Interested Party or the subject who requested the Service before that Court, in order to be relieved and held harmless according to art. 3.5 above.

Article 7

7.1. All plans, specifications, documents and information provided by, issued by, or made known to the Society, in connection with the performance of its Services, will be treated as confidential and will not be made available to any other party other than the Owner without authorisation of the Interested Party, except as provided for or required by any applicable international, European or domestic legislation, Charter or other IACS resolutions, or order from a competent authority. Information about the status and validity of class and statutory certificates, including transfers, changes, suspensions, withdrawals of class, recommendations/conditions of class, operating conditions or restrictions issued against classed ships and other related information, as may be required, may be published on the website or released by other means, without the prior consent of the Interested Party.

Information about the status and validity of other certificates and statements may also be published on the website or released by other means, without the prior consent of the Interested Party.

7.2. Notwithstanding the general duty of confidentiality owed by the Society to its clients in clause 7.1 above, the Society's clients hereby accept that the Society may participate in the IACS Early Warning System which requires each Classification Society to provide other involved Classification Societies with relevant technical information on serious hull structural and engineering systems failures, as defined in the IACS Early Warning System (but not including any drawings relating to the ship which may be the specific property of another party), to enable such useful information to be shared and used to facilitate the proper working of the IACS Early Warning System. The Society will provide its clients with written details of such information sent to the involved Classification Societies.

7.3. In the event of transfer of class, addition of a second class or withdrawal from a double/dual class, the Interested Party undertakes to provide or to permit the Society to provide the other Classification Society with all building plans and drawings, certificates, documents and information relevant to the classed unit, including its history file, as the other Classification Society may require for the purpose of classification in compliance with the applicable legislation and relative IACS Procedure. It is the Owner's duty to ensure that, whenever required, the consent of the builder is obtained with regard to the provision of plans and drawings to the new Society, either by way of appropriate stipulation in the building contract or by other agreement.

In the event that the ownership of the ship, product or system subject to certification is transferred to a new subject, the latter shall have the right to access all pertinent drawings, specifications, documents or information issued by the Society or which has come to the knowledge of the Society while carrying out its Services, even if related to a period prior to transfer of ownership.

Article 8

8.1. Should any part of these General Conditions be declared invalid, this will not affect the validity of the remaining provisions.

EXPLANATORY NOTE TO PART A

1. Reference edition

The reference edition of these Rules is the edition effective from 1 January 2015.

2. Effective date of the requirements

2.1 All requirements in which new or amended provisions with respect to those contained in the reference edition have been introduced are followed by a date shown in brackets.

The date shown in brackets is the effective date of entry into force of the requirements as amended by the last updating. The effective date of all those requirements not followed by any date shown in brackets is that of the reference edition.

2.2 Item 5 below provides a summary of the technical changes from the preceding edition. In general, this list does not include those items to which only editorial changes have been made not affecting the effective date of the requirements contained therein.

3. Rule Variations and Corrigenda

Until the next edition of these Rules is published, Rule Variations and/or corrigenda, as necessary, will be published on the Tasneef web site (www.tasneef.ae). Except in particular cases, paper copies of Rule Variations or corrigenda are not issued.

4. Rule subdivision and cross-references

4.1 Rule subdivision

The Rules are subdivided into five parts, from A to E.

Part A: Classification and Surveys

Part B: Hull and Stability

Part C: Machinery, Electrical Installations, Automation and Fire Protection

Part D: Materials and Welding

Part E: Additional Class Notations

Each Part consists of:

- Chapters
- Sections and possible Appendices
- Articles
- Sub-articles
- Requirements

Figures (abbr. Fig) and Tables (abbr. Tab) are numbered in ascending order within each Section or Appendix.

4.2 Cross-references

Examples: Pt A, Ch 3, Sec 1, [3.2.1] or Pt A, Ch 3, App 1, [3.2.1]

- Pt A means Part A

The part is indicated when it is different from the part in which the cross-reference appears. Otherwise, it is not indicated.

- Ch 3 means Chapter 3

The Chapter is indicated when it is different from the chapter in which the cross-reference appears. Otherwise, it is not indicated.

- Sec 1 means Section 1 (or App 1 means Appendix 1)

The Section (or Appendix) is indicated when it is different from the Section (or Appendix) in which the cross-reference appears. Otherwise, it is not indicated.

- [3.2.1] refers to requirement 1, within sub-article 2 of article 3.

Cross-references to an entire Part or Chapter are not abbreviated as indicated in the following examples:

- Part A for a cross-reference to Part A
- Part A, Chapter 1 for a cross-reference to Chapter 1 of Part A.

5. Summary of amendments introduced in the edition effective from 1 January 2020

Foreword

This edition of the Rules for the classification of Yachts Designed for Commercial Use contains amendments whose effective date is **1 January 2020**.

The date of entry into force of each new or amended item is shown in brackets after the number of the item concerned.



RULES FOR THE CLASSIFICATION OF YACHTS DESIGNED FOR COMMERCIAL USE

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Part A
Classification and Surveys

Chapter 1

**PRINCIPLES OF CLASSIFICATION AND CLASS
NOTATIONS**

SECTION 1 GENERAL PRINCIPLE OF CLASSIFICATION

SECTION 2 CLASSIFICATION NOTATIONS

SECTION 1

GENERAL PRINCIPLE OF CLASSIFICATION

1 Principles of classification

1.1 Purpose and application

1.1.1 (1/1/2021)

These Rules apply to yachts having a length L_{LL} , as defined in Pt B, Ch 1, Sec 1, [4.2], of 24 m and over:

- intended to be registered as commercial vessels (notation Y_{ch}) (see Note 1); or
- for which the assignment of the service notation Y_{ch} (**mainly sailing**), as defined in Sec 2, [4.1.1], is requested.

They give the requirements for the assignment and maintenance of class of the above-mentioned yachts.

Note 1: The Rules are to be applied also to Yachts to be registered as commercial vessels for which the Administration refers to the Safety Code applicable to Yachts equal to or greater than 24 metres, even if the reference Length is different from L_{LL} .

Yachts to be registered as commercial vessels may be subjected to limitations imposed by the flag Administrations (e.g. as regards number of passengers, tonnage, navigation, sea conditions, etc) additional to/different from those prescribed by these Rules.

Note 2: Special considerations will be done for yachts having a length L_{LL} less than 24 m, as defined in Pt B, Ch 1, Sec 1, [4.2], if the classification notation Y_{ch} is required.

These Rules do not apply to "passenger yachts" as defined in Sec 2, [4.1.3] for which the RULES for the Classification of Ships as passenger ship entirely is to be applied.

1.1.2 Where necessary, the extent of application is more precisely defined in each part of these Rules.

1.1.3 Class assigned to a yacht reflects the discretionary opinion of ^{Tasneef} that, for the declared conditions of use and within the relevant time frame, the yacht complies with the Rules applicable at the time the service is rendered.

1.1.4 The Rules are subdivided into the following Parts:

- Part A - Classification and Surveys
- Part B - Hull and Stability
- Part C - Machinery, Electrical installations, Automation and Fire Protection
- Part D - Materials and Welding
- Part E - Additional Class Notations (applied at the request of the Interested Parties).

1.2 General definitions

1.2.1 (1/1/2021)

The following general definitions are used in these Rules:

- Yacht means:
 - a vessel engaged in commercial use for sport or pleasure, not carrying cargo and not carrying more than 12 passengers;
 - a vessel of less than 500 GT mainly propelled by sails, engaged in commercial use for sport or pleasure, not carrying cargo and not carrying more than 36 passengers for which the service notation Y_{ch} (**mainly sailing**), as defined in Sec 2, [4.1.1], is requested.
 - a vessel engaged in commercial use for sport or pleasure, not carrying cargo and carrying from 13 to 36 passengers as defined by the Administration.
- Rules means these Rules for the Classification of Yachts Designed for Commercial Use;
- Surveyor means technical staff acting on behalf of ^{Tasneef} to perform tasks in relation to classification and survey duties;
- Survey means an intervention by the Surveyor for assignment or maintenance of class as defined in Chapter 2, or interventions by the Surveyor within the limits of the tasks delegated by the Administrations;
- Administration means the Government of the State whose flag the yacht is entitled to fly;
- Interested Party means a party, other than ^{Tasneef} having responsibility for the classification of the yacht, such as the Owner of the yacht and his representatives, or the Shipbuilder, or the Engine Builder, or the Supplier of parts to be tested. Owner means the Registered Owner or the Disponent Owner or the Manager or any other party having the responsibility to keep the yacht seaworthy, having particular regard to the provisions relating to the maintenance of class laid down in Chapter 2;
- QSCS Classification Society means a Classification Society which is subject to verification of compliance with the IACS Quality System Certification Scheme (QSCS);
- Approval means the examination and acceptance by ^{Tasneef} of documents, procedures or other items related to classification, verifying solely their compliance with the relevant Rules requirements;

- i) Type approval means an approval process for verifying compliance with the Rules of a product, a group of products or a system, and considered by ^{Tasneef} as representative of continuous production;
- j) Essential service is intended to mean a service necessary for a yacht to proceed at sea, be steered or manoeuvred, or undertake activities connected with its operation, and for the safety of life, as far as class is concerned.

1.3 Meaning of classification, scope and limits

1.3.1 The classification consists of:

- the development of Rules, guidance notes and other documents relevant to the yacht, structure, material, equipment, machinery and any other item covered by such documents;
- the examination of plans and calculations and the surveys, checks and tests intended to ensure that the yacht meets the Rules (refer to Ch 2, Sec 1);
- the assignment of class (see Ch 2, Sec 1) and issue of a Certificate of Classification, where the Rules are met;
- the periodical, occasional and class renewal surveys performed to verify that the yacht in service meets the conditions for maintenance of class (see Ch 2, Sec 2).

1.3.2 The Rules, surveys performed, reports, certificates and other documents issued by ^{Tasneef} are in no way intended to replace or decrease the duties and responsibilities of other parties such as Administrations, Designers, Shipbuilders, Manufacturers, Repairers, Suppliers, Contractors or Subcontractors, actual or prospective Owners or Operators, Charterers, Brokers and Underwriters.

^{Tasneef} cannot therefore assume the obligations arising from these functions, even when it is consulted to answer enquiries concerning matters not covered by its Rules, or other documents.

The activities of such parties which fall outside the scope of the classification as set out in the Rules, such as design, engineering, manufacturing, operating alternatives, choice of type and power of machinery and equipment, number and qualification of crew or operating personnel, hull vibrations, spare parts including their number, location and fastening arrangements, life-saving appliances, and maintenance equipment, remain therefore the responsibility of those parties, even if these matters may be given consideration for classification according to the type of yacht or additional class notation assigned.

The classification-related services and documents performed and issued by ^{Tasneef} do not relieve the parties concerned of their responsibilities or other contractual obligations expressed or implied or of any liability whatsoever, nor do they create any right or claim in relation to ^{Tasneef} with regard to such responsibilities, obligations and liabilities.

In particular, ^{Tasneef} does not declare the acceptance or commissioning of a yacht or any part of it, this being the exclusive responsibility of the Owner.

Unless otherwise specified, the Rules do not deal with structures, pressure vessels, machinery and equipment that are not permanently installed on board. During periods of construction, modification or repair, the unit is solely under the responsibility of the builder or the repair yard. As an example, the builder or repair yard is to ensure that the construction, modification or repair activities are compatible with the design strength of the yacht and that no permanent deformations are sustained.

1.3.3 In the case of a dual classed yacht, certificates related to statutory requirements may be issued by the other Classification Society, provided the latter is recognised in a formal dual class agreement with ^{Tasneef} and provided that is also authorised by the national authority.

1.4 Request for services

1.4.1 Requests for interventions by ^{Tasneef} such as surveys during construction, surveys of yachts in service, tests, etc, are in principle to be submitted in writing and signed by the Interested Party. Such request implies that the applicant will abide by all the relevant requirements of the Rules, including the Preamble.

^{Tasneef} reserves the right to refuse or withdraw the class of any yacht for which any applicable requirement of the Rules is not complied with.

2 Rules

2.1 Effective date

2.1.1 The effective date of entry into force of any amendments to the Rules is indicated on the inside front page of each Part of the Rules.

2.1.2 In principle, the applicable Rules for assignment of class to a new yacht are those in force at the date when the shipyard makes an application for surveillance of construction for that yacht.

When an Owner applies to ^{Tasneef} for a yacht already in service to be admitted to class, the constructional requirements in ^{Tasneef} Rules in force at the date of construction of the yacht will be applied.

2.1.3 Special consideration may be given to applying new or modified Rule requirements which entered into force subsequent to the date of request from the shipyard for intervention by ^{Tasneef} at the latter's discretion and in the following cases:

- when a justified written request is received from the party applying for classification
- where it is intended to use existing previously approved plans for a new contract.

2.1.4 If modifications are carried out, the date of build remains assigned to the yacht. Where a complete replacement or addition of a major portion of the yacht (e.g. forward section, after section) is involved, the following applies:

- the date of build associated with each major portion of the yacht is indicated on the Certificate of Classification;
- survey requirements (such as thickness measurements) are based on the date of build associated with each major portion of the yacht.

2.1.5 The Rule requirements related to assignment, maintenance and withdrawal of the class of the yacht already in operation are applicable from the date of their entry into force.

2.2 Equivalence

2.2.1 ^{Tasneef} may consider the acceptance of alternatives to these Rules, provided that they are deemed to be equivalent to the satisfaction of ^{Tasneef}

2.3 Novel features

2.3.1 ^{Tasneef} may consider the classification of yachts based on or applying novel design principles or features, to which the Rules are not directly applicable, on the basis of experiments, calculations or other supporting information provided to ^{Tasneef}. The specific limitations may then be indicated on the Certificate of Classification.

2.4 Interpretation

2.4.1 ^{Tasneef} alone is qualified to decide upon the meaning, interpretation and application of the Rules and other classification-related documents. No reference to the Rules or other classification-related documents has any value unless it involves, accompanies or follows the intervention of ^{Tasneef}

2.5 Disagreement and appeal

2.5.1 Any technical disagreement with the Surveyor in connection with the performance of his duties is to be raised by the Interested Party as soon as possible.

The Interested Party may appeal in writing to ^{Tasneef} which will subsequently consider the matter and announce its decision according to its established procedure.

3 Interested Parties' responsibilities

3.1 International and national regulations

3.1.1 The classification of a yacht does not absolve the Interested Party from compliance with any requirements issued by Administrations and any other applicable international and national regulations for the safety of life at sea and protection of the marine environment.

3.1.2 Even if a yacht is provided with a Certificate of Classification having the service notation **Y_{cb}**, the Administration whose flag the yacht is flying, or another authorised Society, is to issue the relevant safety certificates to the yacht.

3.1.3 When authorised by the Administration concerned, ^{Tasneef} will act on its behalf within the limits of such authorisation. In this respect, ^{Tasneef} will take into account the relevant national requirements, survey the yacht, report and issue or contribute to the issue of the corresponding certificates.

The above surveys do not fall within the scope of the classification of yachts, even though their scope may overlap in part and may be carried out concurrently with surveys for assignment or maintenance of class.

3.1.4 In the case of a discrepancy between the provisions of the applicable international and national regulations and those of the Rules, normally the former take precedence.

However, ^{Tasneef} reserves the right to call for the necessary adaptation to preserve the intention of the Rules or to apply the provisions of [1.4.1].

3.2 Surveyor's intervention

3.2.1 Surveyors are to be given free access at all times to yachts which are classed or being classed, shipyards and works, to carry out their interventions within the scope of assignment or maintenance of class, or within the scope of interventions carried out on behalf of Administrations, when so delegated.

Free access is also to be given to auditors accompanying the Surveyors of ^{Tasneef} within the scope of the vertical audits as required in pursuance of ^{Tasneef} internal Quality System or as required by external organisations.

3.2.2 Interested Parties are to take the necessary measures for the Surveyors' inspections and testing to be carried out safely. Interested Parties - irrespective of the nature of the service provided by the Surveyors of ^{Tasneef} or others acting on its behalf - assume with respect to such Surveyors all the responsibility of an employer for his workforce such as to meet the provisions of applicable legislation. As a rule, the Surveyor is to be constantly accompanied during surveys by personnel of the Interested Party.

Refer also to Ch 2, Sec 2, [2.4] to Ch 2, Sec 2, [2.7].

3.2.3 The Certificate of Classification and/or other documents issued by ^{Tasneef} remain the property of ^{Tasneef}. All certificates and documents necessary to the Surveyor's interventions are to be made available by the Interested Party to the Surveyor on request.

3.2.4 During the phases of yacht design and construction, due consideration is to be given to Rule requirements in respect of all necessary arrangements for access to spaces and structures with a view to carrying out class surveys. Arrangements of a special nature are to be brought to the attention of ^{Tasneef}

3.3 Operation and maintenance of yachts

3.3.1 The classification of a yacht is based on the understanding that the yacht is operated according to the Manufacturer's recommendations, in a proper manner by competent and qualified crew or operating personnel according to the loading, environmental, operating and other criteria on which classification is based.

In particular, it will be assumed that the draught of the yacht in operating conditions will not exceed that corresponding to the freeboard assigned or the maximum approved for the classification, that the yacht will be properly used taking into account both its stability and the stresses imposed on its structures, where applicable, that the speed and course of the yacht are adapted to the prevailing sea and weather conditions according to normal prudent seamanship, and that the yacht is operated in accordance with the applicable international and national regulations for the prevention and containment of marine pollution.

3.3.2 Any document issued by ^{Tasneef} in relation to its interventions reflects the condition of the yacht as found at the time and within the scope of the survey. It is the Interested Party's responsibility to ensure proper maintenance of the yacht until the next survey required by the Rules. It is the duty of the Interested Party to inform the Surveyor when he boards the yacht of any events or circumstances affecting the class.

3.3.3 Any damage or defect which could invalidate the conditions for which the class has been assigned is to be communicated to ^{Tasneef} without delay.

3.4 Use of measuring equipment and of service suppliers

3.4.1 General

Firms providing services on behalf of the Interested Party, such as measurements, tests and servicing of safety systems and equipment, the results of which may form the basis for the Surveyor's decisions, are subject to the acceptance of ^{Tasneef} as deemed necessary.

The equipment used during tests and inspections in workshops, shipyards and on board yachts, the results of which

may form the basis for the Surveyor's decisions, is to be customary for the checks to be performed. Firms are to individually identify and calibrate to a recognised national or international standard each piece of such equipment.

3.4.2 Simple measuring equipment

The Surveyor may accept simple measuring equipment (e.g. rulers, tape measures, weld gauges, micrometers) without individual identification or confirmation of calibration, provided it is of standard commercial design, properly maintained and periodically compared with other similar equipment or test pieces.

3.4.3 Shipboard measuring equipment

The Surveyor may accept measuring equipment fitted on board a yacht (e.g. pressure, temperature or rpm gauges and meters) and used in examination of shipboard machinery and/or equipment based either on calibration records or comparison of readings with multiple instruments.

3.4.4 Other equipment

The Surveyor may request evidence that other equipment (e.g. tensile test machines, ultrasonic thickness measurement equipment, etc) is calibrated to a recognised national or international standard.

3.5 Spare parts

3.5.1 It is the Owner's responsibility to decide whether and which spare parts are to be carried on board.

3.5.2 As spare parts are outside the scope of classification, the Surveyor will not check that they are kept on board, maintained in a satisfactory condition, or suitably protected and lashed. However, in the case of repairs or replacement, the spare parts used are to meet the requirements of the Rules as far as practicable; refer to Ch 2, Sec 2, [5.3.2].

3.6 Use of asbestos

3.6.1 (1/6/2016)

New installation of materials which contain asbestos is prohibited.

SECTION 2

CLASSIFICATION NOTATIONS

1 General

1.1 Purpose of the classification notations

1.1.1 The classification notations give the scope according to which the class of the yacht has been based and refer to the specific Rule requirements which are to be complied with for their assignment. The classification notations are assigned according to the criteria which have been provided by the Interested Party, when applying for classification.

^{Tasneef} may change the classification notations at any time, when the information available shows that the requested or already assigned notations are not suitable for the intended service, navigation and any other criteria taken into account for classification.

Note 1: Reference should be made to Sec 1, [1.3] on the limits of classification and its meaning.

1.1.2 The classification notations assigned to a yacht are indicated on the Certificate of Classification.

1.2 Types of notations assigned

1.2.1 The types of classification notations assigned to a yacht are the following:

- a) main class symbol
- b) construction marks
- c) service notation
- d) navigation notations
- e) additional class notations.

1.2.2 Types of notations as per a) to d) of [1.2.1] are assigned to yachts designed and built in accordance with the requirements as stated in Part A to Part D. Notations relevant to item [1.2.1] e) are assigned to yachts designed and built in accordance with the requirements of Part E.

1.2.3 (1/1/2019)

As an example, the classification notations assigned to commercial yachts may be the following:

C ✘ **HULL** • **MACH** **Y_{ch}**

Unrestricted Navigation

DMS, GREEN PLUS (Y)

where:

- **C** ✘ **HULL** • **MACH**
(main class symbol, construction marks)
- **Y_{ch}**
(service notation)
- **Unrestricted navigation**
(navigation notation)

- **DMS**

(additional class notation related to damage stability).

- **GREEN PLUS (Y)**

(additional class notation related to pollution prevention).

2 Main class symbol

2.1

2.1.1 The main class symbol expresses the degree of compliance of the yacht with the Rule requirements as regards its construction and maintenance. There is one main class symbol, which is compulsory for every classed yacht.

The symbol **C** with the 5-year class period is to be understood as being the highest class granted by ^{Tasneef}

2.1.2 (1/1/2016)

The main class symbol **C** may be accompanied by the notation "**E**" (Experimental) to be assigned to yachts designed and built according to criteria which are novel or unusual, either wholly or in part, though judged satisfactory by ^{Tasneef} on the basis of design plans, laboratory tests and tests in working conditions after construction. The notation implies a class period to be assigned which will be evaluated by ^{Tasneef} for each case.

3 Construction marks

3.1 General

3.1.1 The construction mark identifies the procedure under which the yacht and its main equipment or arrangements have been surveyed for initial assignment of the class. The procedures under which the yacht is assigned one of the construction marks are detailed in Ch 2, Sec 1.

3.1.2 (1/1/2021)

One of the construction marks defined below is assigned separately to the hull of the yacht and its appendages, to the machinery installation, and to some installations for which an additional classification notation (see [6] below) is assigned. The construction mark is placed before the symbol **HULL** for the hull, before the symbol **MACH** for the machinery installations, and before the additional class notation granted, when such a notation is eligible for a construction mark. When the same construction mark is assigned to both hull and machinery, the construction mark is assigned globally to the yacht without indication **HULL** and **MACH** after the main class symbol.

3.1.3 Construction marks refer to the original condition of the yacht. However, ^{Tasneef} may change the construction

mark where the yacht is subjected to repairs, conversion or alterations.

3.2 List of construction marks

3.2.1 (1/1/2021)

- Construction mark ☒ is assigned to the relevant part of the yacht when it has been surveyed by ^{Tasneef} during its construction in compliance with the new building procedure detailed in Ch 2, Sec 1, [2.1].
- Construction mark ☒ is assigned to the hull when it was built under the survey of another Society.
- Construction mark ● is assigned to the hull in all cases other than those defined in a) and b).

3.2.2 (1/1/2021)

The mark ☒ is assigned to the relevant part of the yacht, when the latter is classed after construction in compliance with the procedure detailed in Ch 2, Sec 1, [3.2] and it was built under the survey of a QSCS Classification Society and was assigned by this Society a class deemed equivalent to that described in the Rules.

This mark is assigned to yachts:

- admitted to class in the course of construction surveyed by another QSCS Classification Society;
- for which the procedure detailed in Ch 2, Sec 1, [3.2] does not apply, as it was disclassified from a QSCS Classification Society for a period longer than six months, but which was built according to the Rules and under the survey of a QSCS Classification Society. In this case, the admission to class survey is to confirm that the yacht has not undergone conversions or modifications or alterations, which were not approved by a QSCS Classification Society.

3.2.3 (1/1/2021)

The mark ● is assigned to the relevant part of the yacht, where the procedure for the assignment of classification is other than those detailed in [3.2.1] and [3.2.2], but however deemed acceptable.

3.2.4 (1/1/2021)

For a new building yacht it is deemed acceptable for the assignment of the mark ● MACH at least what is required for mark ☒ MACH with the exception of the testing activities.

3.2.5 (1/1/2021)

For an existing yacht it is deemed acceptable for the assignment of the mark ● MACH at least the approval of the design in accordance with ^{Tasneef} Rules.

4 Service notations

4.1 General

4.1.1 (1/1/2021)

The following service notations may be assigned

Y_{ch} or Y_{ch} (mainly sailing)

The service notation Y_{ch} is assigned to a yacht complying with Parts A to D, engaged in commercial use for sport or

pleasure, not carrying cargo and not carrying more than 12 passengers.

The notation Y_{ch} (mainly sailing) is assigned to a sailing yacht of less than 500 GT complying with Parts A to D, engaged in commercial use for sport or pleasure, not carrying cargo and not carrying more than 36 passengers, so accepted by the Administration.

A vessel mainly propelled by sails is a vessel that has sails as main means of propulsion, which may also be propelled by internal combustion engines enabling the navigation of the vessel without sails if necessary, and that has a nominal sail area satisfying what is requested in [4.1.2].

The vessel may be propelled mechanically, by sail or by a combination of both.

4.1.2 (1/1/2019)

The service notations Y_{ch} may be completed by the additional service feature (SAIL) in case of yachts for which the value of the nominal sail area A_s , in m^2 , as defined in the ISO Standard 8666, satisfy the following relation:

$A_s \geq 7 (D_{Max})^{2/3}$ where D_{Max} is the maximum displacement in metric tonn.

Example: Y_{ch} (SAIL)

4.1.3 (1/1/2021)

The service notation "passenger yacht" may be assigned to a yacht of more than 24m intended to carry from 13 to 36 passengers engaged in trade that does not carry cargo and that satisfy entirely ^{Tasneef} RULES for the Classification of Ships as applicable to passenger ships.

4.1.4 (1/7/2021)

In case of a "passenger yacht" as defined in [4.1.3] the classification notation will be for example C, ☒ HULL, ● MACH, passenger yacht, GREEN PLUS. Also for the assignment of additional class notation reference is to be the Rules for the Classification of Ships for passenger ships carrying up to 36 passengers.

5 Navigation notations

5.1

5.1.1 (1/1/2019)

The navigation notation "unrestricted navigation" is assigned to a yacht intended to operate in any area and any period of the year.

5.1.2 The navigation notation "short range" is assigned to a yacht having a service notation Y_{ch} of any gross tonnage, intended to operate in any period of the year within 60 miles from the shore or from a port of refuge or safe sheltered anchorage

5.1.3 The navigation notation "special navigation" is assigned to a yacht where the area and/or the period of navigation is different from those described above. The relevant description is to be indicated in brackets (e.g. **Special Navigation (sheltered area)**).

6 Additional class notations

6.1 General

6.1.1 An additional class notation expresses the classification of additional equipment or a specific arrangement, which has been requested by the Interested Party. The assignment of such additional class notation is subject to compliance with additional Rule requirements which are detailed in Part E.

6.1.2 The different additional class notations which may be assigned to a yacht are listed in [6.2] to [6.11], according to the category to which they belong.

6.1.3 (1/7/2021)

Other additional class notations may also be assigned among those listed in Pt A, Ch 1, Sec 2, [6] of the ^{Tasneef} Rules for Classification of Ships, subject to compliance with the additional specific requirements detailed in such Rules, as applicable.

6.2 Damage Stability (DMS)

6.2.1 The additional class notation **DMS** is assigned to yachts complying with the damage stability requirements of Pt E, Ch 1, Sec 1.

6.3 Automated machinery systems (AUT)

6.3.1

The notations dealt with under this heading are relevant to automated machinery systems installed on board yachts.

6.3.2 Unattended machinery space (AUT - UMS (Y))

The additional class notation **AUT-UMS (Y)** is assigned to yachts fitted with automated installations enabling machinery spaces to remain periodically unattended in all sailing conditions, including manoeuvring, and complying with the requirements of Pt E, Ch 3, Sec 1.

6.3.3 Centralised control station (AUT-CCS (Y))

The additional class notation **AUT-CCS (Y)** is assigned to yachts fitted with machinery installations operated and monitored from a centralised control station. The requirements for the assignment of this notation are given in Pt E, Ch 3, Sec 2.

6.4 Sea and air pollution prevention (GREEN PLUS(Y) / GREEN PLUS(Y) (GOLD) / GREEN PLUS(Y) (PLATINUM))

6.4.1

The additional class notations **GREEN PLUS(Y)**, **(GREEN PLUS(Y) (GOLD))** or **GREEN PLUS(Y) (PLATINUM)** are assigned to yachts provided with construction and procedural means to prevent pollution of the sea and air and complying with the requirements of Pt E, Ch 4, Sec 1.

6.5 Comfort on Board

6.5.1 Comfort YACHT (Y)

The additional class notation **COMF (Y)** is assigned to yachts satisfying levels of noise and vibration measured on board during navigation and at berth and complying with the requirements of Pt E, Ch 5, Sec 1.

6.5.2 Comfort LARGE YACHT (COMF(LY)) (1/1/2018)

The additional class notation **COMF (LY)** is assigned to yachts with lengths equal to or greater than 65 m satisfying levels of noise and vibration measured on board during navigation and at berth according with the requirements of Pt E, Ch 5, Sec 2.

6.6 In-water survey arrangements (INWATERSURVEY (Y))

6.6.1 The additional class notation **INWATERSURVEY (Y)** is assigned to yachts provided with suitable arrangements to facilitate the in-water survey and complying with the requirements of Pt E, Ch 6, Sec 1.

6.7 Monitoring system (MON-SHAFT (Y))

6.7.1 The additional class notation **MON-SHAFT (Y)** is assigned to yachts which are fitted with a temperature monitoring system for the tailshaft sterntube aft bearing and complying with the requirements of Pt E, Ch 7, Sec 1. The assignment of this notation allows the yacht to be granted a reduced scope for complete tailshaft survey.

6.8 Planned Maintenance System (PMS)

6.8.1 The additional class notation **PMS** is assigned to yachts of equal to or greater than 500 GT provided with a planned maintenance system and complying with the requirements of Pt E, Cap 1, App 2.

6.9 Secure yacht

6.9.1

The additional class notation **SECURE YACHT DESIGN** is assigned to yachts having security equipment according with the requirements of Part E, Ch 8, Sec 1.

6.10 Propulsion plant (HYBRID PROPULSION (...))

6.10.1

The additional class notation **HYBRID PROPULSION (...)** is assigned to yachts whose propulsion plant consists of two or more sources of power (i.e. electric motor and internal or external combustion engines) complying with the requirements of Pt E, Ch 9.

The notation is completed, in brackets, with the indication of the functional mode, i.e.:

- Parallel mode;
- Electric motor and shaft generator mode;
- Other modes, to be defined.

6.11 Ice class

6.11.1 (1/1/2017)

The additional class notation **ICE CLASS** is assigned to yachts that are strengthened for navigation in ice. The requirements for the assignment of the ICE Class contained in Part F of Rules for the Classification of Ships are in principle applicable. Where other parts of the Rules for the Classification of Ships are recalled in Part F of Rules for the Classification of Ships, they have to be intended as the relevant part of the present Rules.

Structural arrangement deeply different from the one adopted in Part F of Rules for the Classification of Ships will be subject to special considerations.

For materials of the hull different from steel the relevant strength its resistance to the abrasion due to the ice will be evaluated.

6.12 Dolphin yacht

6.12.1 (1/3/2017)

The additional class notation **DOLPHIN YACHT** is assigned to yachts whose design is such as to ensure a low environmental impact originated from underwater noise radiation.

The requirements for the assignment of this additional class notation are given in Pt E, Ch 10.

Part A
Classification and Surveys

Chapter 2

**ASSIGNMENT, MAINTENANCE, SUSPENSION AND
WITHDRAWAL OF CLASS**

SECTION 1 ASSIGNMENT OF CLASS

SECTION 2 MAINTENANCE OF CLASS

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**APPENDIX 1 COMPULSORY TESTS ON MATERIALS, MACHINERY AND
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SECTION 1

ASSIGNMENT OF CLASS

1 General

1.1 Main cases of assignment of class

1.1.1 Assignment of class (1/2/2021)

Class is assigned to a yacht upon a survey, with the associated operations, which is held in order to verify whether it is eligible to be classed on the basis of the Rules of ^{Tasneef} (see Ch 1, Sec 1, [1.3.2]). This may be achieved through:

- the completion of the new building, during which a survey has been performed, or
- the completion of the new building, during which the survey has been carried out according to IACS Procedural Requirement PR 1B when the Society's class is assigned under double class or dual class regime with another QSCS Classification Society, or
- a survey carried out according to the IACS Procedural Requirement PR1A, when yachts change class from one QSCS Classification Society (see Note 1) to ^{Tasneef} or
- a survey carried out according to the IACS Procedural Requirement PR1B, when ^{Tasneef} class is added to a yacht already in class with another QSCS Classification Society, or
- a survey carried out according to the IACS Procedural Requirement PR1D, when yachts change class from one non-QSCS Classification Society (see Note 1) to ^{Tasneef} or is not classed at all.

Note 1: The obligations of the Procedural Requirements PR1A, and PR1B and PR1D apply as pertinent to QSCS Classification Societies.

1.1.2 Reassignment of class (1/1/2016)

Reassignment of class is that part of the process of classification consisting in all the steps aimed at issuing a Certificate of Classification to a yacht previously classed with ^{Tasneef} but which had the class withdrawn.

Four cases are considered for reassignment of class:

- a) yacht in service classed by another QSCS Classification Society,
- b) yacht in service not classed by another QSCS Classification Society,
- c) yacht no longer in service since the withdrawal of the class by ^{Tasneef}
- d) yacht no longer in service since the withdrawal of the class by another Society, QSCS or not.

2 New building procedure

2.1 Yacht surveyed during construction

2.1.1 When a yacht is surveyed during construction, it is to comply with those requirements of the Rules which are in force and applicable depending on the class of the yacht, taking into account the provisions of Ch 1, Sec 1, [2.1].

2.1.2 ^{Tasneef}

- approves the plans and documentation submitted as required by the Rules
- proceeds, if required, with the appraisal of the design of materials and equipment used in the construction of the yacht and their inspection at works
- carries out surveys or obtains appropriate evidence to satisfy itself that the scantlings and construction meet the Rule requirements in relation to the approved drawings
- attends tests and trials provided for in the Rules
- assigns the construction mark (refer to Ch 1, Sec 2, [3.2]).

2.1.3 ^{Tasneef} defines in specific Rules which materials and equipment used for the construction of yachts built under survey are, as a rule, subject to appraisal of their design and to inspection at works, and according to which particulars.

2.1.4 As part of his interventions during the yacht's construction, the Surveyor will:

- conduct an overall examination of the parts of the yacht covered by the Rules
- examine the construction methods and procedures when required by the Rules
- check selected items covered by the rule requirements
- attend tests and trials where applicable and deemed necessary.

The Surveyor in charge is to be satisfied of the overall conditions of constructions of the shipyard, its capability and workmanship.

2.1.5 Use of materials, machinery, appliances and items (1/1/2016)

As a general rule, all materials, machinery, boilers, auxiliary installations, equipment, items etc. (generally referred to as "products") which are covered by the class and used or fitted on board yachts surveyed by ^{Tasneef} during construction are to be new and, where intended for essential services as defined in Ch 1, Sec 1, [1.2.1], tested by ^{Tasneef}

Second hand materials, machinery, appliances and items may be used subject to the specific agreement of ^{Tasneef} and the Owner.

The requirements for the selection of materials to be used in the construction of the various parts of a yacht, the characteristics of products to be used for such parts and the checks required for their acceptance are to be as stated in Part C and Part D, as applicable, or in other Parts of the Rules or as specified on approved plans. In particular, the testing of products manufactured according to quality assurance procedures approved by ^{Tasneef} and the approval of such procedures are governed by the requirements of Pt D, Ch 1, Sec 1, [3] of the Rules.

2.1.6 Defects or deficiencies and their repair

^{Tasneef} may, at any time, reject items found to be defective or contrary to Rule requirements or require supplementary inspections and tests and/or modifications, notwithstanding any previous certificates issued.

All repairs are subject to preliminary agreement with ^{Tasneef}. When the limits of tolerance for defects are specified in the Rules or by the Manufacturer, they are to be taken into account for repairs.

It is incumbent upon the Interested Party to notify ^{Tasneef} of any defects noted during the construction of the yacht and/or of any item not complying with the applicable requirements or which is, in any case, unsatisfactory. Proposals regarding remedial actions intended to be adopted to eliminate such defects or unsatisfactory items are to be submitted to ^{Tasneef} and, if accepted, carried out to the Surveyor's satisfaction.

2.1.7 Equivalence of Rule testing under certain conditions (1/1/2016)

Notwithstanding the provisions of [2.1.5], ^{Tasneef} may, at its discretion and subject to conditions and checks deemed appropriate, accept certain materials, appliances or machinery which have not been subjected to rule testing.

2.1.8 Equivalence of design approval by another QSCS Classification Society under certain conditions (1/1/2016)

^{Tasneef} may, at its discretion and subject to conditions and checks deemed appropriate, accept the plans and documentation approved by another QSCS Classification Society, as far as classification is concerned and according to the principle of equivalence of Rules in Ch 1, Sec 1, [2.1].

2.1.9 Interim Certificate of Classification (1/7/2020)

Upon satisfactory completion of the survey during construction, the Surveyor issues to the shipyard an interim Certificate of Classification valid not more than 5 months. This certificate indicates the class notations. The certificate is issued with a letter where all outstanding conditions of class and significant memoranda are recorded; class notations requested by the shipyard and not assigned due to pending items are clearly indicated together with the relevant pending items.

It is the shipyard's duty to provide the Owner with the interim Certificate of Classification and a copy of the letter.

2.1.10 Certificate of Classification (1/7/2020)

Upon satisfactory review of the survey reports, ^{Tasneef} issues to the shipyard the Certificate of Classification valid for the whole period of class. The certificate indicates the class notations.

The Certificate of Classification may be provided directly to the Owner upon request, subject to written authorization from the shipyard. All outstanding conditions of class, significant memoranda and pending items for class notations not assigned are made available in the yacht status.

2.2 Other cases

2.2.1 (1/1/2016)

When the procedure adopted does not comply with that detailed in [2.1] but ^{Tasneef} deems that it is acceptable for the assignment of class, the construction mark ? is assigned in accordance with Ch 1, Sec 2, [3.2.3].

2.3 Documentation

2.3.1 Documentation relevant to the class applied for is to be submitted for the approval of ^{Tasneef}

2.3.2 (1/1/2016)

The design data, calculations and plans to be submitted are listed in the relevant chapters of the Rules.

^{Tasneef} may also call for additional information according to the specific nature of the yacht to be classed.

The documentation requested in the various Chapters of the Rules in hard copy may, as an alternative, be submitted in electronic format to be agreed with ^{Tasneef}

2.3.3 The documentation submitted to ^{Tasneef} is examined in relation to the class applied for in the request for classification

Note 1: Should the Interested Party subsequently wish to have the class - including the service notation or navigation notation - granted to the yacht modified, plans and drawings are generally to be re-examined.

2.3.4 A copy of the submitted plans will be returned duly stamped, with remarks related to compliance with the Rule requirements should the need arise.

2.3.5 As a rule, modifications to the approved plans regarding items covered by classification are to be submitted.

2.3.6 Design data to be submitted to ^{Tasneef} are to incorporate all information necessary for the assessment of the design of the yacht for the purpose of assignment of class. It is the responsibility of the Interested Party to verify that the design data are correct, complete and compatible with the use of the yacht.

2.3.7 Design calculations are to be provided, when called for, as supporting documents for the submitted plans.

2.3.8 Design data and calculations are to be adequately referenced. It is the duty of the Interested Party to verify that the references used are correct, complete and applicable to the design of the yacht.

2.3.9 The submitted plans are to contain all necessary information for checking compliance with the requirements of the Rules.

2.3.10 In the case of conflicting information, submitted documentation will be considered in the following order of precedence: design data, plans, design calculations.

2.3.11 It is the responsibility of the Interested Party to verify that drawings used for the procurement, construction and other works are in accordance with the approved plans.

2.4 Assignment of Double Class to a yacht surveyed during construction by two Societies

2.4.1 Double Class (1/2/2021)

A double class yacht is one which is classed by two Societies, where each Society acts independently during construction.

2.4.2 General (1/2/2021)

The requirements from [2.1] to [2.3] apply also for the assignment of the Double Class to a new construction

2.4.3 Survey (1/2/2021)

The surveyor surveys the yacht to check that it complies with the requirements of Ch 3, Sec 1, [3.1].

2.5 Assignment of a Dual Class to a yacht surveyed during construction by two QSCS Classification Societies and in full compliance with all applicable and relevant IACS Resolutions (IACS PR 1B)

2.5.1 Dual Class (1/2/2021)

A dual class new building is one which is classed during construction by two Societies where each Society acts on behalf of the other Society in accordance with the trilateral agreement adopted by the two Societies and the shipyard. This agreement shall clearly define modalities such as submission of plans, rules to be applied, harmonizing and resolution of plan approval comments between societies.

2.5.2 Basic conditions (1/2/2021)

The Procedural Requirements for assigning dual class are applicable when none of the Societies which carried out the new construction technical review has issued its first Certificate of Classification (see Note 1). Unless stated otherwise, the provisions apply to yachts of over 100 GT of whatever type, self-propelled or not, restricted or unrestricted service, except for "inland waterway" yachts. Cases concerning yachts of 100 GT or less are dealt with by the Society on a case-by case basis.

Whenever the Societies are requested by a Shipyard/Owner to accept a new building into their class under dual class:

- a) each Society is to share information and records related to new construction such as plan approval including following up and closing of comments imposed, surveys, inspection, witnesses and tests etc., to perform the sur-

veys and verify compliance with the relevant requirements; and

- b) each Society is to issue a certificate of classification for the vessel upon satisfactory completion of new construction survey process.

Note 1: "First Certificate of Classification" means either the Interim Certificate of Classification or full term Certificate of Classification or another document serving the same purpose.

2.5.3 General (1/2/2021)

The requirements from [2.1] to [2.3] are applied in accordance with the trilateral agreement referred to in [2.5.1].

2.5.4 Surveys (1/2/2021)

The surveyor surveys the yacht to check that it complies with the requirements of Ch 3, Sec 1, [3.2].

3 Yachts classed after construction

3.1 General

3.1.1 (1/1/2016)

When an Owner applies to ^{Tasneef} for a yacht already in service to be admitted to class, the application will be processed differently depending on whether the yacht is:

- classed with a QSCS Classification Society, or
- not classed with a QSCS Classification Society, or
- not classed at all.

3.2 Transfer to ^{Tasneef} class of a yacht in service classed by another QSCS Classification Society (IACS PR 1A)

3.2.1 Documentation to be submitted and design assessment (1/1/2017)

As a rule, the minimum documentation to be supplied for filing purposes is listed hereinafter. ^{Tasneef} may carry out a design assessment on a case-by-case basis (additional documentation may be requested).

- a) Main plans:
 - General arrangement
 - Capacity plan
 - Loading manual, where required, which is to contain, as a minimum, loading cases, calculations of still water bending moments, and relevant documents, particulars of loading calculator and instruction booklet as per ^{Tasneef} requirements, according to the case,
 - Hydrostatic curves and stability documentation, as applicable
 - Damage stability calculations, where required
- b) Hull structure plans:
 - Midship section
 - Scantling plans
 - Profile and decks plan
 - Shell expansion
 - Watertight bulkheads, transverse and longitudinal (if any),

- Rudder and rudder stock
 - Hatch covers
- c) Machinery plans:
- Engine room general arrangement
 - Diagram of fuel- (transfer, service), bilge-, ballast-, lubricating oil-, cooling-, steam- and feed-, general service and starting compressed air piping
 - Intermediate, thrust- and screw shafts
 - Propeller
 - Main engines, propulsion gears and clutch systems (or Manufacturer's make, model and rating information)
 - Drawings of steering gear systems, piping and arrangements and steering gear Manufacturer make and model information
 - Torsional vibration calculations, where required, as per Pt C, Ch 1, Sec 6; for yachts less than two years old
- d) Electrical installation plans and wiring diagrams:
- Master plan of power distribution, lighting and emergency power circuits
 - Single line diagram of networks and switchboards
 - Location and arrangement of electrical equipment in hazardous areas
- e) Additional plans required in order to assign unattended machinery space notation:
- Instrument and alarm list
 - Fire alarm system
 - List of automatic safety functions (e.g. slowdowns, shutdowns, etc.)
 - Function testing plan.
- f) Additional Documents required for approval of Alternative Design and Arrangements:
- 1) Additional Documents required for approval of Alternative Design and Arrangements.

Alternative technical data may be accepted by ^{Tasneef} in lieu of specific items of the listed documentation not available at the time of the transfer of class.

Additional documentation may be required according to Flag Administration requirements.

3.2.2 Basic conditions of IACS Procedural Requirement No. 1A (1/7/2020)

This Procedural Requirement is applicable, unless stated otherwise, to yachts of over 100 GT of whatever type, restricted or unrestricted navigation.

The age of the yacht considered in the procedure for transfer of class is the age calculated from the date of delivery to the "Date Request for class was received" in IACS Form G Part A - Survey Status Request. The obligations of the Procedural Requirement continue to apply when a yacht's class is suspended by the losing Society and for 6 months following withdrawal of a yacht's class by the losing Society.

Cases concerning yachts of 100 GT or less are dealt with by ^{Tasneef} on a case-by-case basis.

Whenever ^{Tasneef} is requested by an Owner to accept a yacht in service into class:

- a) the relevant surveys specified in Ch. 3, Sec 2, [1.1.2] are to be satisfactorily completed for entry into class;
- b) for yachts less than 15 years of age, an Interim Certificate of Classification can be issued only after ^{Tasneef} has completed all overdue surveys and all overdue conditions of class previously issued against the yacht as specified to the Owner by the losing Society;
- c) for yachts 15 years of age and over, an Interim Certificate of Classification can be issued only after the losing Society has completed all overdue surveys and all overdue conditions of class previously issued against the yacht;
- d) any outstanding conditions of class are to be dealt with by their due dates;
- e) the principles given in a), b) and c) above apply to any additional conditions of class issued against the yacht arising from surveys which were not included in the initial survey status provided to ^{Tasneef} by the losing Society because the surveys were carried out in close proximity to the request for transfer of class. If received after the issuance of the Interim Certificate of Classification by ^{Tasneef} and overdue, such additional conditions of class are to be dealt with at the first port of call by the relevant Society depending on the age of the yacht;
- f) copies of the plans listed in [3.2.1] are to be provided to ^{Tasneef} as a prerequisite to obtaining a full term Certificate of Classification. If the Owner is unable to provide all of the required plans, the losing Society is to be authorized by the Owner to transfer copies of such of these plans as it may possess directly to and upon request from ^{Tasneef}

3.2.3 Conditions of IACS Procedural Requirement No. 1A, preventing issue of the Interim Certificate of Classification (1/7/2020)

Prior to issuing an Interim Certificate of Classification, ^{Tasneef} is to obtain from the Owner, a written request for transfer of class, containing an authorization for ^{Tasneef} to obtain the current classification status from the losing Society; and b) the current classification survey status from the Headquarters of the losing Society or one of its designated control or management centres. If ^{Tasneef} does not receive the classification survey status from the losing Society within 3 working days from the request, ^{Tasneef} may utilize the losing Society's survey status information provided by the Owner and, after complying with the other relevant provisions of the Procedural Requirement, issue an Interim Certificate of Classification. In such cases the conditions in [3.2.2] are still applicable (a statement is normally included in the Interim Certificate of Classification for this purpose). ^{Tasneef} cannot issue an Interim Certificate of Classification, or other documents enabling the yacht to trade:

- a) until all overdue surveys and all overdue conditions of class previously issued against the subject yacht, as specified to the Owner by the losing Society, have been completed and rectified either by ^{Tasneef} for yachts less

than 15 years of age or by the losing Society for yachts 15 years of age and above;

- b) until all relevant surveys specified in Ch 3, Sec 2, [1.1.2] have been satisfactorily completed; when facilities are not available in the first port of survey, an Interim Certificate of Classification may be issued to allow the yacht to undertake a direct voyage to a port where facilities are available to complete surveys required in Ch 3, Sec 2, [1.1.2]. In such cases the surveys specified in Ch 3, Sec 2, [1.1.2] are to be carried out to the maximum extent practicable at the first port of survey, but in no case less than the scope of annual hull surveys and machinery surveys as required in Ch 3, Sec 2, [1.1.2] b);
- c) before giving the opportunity to the flag Administration to provide any further instructions within 3 working days, in compliance with the requirements of Art. 10.5 of the Regulation (EC) No 391/2009 if authorized.

3.2.4 Limitations of IACS Procedural Requirement No. 1A for the Certificate of Classification (1/7/2020)

The validity of the Interim Certificate of Classification and the subsequent Certificate of Classification is subject to any outstanding conditions of class previously issued against the yacht being completed by the due date and as specified by the losing Society. Any outstanding conditions of class with their due dates are stated on the Survey Endorsement Sheets and yacht status when the full term Certificate of Classification is issued.

If additional information regarding overdue surveys or conditions of class is received from the losing Society after the Interim Certificate of Classification has been issued, these are to be dealt with at the first port of call by ^{Tasneef} for yachts less than 15 years of age or by the losing Society for yachts 15 years of age or over. If this is not accomplished, the Interim Certificate of Classification is withdrawn immediately unless the Owner agrees to proceed directly, without further trading, to a suitable port where any overdue surveys or overdue conditions of class are to be carried out by the relevant Society based on the age of the yacht.

3.2.5 Surveys (1/1/2016)

The Surveyor:

- a) checks that the outcome of the design assessment (if any), survey instructions and losing Society's yacht status are available,
- b) surveys the yacht to check that it complies with the outcome of the design assessment (if any) and with the requirements of Ch 3, Sec 2, [1.1.2].

3.2.6 Interim Certificate of Classification (1/7/2020)

Upon satisfactory completion of the survey for assignment of class, the Surveyor issues to the Owner an interim Certificate of Classification valid not more than 5 months, provided that the conditions in [3.2.2] to [3.2.5] are met. This certificate indicates the class notations. The certificate is issued with a Survey Endorsement Sheet where all outstanding conditions of class and significant memoranda are recorded; class notations requested by the Owner and not assigned due to pending items are clearly indicated together with the relevant pending items.

3.2.7 Certificate of Classification (1/7/2020)

Upon satisfactory review of the survey reports, ^{Tasneef} issues to the Owner the Certificate of Classification valid for the whole period of class, provided that the conditions in [3.2.2] to [3.2.5] are met. The certificate indicates the class notations. All outstanding conditions of class, significant memoranda and pending items for class notations not assigned are made available in the yacht status.

3.3 Transfer to ^{Tasneef} class of a yacht surveyed during construction by another QSCS Classification Society at yacht's delivery (IACS PR 1A)

3.3.1 Documentation to be submitted and design assessment (1/1/2016)

The requirements of [3.2.1] apply.

3.3.2 Basic conditions of IACS Procedural Requirement No. 1A (1/7/2020)

The Procedural Requirements for transfer of class at yacht's delivery (see Note 1) are applicable when ^{Tasneef} which carried out the new construction technical review and surveys (i.e. the losing Society) has issued its first Certificate of Classification (see Note 2). Unless stated otherwise, the provisions apply to yachts of over 100 GT of whatever type, self-propelled or not, restricted or unrestricted service.

Cases concerning yachts of 100 GT or less are dealt with by ^{Tasneef} on a case-by-case basis.

Whenever ^{Tasneef} is requested by an Owner to accept a yacht into class at its delivery, ^{Tasneef} immediately notifies the Owner in writing that:

- a) any outstanding conditions of class are to be dealt with by their due dates;
- b) copies of the plans listed in [3.2.1] are to be provided to ^{Tasneef} as a prerequisite to obtaining a full term Certificate of Classification.

If the Owner is unable to provide all of the required plans, ^{Tasneef} requests that the Owner authorizes the losing Society to transfer copies of such of these plans as it may possess directly to and upon request from ^{Tasneef} with the advice that the losing Society will invoice ^{Tasneef} and ^{Tasneef} may, in turn, charge the associated costs to the Owner.

Note 1: "At yacht's delivery" means that the new construction survey process is completed and the yacht has not departed from the yard.

Note 2: "First Certificate of Classification" means either the Interim Certificate of Classification or full term Certificate of Classification or another document serving the same purpose.

3.3.3 Conditions of IACS Procedural Requirement No. 1A, preventing issue of the Interim Certificate of Classification (1/7/2020)

Prior to issuing an Interim Certificate of Classification on the date of the yacht's delivery, ^{Tasneef} is to obtain:

- a) from the Owner, a written request for transfer of class at yacht's delivery, containing an authorization for ^{Tasneef} to obtain a copy of the first Certificate of Classification from the losing Society; and
- b) the first Certificate of Classification from the Headquarters of the losing Society or one of its designated control

or management centres or from the attending Surveyor at the builder's yard, including any outstanding conditions of class and information normally contained in the classification status.

If ^{Tasneef} does not receive the above documents from the losing Society on the date of the yacht's delivery, the Society may utilize the losing Society's said documents provided by the Owner and, after complying with the other relevant provisions of this Procedural Requirement, issue an Interim Certificate of Classification on the date of the yacht's delivery. In such cases, the conditions in [3.3.2] are still applicable (a statement is normally included in the Interim Certificate of Classification for this purpose).

^{Tasneef} cannot issue an Interim Certificate of Classification, or other documents enabling the yacht to trade:

- 1) until all relevant surveys specified in Ch 3, Sec 2, [1.3.1] have been satisfactorily completed; and
- 2) before giving the opportunity to the flag Administration to provide any further instructions within 3 working days, in compliance with the requirements of Art. 10.5 of the Regulation (EC) No 391/2009 if authorized..

3.3.4 Limitations of IACS Procedural Requirement No. 1A for the Certificate of Classification (1/7/2020)

The validity of the Interim Certificate of Classification and the subsequent full term Certificate of Classification issued by ^{Tasneef} is subject to any outstanding conditions of class previously issued against the yacht being completed by the due dates and as specified by the losing Society. Any outstanding conditions of class with their due dates and information normally contained in the classification status are to be clearly stated on the:

- a) first Certificate of Classification or an attachment to the first Certificate of Classification and/or the Survey Endorsement Sheet available on board;
- b) survey status when the full term Certificate of Classification issued.

3.3.5 Surveys (1/1/2016)

The Surveyor:

- a) checks that the outcome of the design assessment (if any), survey instructions and the first Certificate of Classification or an attachment to the first Certificate of Classification and/or a class survey record from the losing Society are available,
- b) surveys the yacht to check that it complies with the outcome of the design assessment (if any) and with the requirements of Ch 3, Sec 2, [1.3.1].

3.3.6 Interim Certificate of Classification (1/7/2020)

Upon satisfactory completion of the survey for assignment of class, the Surveyor issues to the Owner an Interim Certificate of Classification valid not more than 5 months, provided that the conditions in [3.3.2] to [3.3.5] are met. This certificate indicates the class notations.

The certificate is issued with a Survey Endorsement Sheet where all outstanding conditions of class and significant memoranda are recorded; class notations requested by the

Owner and not assigned due to pending items are clearly indicated together with the relevant pending items.

3.3.7 Certificate of Classification (1/7/2020)

Upon satisfactory review of the survey reports, ^{Tasneef} issues to the Owner the Certificate of Classification valid for the whole period of class, provided that the conditions in [3.3.2] to [3.3.5] are met. The certificate indicates the class notations.

All outstanding conditions of class, significant memoranda and pending items for class notations not assigned are made available in the yacht status.

3.4 Addition of ^{Tasneef} class to a yacht in service classed by another QSCS Classification Society (IACS PR 1B)

3.4.1 Documentation to be submitted and design assessment (1/1/2016)

The requirements of [3.2.1] apply.

3.4.2 Basic conditions of IACS Procedural Requirement No. 1B (1/7/2020)

This Procedural Requirement is applicable, unless stated otherwise, to yachts of over 100 GT of whatever type, restricted or unrestricted service.

The obligations of the Procedural Requirement continue to apply when a yacht's class is suspended by the losing Society and for 6 months following withdrawal of a yacht's class by the losing Society.

Cases concerning yachts of 100 GT or less are dealt with by ^{Tasneef} on a case-by-case basis.

Whenever ^{Tasneef} is requested by an Owner to accept a yacht in service already classed by another QSCS Classification Society into its class under double or dual class arrangement, the following applies:

- a) ^{Tasneef} only accepts a yacht that is free from any overdue surveys or conditions of class;
- b) the Owner is to inform the first Society of his request to ^{Tasneef}
- c) the Owner is to authorize the first Society to submit to ^{Tasneef} its current classification status and documents as listed in Annex 3 of IACS PR1 Annex - "Content of Vessel's History Report Regarding Class Items" for information and use by ^{Tasneef} in conducting its assignment of class surveys;
- d) when the Owner decides to leave the double or dual class arrangement and prior to withdrawing from the class of either of the Societies, he is to inform the Societies of his intended actions;
- e) when the Owner is advised that one of the Societies involved in double or dual class arrangement is suspending or withdrawing class, he is to inform the remaining Society of the action taken by the other Society without delay;
- f) copies of the plans listed in [3.2.1] are to be provided to ^{Tasneef} as a prerequisite to obtaining a full term Certificate of Classification. If the Owner is unable to provide all of the required plans, the first Society is to be authorized by the Owner to transfer copies of such of these

plans as it may possess directly to and upon request from ^{Tasneef}

3.4.3 Conditions of IACS Procedural Requirement No. 1B, preventing issue of the Interim Certificate of Classification (1/7/2020)

Prior to issuing an Interim Certificate of Classification ^{Tasneef} is to:

- a) obtain from the Owner, a written application for entry into ^{Tasneef} class, containing an authorization for ^{Tasneef} to obtain the current classification status from the first Society;
- b) obtain the first Certificate of Classification from the Headquarters of the first Society or from one of its designated control or management centres or from the attending Surveyor at the yard of the builders, including any outstanding conditions of class and information normally contained in the classification status; and
- c) carry out and satisfactorily complete all relevant surveys specified in Ch 3, Sec 2, [1.2].

3.4.4 Limitations of IACS Procedural Requirement No. 1B for the Certificate of Classification (1/7/2020)

The validity of the Interim Certificate of Classification and the subsequent Certificate of Classification is subject to any outstanding conditions of class previously issued against the yacht being completed by the due dates and as specified by the first Society. Any outstanding conditions of class with their due dates are stated on the Survey Endorsement Sheets and yacht status when the full term Certificate of Classification is issued.

3.4.5 Surveys (1/1/2016)

The Surveyor:

- a) checks that the outcome of the design assessment (if any), survey instructions and first Society's yacht status are available,
- b) surveys the yacht to check that it complies with the outcome of the design assessment (if any) and with the requirements of Ch 3, Sec 2, [1.1.2].

3.4.6 Interim Certificate of Classification (1/7/2020)

Upon satisfactory completion of the survey for assignment of class, the Surveyor issues to the Owner an Interim Certificate of Classification valid not more than 5 months, provided that the conditions in [3.4.2] to [3.4.5] are met. This certificate indicates the class notations. The certificate is issued with a Survey Endorsement Sheet where all outstanding conditions of class and significant memoranda are recorded; class notations requested by the Owner and not assigned due to pending items are clearly indicated together with the relevant pending items.

3.4.7 Certificate of Classification (1/7/2020)

Upon satisfactory review of the survey reports, ^{Tasneef} issues to the Owner the Certificate of Classification valid for the whole period of class, provided that the conditions in

[3.4.2] to [3.4.5] are met. The Certificate indicates the class notations.

All outstanding conditions of class, significant memoranda and pending items for class notations not assigned are made available in the yacht status.

3.5 Addition of ^{Tasneef} class to a yacht surveyed during construction by another QSCS Classification Society at the yacht's delivery (IACS PR 1B)

3.5.1 Documentation to be submitted and design assessment (1/1/2016)

The requirements of [3.2.1] apply.

3.5.2 Basic conditions of IACS Procedural Requirement No. 1B (1/1/2016)

The Procedural Requirements for adding class at yacht's delivery are applicable when ^{Tasneef} which carried out the new construction technical review and surveys (i.e. the first Society) has issued its first Certificate of Classification (see Note 2 to item [3.3.2]). Unless stated otherwise, the provisions apply to yachts of over 100 GT of whatever type, restricted or unrestricted service.

Cases concerning yachts of 100 GT or less are dealt with by ^{Tasneef} on a case-by case basis.

Whenever ^{Tasneef} is requested by an Owner to accept a yacht already classed by another QSCS Classification Society (the first Society) into its class under double or dual class arrangement at yacht's delivery, the following applies:

- a) the Owner is to inform the first Society of his request to ^{Tasneef}
- b) the Owner is to authorize the first Society to submit to ^{Tasneef} its Certificate of Classification;
- c) when the Owner decides to leave the double or dual class arrangement and prior to withdrawing from the class of either of the Societies, he is to inform the Societies of his intended actions;
- d) when the Owner is advised that one of the Societies involved in double or dual class arrangement is suspending or withdrawing class, he is to inform the remaining Society of the action taken by the other Society without delay;
- e) copies of the plans listed in [3.2.1] are to be provided to ^{Tasneef} as a prerequisite to obtaining a full term Certificate of Classification. If the Owner is unable to provide all of the required plans, ^{Tasneef} requests that the Owner authorize the first Society to transfer copies of such of these plans as it may possess directly to and upon request from ^{Tasneef} with the advice that the first Society will invoice ^{Tasneef} and ^{Tasneef} may, in turn, charge the associated costs to the Owner.

3.5.3 Conditions of IACS Procedural Requirement No. 1B, preventing issue of the Interim Certificate of Classification (1/7/2020)

Prior to issuing an Interim Certificate of Classification on the date of the yacht's delivery, ^{Tasneef} is:

- a) obtain from the Owner, a written request for entry into ^{Tasneef} class at yacht's delivery, containing an authori-

zation for ^{Tasneef} to obtain a copy of the first Certificate of Classification from the first Society; and

- b) obtain the first Certificate of Classification from the Headquarters of the first Society or one of its designated control or management centres or from the attending Surveyor at the builder's yard, including any outstanding conditions of class and information normally contained in the classification status;
- c) carry out and satisfactorily complete all relevant surveys specified in Ch 3, Sec 2, [1.4.1].

3.5.4 Limitations of IACS Procedural Requirement No. 1B for the Certificate of Classification (1/1/2016)

Prior to final entry into its class, ^{Tasneef} is obligated to obtain plans and information in accordance with the requirements of [3.2.1].

3.5.5 Surveys (1/1/2016)

The Surveyor:

- a) checks that the outcome of the design assessment (if any), survey instructions and the first Certificate of Classification or an attachment to the first Certificate of Classification and/or a class survey record from the first Society are available,
- b) surveys the yacht to check that it complies with the outcome of the design assessment (if any) and with the requirements of Ch 3, Sec 2, [1.4.1].

3.5.6 Interim Certificate of Classification (1/7/2020)

Upon satisfactory completion of the survey for assignment of class, the Surveyor issues to the Owner an interim Certificate of Classification valid not more than 5 months, provided that the conditions in [3.5.2] to [3.5.5] are met. This certificate indicates the class notations.

The certificate is issued with a Survey Endorsement Sheet where all outstanding conditions of class and significant memoranda are recorded; class notations requested by the Owner and not assigned due to pending items are clearly indicated together with the relevant pending items.

3.5.7 Certificate of Classification (1/7/2020)

Upon satisfactory review of the survey reports, ^{Tasneef} issues to the Owner the Certificate of Classification valid for the whole period of class, provided that the conditions in [3.5.2] to [3.5.5] are met. The certificate indicates the class notations.

All outstanding conditions of class, significant memoranda and pending items for class notations not assigned are made available in the yacht status.

3.6 Yachts in service not classed with a QSCS Society or not classed at all (PR1D)

3.6.1 General (1/1/2016)

In the case of a yacht not classed with a QSCS Classification Society, or not classed at all, the requirements of [3.6.2] to [3.6.10] apply.

3.6.2 Documentation to be submitted and design assessment (1/1/2016)

As a rule, the minimum documentation to be supplied is listed hereinafter. ^{Tasneef} will carry out a plan appraisal before the Interim Certificate of Classification is issued.

- a) Main plans:
 - General arrangement
 - Capacity plan
 - Loading manual, where required, which is to contain, as a minimum, loading cases, calculations of still water bending moments, and relevant documents, particulars of loading calculator and instruction booklet as per ^{Tasneef} requirements, according to the case,
 - Hydrostatic curves and stability documentation, as applicable
 - Damage stability calculations, where required
- b) Hull structure plans:
 - Midship section
 - Scantling plans
 - Profile and decks plan
 - Shell expansion
 - Watertight bulkheads, transverse and longitudinal (if any),
 - Rudder and rudder stock
 - Hatch covers
- c) Machinery plans:
 - Engine room general arrangement
 - Diagram of fuel- (transfer, service), bilge-, ballast-, lubricating oil-, cooling-, steam- and feed-, general service and starting compressed air piping
 - Intermediate, thrust- and screw shafts
 - Propeller
 - Main engines, propulsion gears and clutch systems (or Manufacturer's make, model and rating information)
 - Drawings of steering gear systems, piping and arrangements and steering gear Manufacturer make and model information
 - Torsional vibration calculations, where required, as per Pt C, Ch 1, Sec 6; for yachts less than two years old
- d) Electrical installation plans and wiring diagrams:
 - Master plan of power distribution, lighting and emergency power circuits
 - Single line diagram of networks and switchboards
 - Location and arrangement of electrical equipment in hazardous areas

- e) Additional plans required in order to assign unattended machinery space notation:
- Instrument and alarm list
 - Fire alarm system
 - List of automatic safety functions (e.g. slowdowns, shutdowns, etc.)
 - Function testing plan.

Alternative technical data may be accepted by ^{Tasneef} in lieu of specific items of the listed documentation not available at the time of the transfer of class.

Additional documentation may be required according to Flag Administration requirements.

3.6.3 Basic conditions of IACS Procedural Requirement PR1D (1/1/2016)

IACS Procedural Requirement PR1D contains procedures and requirements pertaining to class entry of yachts not subject to IACS Procedural Requirement PR1A or IACS Procedural Requirement PR1B and is applicable, unless stated otherwise, to yachts in service not classed with a QSCS Classification Society or not classed at all, of over 100 GT of whatever type, restricted or unrestricted service.

Cases concerning yachts of 100 GT or less are dealt with by ^{Tasneef} on a case-by-case basis.

Cases concerning yachts to which the class is reassigned are to be dealt with according to [5] Whenever ^{Tasneef} is requested by an Owner to accept a yacht in service into class:

- a) the relevant surveys specified in Ch 3, Sec 2 [1.6.2] are to be satisfactorily completed for entry into class;
- b) the copies of the plans listed [3.6.2] are to be provided to the gaining Society as a prerequisite to obtaining an Interim or Full Term Certificate of Class;
- c) required plan appraisal is to be satisfactorily completed for entry into class.

3.6.4 Conditions of IACS Procedural Requirement PR1D, preventing issue of the Interim Certificate of Classification (1/7/2020)

Prior to issuing an Interim Certificate of Classification, ^{Tasneef} is to obtain a written request to class the vessel from the Owner.

^{Tasneef} cannot issue an Interim Certificate of Classification, or other documents enabling the yacht to trade under its classification:

- a) until all required surveys specified in Ch 3, Sec 2 [3.1.2] have been completed,
- b) until the appraisal of the plans listed in [3.6.2] as required by ^{Tasneef} to verify compliance with its applicable classification Rules, has been carried out. Where issues remain outstanding, ^{Tasneef} may impose a condition of class for a limited period in accordance with Ch 2, Sec 2 [2.10],
- c) before giving the opportunity to the flag Administration to provide any further instructions within 3 working days, in compliance with the requirements of Art. 10.5 of Regulation (EC) No 391/2009 if authorized.

3.6.5 Survey (1/1/2016)

The Surveyor:

- a) checks that the outcome of the plan appraisal and survey instructions are available,
- b) surveys the yacht to check that it complies with the outcome of the plan appraisal and with the requirements of Ch 3, Sec 2, [3.1.2],
- c) attends tests and trials provided for in the Rules.

3.6.6 Interim Certificate of Classification (1/7/2020)

Upon satisfactory completion of the survey for assignment of class, the Surveyor issues an Interim Certificate of Classification to the Owner, valid for not more than 5 months. This certificate indicates the class notations.

The certificate is issued with a Survey Endorsement Sheet where all outstanding conditions of class and significant memoranda are recorded; class notations requested by the Owner and not assigned due to pending items are clearly indicated together with the relevant pending items.

3.6.7 Certificate of Classification (1/7/2020)

Upon satisfactory review of the survey reports, ^{Tasneef} issues the Certificate of Classification to the Owner, valid for the whole period of class. The certificate indicates the class notations.

All outstanding conditions of class, significant memoranda and pending items for class notations not assigned are made available in the yacht status.

3.6.8 Equivalence criterion (1/1/2016)

Where appropriate within reasonable limits, a proven service record of satisfactory performance during a period of adequate length may be used as a criterion of equivalence. Special consideration will be given to yachts of recent construction.

3.6.9 Additional service and/or class notations (1/1/2016)

For installations or equipment covered by additional service and/or class notations, ^{Tasneef} will determine the documentation to be submitted.

3.6.10 Other documentation (1/1/2016)

In addition, ^{Tasneef} may base its judgment upon documentation such as certificates issued or accepted by the former Classification Society, if any, and statutory certificates issued by the flag Administration or by a recognized organization on its behalf; moreover, other documents and/or plans may be specifically required to be supplied to ^{Tasneef} in individual cases.

3.7 Requirements for yachts not classed with a QSCS Classification Society of less than 100 GT

3.7.1 Applicability (1/1/2016)

For yachts of less than 100 GT the procedure PR1D may be applied or as an alternative when during the classification survey, the documentation required above is not available totally or partially, the following procedure for classification

can be applied to yachts for which the following conditions exist:

- The yacht has been in service for a period of at least 6 years
- Proof of satisfactory performance during the period of service exists.

Proof may consist of service records or reports or a statement which indicates a satisfactory performance, without significant failures or damage and whose authenticity is proven by signature of the master and/or the owner and/or other interested parties.

3.7.2 Survey (1/1/2016)

The extent and scope of the admission to class survey is to be not less than those required at a class renewal survey in dry-dock. The survey is to be carried out in compliance with the criteria given in Ch 3, Sec 5.

For hulls in composite material, tap tests and other NDT methods can be used, as deemed necessary.

Where the midship section is missing, a sketch of the main section with the dimensions of the main components shall be prepared during the initial survey and attached to the survey report.

3.7.3 Stability (1/1/2016)

Where the stability documentation is not available, the following criteria can be applied in alternative to those given in Pt B, Ch 6, Sec 1, [2.1] or [2.2].

a) Yachts having L_{LL} not more than 24 meters

1) An offset load test is to be performed.

The inclining moment is to be calculated taking into account the maximum number of persons to be embarked.

The inclining test is to be performed considering the distribution of the persons on the various relevant deck levels for which the centre is highest.

From the equilibrium between the inclining moment and the transversal righting moment, it is to be checked that:

- the minimum transversal metacentric height is to be not less than 0,60 meters;
- under the application of the inclining moment, the angle of heel is not to be greater than the angle corresponding to a freeboard of 0,15 m before the deck's immersion or 10°, whichever is less.

For the assessment of the displacement, reference may be made to similar yachts assuming equivalence between the block coefficients.

2) Where the stability documentation is not complete and, for example, for the inclining experiment the documentation is missing, but the hull geometric data are available, the intact stability may be assessed considering a K_g/D value not less than 0,70 in the worst load condition. The relevant metacentric height is to be not less than 0,50 meters and the

minimum freeboard is to be not less than 0,25 meters.

3) In any case, the criteria given in the following par.b) 2) may be applied.

b) Yachts having L_{LL} more than 24 meters

1) Where the criteria given in the above par. a) 2) can be applied, the relevant metacentric height is to be not less than 0,50 meters and the minimum freeboard shall be not less than 0,35 meters.

2) Another criterion to assess the intact stability is based on the reference to similar hulls in order to define the following data:

K_g/D ; Z_B/D ; C_B

where:

K_g : the vertical centre of gravity;

Z_B : the vertical position of the centre of buoyancy;

Z_B : the moulded height;

C_B : the block coefficient;

Using the available plans or on-board direct measurement, the waterline area relevant to given immersion may be obtained.

The transversal moment of inertia can be obtained by integration of the above waterline area.

Assuming the C_B of a similar hull, the relevant hull volume can be calculated.

From the transversal moment of inertia and the hull volume, the transversal metacentric radius can be calculated.

At this point, the relevant value of K_g and Z_B may be calculated considering the actual value of D , by means of the quotient K_g/D , and Z_B/D obtained from the similar hull.

The value $(Z_G - Z_B)$ can be obtained from the values of K_g and Z_B and thus the transversal metacentric height is known.

The transversal metacentric height obtained from the above procedure shall be not less than 0,40 m.

The above calculation shall be performed at least in the following loading conditions:

- Yacht in the fully loaded departure condition, with full stores and fuel and the full number of on board persons;
- Yacht in the fully loaded arrival condition, with only 10% stores and fuel remaining and the full number of on board persons.

In addition, the minimum residual freeboard is to be not less than 0,35 meters, and can be checked by means of direct on-board measurement.

4 Date of initial classification

4.1 Definitions

4.1.1 Date of build (1/1/2016)

a) For new construction:

For a new building the date of build is the year, month and day at which the new construction survey process is completed.

Where there is a substantial delay between the completion of the construction survey process and the yacht commencing active service, the date of commissioning may also be specified.

b) After modifications:

After modifications are completed, the "date of build" remains assigned to the yacht.

Where a complete replacement or addition of a major portion of the yacht (see Note 1) is involved, the following applies:

- 1) the "date of build" associated with each major portion of the yacht is indicated on the Certificate of Classification where it has been agreed that the newer structure is on a different survey cycle;
- 2) survey requirements are based on the "date of build" associated with each major portion of the yacht;
- 3) survey due dates may be aligned, where appropriate.

Note 1: For example, a major portion of the yacht may include a complete forward or after section, a complete block of deck structure of a yacht or a structural modification of a single hull to a double hull yacht.

4.1.2 Date of initial classification for new buildings

As a general rule, for new buildings the date of initial classification coincides with the date of build.

4.1.3 Date of initial classification for existing yachts

In principle, for existing yachts the date of initial classification is the date of completion of the admission to class survey.

4.1.4 Period of class (1/1/2016)

The assigned period of class is never to exceed five (5) years. The 5-year period is granted only upon completion of the new building procedure and, for yachts classed after construction, upon satisfactory outcome of a survey with the scope of a renewal survey. If a yacht classed after construction was previously classed with a QSCS Classification Society [3.2], the assigned period of class is never to go beyond the due date of the renewal survey assigned by the previous Society.

5 Reassignment of class

5.1 Yachts in service classed by a QSCS Classification Society

5.1.1 Documentation to be submitted and design assessment (1/1/2016)

The requirements of [3.2.1] apply.

5.1.2 Conditions, Surveys and Certificate of Classification (1/1/2016)

The requirements of [3.2.2] to [3.2.7] apply.

5.2 Yachts in service not classed by a QSCS Classification Society

5.2.1 Documentation to be submitted and design assessment (1/1/2016)

The requirements of [3.6.1] apply.

5.2.2 Conditions, Surveys and Certificate of Classification (1/1/2016)

The requirements of [3.6.2] to [3.6.9] apply.

5.3 Yachts in service not classed by a QSCS Classification Society, but previously classified by a QSCS Classification Society

5.3.1 General (1/1/2016)

The following two cases are considered:

- a) the date of the class withdrawal, by the last QSCS Classification Society, falls within the time window of six months counted from the date of the classification request: the provisions of [5.1] apply;
- b) the date of the class withdrawal, by the last QSCS Classification Society, does not fall within the time window of six months counted from the date of the classification request: the provisions of [5.2] apply.

When the yacht was previously classed by ^{Tasneef} and since the withdrawal of ^{Tasneef} class no conversion or significant modification of the yacht or alteration of the yacht's class has been made, a design assessment may nevertheless be required.

5.4 Yachts no longer in service since class withdrawal by ^{Tasneef}

5.4.1 General (1/1/2016)

This paragraph is applicable, based on the premise that after the class was withdrawn by ^{Tasneef} the yacht:

- a) never resumed its trade
- b) has not been classified by any other Classification Society.

5.4.2 Conditions, Surveys and Certificate of Classification (1/1/2016)

The requirements of Ch 2, Sec 3, [1.4] apply

5.5 Yachts no longer in service since class withdrawal by a QSCS Classification Society or by a non-QSCS Classification Society

5.5.1 Documentation to be submitted and design assessment (1/1/2016)

The requirements of [3.6.1] apply.

5.5.2 Conditions, Surveys and Certificate of Classification (1/1/2016)

The requirements of [3.6.2] to [3.6.9] apply.

6 Double or dual class procedure

6.1 Definitions

6.1.1 Double class (1/2/2021)

A double class yacht is an existing one which is classed by two Societies, where each one acts independently when the yacht is in service.

6.1.2 Dual class (1/2/2021)

A dual class yacht is an existing one which is classed by two Societies and

- a) each Society acts on behalf of the other Society in accordance with the bilateral agreement adopted by the

two Societies. This agreement shall clearly define the scope of work of each Society;

- b) each Society is to review whether the work undertaken by other Society on its behalf has been completed as agreed.

6.2 Procedures

6.2.1 (1/1/2016)

The procedures of admission to class of a yacht already classed with another QSCS Classification Society under double or dual class arrangement are those indicated in [3.4] and [3.5].

SECTION 2 MAINTENANCE OF CLASS

1 General principles of surveys

1.1 Survey types

1.1.1 All classed yachts are submitted to surveys for the maintenance of class. These surveys include the class renewal survey, intermediate survey, bottom survey (either survey in dry condition or in-water survey), tailshaft survey, boiler survey, and surveys for the maintenance of additional class notations, where applicable.

Such surveys are carried out at the intervals and under the conditions laid down in this Section. In addition to the above periodical surveys, yachts are to be submitted to occasional surveys whenever the circumstances so require; refer to [5.5].

1.1.2 The different types of periodical surveys are summarised in Tab 1. The intervals at which the periodical surveys are carried out are given in the items referred to in the second column of Tab 1. The relevant extent and scope are given in Chapter 3, while surveys related to additional class notations are given in Chapter 4.

Where there are no specific survey requirements for additional class notations assigned to a yacht, equipment and/or arrangements related to these additional class notations are to be examined, as applicable, to the Surveyor's satisfaction at each class renewal survey for the class.

The surveys are to be carried out in accordance with the relevant requirements in order to confirm that the hull, machinery, equipment and appliances comply with the applicable Rules and will remain in satisfactory condition based on the understanding and assumptions mentioned in Ch 1, Sec 1, [3.3].

Where the conditions for the maintenance of class and additional class notations are not complied with, the class and/or the additional class notations as appropriate will be

suspended and/or withdrawn in accordance with the applicable Rules given in Sec 3.

Note 1: It is understood that requirements for surveys apply to those items that are prescribed by the Rules or, even if not prescribed, are fitted on board.

1.1.3 (1/1/2017)

Unless specified otherwise, any survey other than bottom survey and tailshaft survey may be effected by carrying out partial surveys at different times to be agreed upon with the Society, provided that each partial survey is adequately extensive. The splitting of a survey into partial surveys is to be such as not to impair its effectiveness.

1.2 Change of periodicity, postponement or advance of surveys

1.2.1 ^{Tasneef} reserves the right, after due consideration, to change the periodicity, postpone or bring forward surveys, taking into account particular circumstances.

1.2.2 (1/7/2020)

When a survey becomes overdue during a voyage, the following applies:

- In the case of a class renewal survey, ^{Tasneef} may, under exceptional circumstances, grant an extension to allow for completion of this survey provided there is documented agreement to such an extension prior to the expiry date of the Certificate of Classification, adequate arrangements have been made for the attendance of the Surveyor at the first port of call and ^{Tasneef} is satisfied that there is technical justification for such an extension. Such an extension will be granted only until arrival at the first port of call after the expiry date of the Certificate of Classification.
- In the case of annual and intermediate surveys, no postponement is granted. Such survey is to be completed within its prescribed window; see [2.1.3]
- In the case of all other periodical surveys and conditions of class, extension of class may be granted until the arrival of the yacht at the port of destination.

Table 1 : List of Periodical Surveys

Type of Survey	Reference in this Section	Reference to scope of survey
Class renewal - hull	[4]	Ch 3
Class renewal - machinery	[4]	Ch 3
Annual - hull	[5.1]	Ch 3
Annual - machinery	[5.1]	Ch 3
Intermediate - hull	[6.1]	Ch 3
Intermediate - machinery	[6.1]	Ch 3

Type of Survey	Reference in this Section	Reference to scope of survey
Bottom - dry condition	[7.1]	Ch 3
Bottom - in water	[7.1]	Ch 3
Tailshaft - complete	[8.1]	Ch 3
Tailshaft - modified	[8.1]	Ch 3
Boiler - complete	[9.1]	Ch 3

1.3 Extension of scope of survey

1.3.1 ^{Tasneef} and/or its Surveyors may extend the scope of the provisions in Chapter 3 and Chapter 4, which set forth the technical requirements for surveys, whenever and so far as considered necessary, or modify them in the case of special yachts or systems.

1.3.2 The extent of any survey also depends upon the condition of the yacht and its equipment. Should the Surveyor have any doubt as to the maintenance or condition of the yacht or its equipment, or be advised of any deficiency or damage which may affect the class, then further examination and testing may be conducted as considered necessary.

1.3.3 Should ^{Tasneef} have cause to believe that its rules are not being complied with, it reserves the right to perform unscheduled surveys.

1.4 General procedure of survey

1.4.1 The general procedure of survey consists in:

- an overall examination of the parts of the yacht covered by the Rule requirements
- checking selected items covered by the Rule requirements
- attending tests and trials where applicable and deemed necessary by the Surveyor.

1.4.2 ^{Tasneef} survey requirements cannot be considered as a substitute for specification and acceptance of repairs and maintenance, which remain the responsibility of the Owner.

1.4.3 In accordance with the provisions of Ch 1, Sec 1, [3.1], ^{Tasneef} will, at the request of the Owner, apply the regulations of Administrations concerning the scope and periodicity of surveys when they differ from those laid down in Part A.

1.4.4 During the surveys, the Surveyor does not check that spare parts are kept on board, maintained in working order, or suitably protected and lashed.

1.4.5 (1/1/2017)

As a general rule, all materials, machinery, boilers, auxiliary installations, equipment, items etc. (generally referred to as "products") which are covered by the class and used or fitted on board ships inspected by the Society during surveys after construction are to be new and, where intended for essential services as defined in Ch 1, Sec 1, [1.2.1], tested by the Society.

Second hand materials, machinery, appliances and items may be used subject to the specific agreement of the Society and the Owner.

The requirements for the selection of materials to be used in the construction or repair of the various parts of existing ships, the characteristics of products to be used for such parts and the checks required for their acceptance are to be as stated in Part C and Part D, as applicable, or in other Parts of the Rules or as specified on approved plans. In particular, the testing of products manufactured according to quality assurance procedures approved by the Society and the approval of such procedures are governed by the requirements of Pt D, Ch 1, Sec 1, [3].

1.5 Appointment of another Surveyor

1.5.1 In compliance with the provisions of Ch 1, Sec 1, [2.5.1], should a disagreement arise between the Owner and the Surveyor during a survey, ^{Tasneef} may, at the request of the Owner, designate another Surveyor.

2 Definitions and procedures related to surveys

2.1 General

2.1.1 Period of class

Period of class means the period starting either from the date of the initial classification, see Sec 1, [5], or from the credited date of the last class renewal survey, and expiring at the limit date assigned for the next class renewal survey.

2.1.2 Anniversary date

Anniversary date means the day of the month of each year in the period of class which corresponds to the expiry date of the period of class.

2.1.3 Survey time window

Survey time window, or more simply window, mean the fixed period during which annual and intermediate surveys are to be carried out.

2.1.4 Overdue surveys

Each periodical survey is assigned a limit date specified by the relevant requirements of the Rules (end of survey interval or end date of window) by which it is to be completed.

A survey becomes overdue when it has not been completed by its limit date.

Examples:

- Anniversary date: 15th April
The 2000 annual survey can be validly carried out from 16th January 2000 to 15th July 2000. If not completed by 15th July 2000, the annual survey becomes overdue.
- Last bottom survey 20th October 2000 (periodicity 2.5 years, with a maximum interval between successive examinations not exceeding 3 years)
The next bottom survey is to be carried out before 20th October 2003. If not completed by 20th October 2003, the bottom survey becomes overdue.

2.1.5 Conditions of class (1/7/2020)

A condition of class is a requirement to the effect that specific measures, repairs and/or surveys are to be carried out within a specific time limit in order to retain classification. A condition of class is pending until it is cleared. Where it is not cleared by its limit date, the condition of class is overdue.

2.1.6 Memoranda (1/7/2020)

Those defects and/or deficiencies which do not affect the maintenance of class and which may therefore be cleared at the Owner's convenience and any other information deemed noteworthy for the Society's convenience are indicated as memoranda. Memoranda are not to be regarded as conditions of class.

2.1.7 Exceptional circumstances (1/1/2016)

'Exceptional circumstances' means unavailability of dry-docking facilities; unavailability of repair facilities; unavailability of essential materials, equipment or spare parts; or delays incurred by action taken to avoid severe weather conditions.

2.1.8 Force Majeure (1/1/2019)

'Force Majeure' means damage to the yacht; unforeseen inability of the Society to attend the ship due to government restrictions on right of access or movement of personnel; unforeseeable delays in port; acts of war; or other force majeure.

2.2 Terminology related to hull survey

2.2.1 Ballast tanks (1/1/2017)

A ballast tank means a tank that is used primarily for saltwater ballast.

2.2.2 Spaces (1/1/2019)

Spaces are separate compartments including holds, tanks, cofferdams, decks and the outer hull.

2.2.3 Overall survey (1/1/2017)

An overall survey is a survey intended to report on the overall condition of the hull structure and determine the extent of additional close-up surveys.

2.2.4 Close-up survey (1/1/2017)

A close-up survey is a survey where the details of structural components are within the close visual inspection range of the Surveyor, i.e. normally within reach of hand.

2.2.5 Transverse section (1/1/2017)

A transverse section includes all longitudinal members contributing to longitudinal hull girder strength, such as plating, longitudinals and girders at the deck, side shell, bottom, inner bottom, longitudinal bulkheads, as well as relevant longitudinals, as applicable for the different yachts. For a transversely framed yacht, a transverse section includes adjacent frames and their end connections in way of transverse sections.

2.2.6 Representative tanks or spaces (1/1/2017)

Representative tanks or spaces are those which are expected to reflect the condition of other tanks or spaces of similar type and service and with similar corrosion prevention systems. When selecting representative tanks or spaces, account should be taken of the service and repair history on board and identifiable critical structural areas and/or suspect areas.

2.2.7 Renewal thickness (1/1/2017)

Renewal thickness (t_{ren}) is the minimum allowable thickness, in mm, below which renewal of structural members is to be carried out.

2.2.8 Substantial corrosion (1/1/2017)

Substantial corrosion is an extent of corrosion such that assessment of the corrosion pattern indicates a wastage in excess of 75% of allowable margins, but within acceptable limits.

2.2.9 Suspect areas (1/1/2016)

Suspect areas are locations showing substantial corrosion and/or considered by the Surveyor to be prone to rapid wastage.

2.2.10 Critical Structural Area (1/1/2017)

Critical Structural Areas are locations which have been identified from calculations to require monitoring and/or which, from the service history of the subject yacht or from similar or sister yachts (if available), have been identified as sensitive to cracking, buckling or corrosion which would impair the structural integrity of the yacht.

2.2.11 Corrosion Prevention System (1/1/2017)

A Corrosion Prevention System is normally considered a full hard protective coating.

Hard Protective Coating is usually to be epoxy coating or equivalent. Other coating systems which are neither soft nor semi-hard coatings may be considered acceptable as alternatives provided that they are applied and maintained in compliance with the Manufacturer's specifications.

2.2.12 Coating condition (1/1/2017)

Coating condition is defined as follows:

- good: condition with only minor spot rusting
- fair: condition with local breakdown at edges of stiffeners and weld connections and/or light rusting over 20% or more of areas under consideration, but less than as defined for poor condition
- poor: condition with general breakdown of coating over 20% or more of areas or hard scale at 10% or more of areas under consideration.

2.2.13 Prompt and Thorough Repair (1/7/2020)

A Prompt and Thorough Repair is a permanent repair completed at the time of survey to the satisfaction of the Surveyor, therein removing the need for the imposition of any associated condition of class.

2.2.14 Special consideration (1/1/2017)

Special consideration or specially considered (in connection with close-up surveys and thickness measurements) means sufficient close-up inspection and thickness measurements are to be taken to confirm the actual average condition of the structure under the coating.

2.2.15 Pitting corrosion (1/1/2017)

Pitting corrosion is defined as scattered corrosion spots/areas with local material reductions which are greater than the general corrosion in the surrounding area.

2.2.16 Edge corrosion (1/1/2017)

Edge corrosion is defined as local corrosion at the free edges of plates, stiffeners, primary support members and around openings.

2.2.17 Grooving corrosion (1/1/2017)

Grooving corrosion is typically local material loss adjacent to weld joints along abutting stiffeners and at stiffener or plate butts or seams.

2.2.18 Air pipe heads (1/1/2017)

Air pipe heads installed on exposed decks are those extending above the deck or superstructure decks.

2.3 Procedural requirements for thickness measurements

2.3.1 Control of the process (1/1/2017)

When required as per the scope of surveys defined below, thickness measurements are normally to be carried out under the responsibility of the Owner, in the presence of the Surveyor.

The thickness measurements required, if not carried out by the Society itself are to be witnessed by a Surveyor of the Society. The Surveyor is to be on board to the extent necessary to control the process.

This also applies to thickness measurements taken during voyages. The attendance of the Surveyor will be recorded.

Note 1: Also refer to IACS Recommendation no. 77 "Guidelines for the Surveyor on how to control the thickness measurement process".

2.3.2 Survey meeting (1/1/2017)

Prior to commencement of the intermediate and class renewal surveys, a meeting is to be held between the attending Surveyor(s), the master of the ship or an appropriately qualified representative appointed by the master or Company, the Owner's representative(s) in attendance and the thickness measurement firm's representative(s) so as to ensure the safe and efficient execution of the surveys and thickness measurements to be carried out on board.

Communication with the thickness measurement operator(s) and Owner's representative(s) is to be agreed during the meeting, with respect to the following:

- a) reporting of thickness measurements on a regular basis to the attending Surveyor
- b) prompt notification to the Surveyor in the case of following findings:
 - 1) excessive and/or extensive corrosion or pitting/grooving of any significance
 - 2) structural defects like buckling, fractures and deformed structures
 - 3) detached and/or holed structure
 - 4) corrosion of welds.

When thickness measurements are taken in association with intermediate or renewal survey, a documented record indicating where and when the meeting took place and who attended (the name of the surveyor(s), the master of the ship or an appropriately qualified representative appointed by the master or Company, the owner's representative(s) and the representative(s) of the thickness measurement firm(s)) is to be maintained.

2.3.3 Thickness measurements and close-up surveys (1/1/2017)

In any kind of survey, i.e. renewal, intermediate, annual or other surveys having the scope of the foregoing, thickness measurements, when required by:

- the relevant table giving the "Requirements for thickness measurements at class renewal survey" of the Ch 3, Sec 5, and
- the applicable table of the pertinent section of Chapter 4, in relation to the ship's service notation of structures in areas where close-up surveys are required are to be carried out simultaneously with close-up surveys

In all cases the extent of the thickness measurements is to be sufficient as to represent the actual average condition.

For structure built with a material other than steel, alternative thickness measurement requirements may be developed and applied as deemed necessary by the Society.

2.3.4 Approval of thickness measurement firms (1/1/2017)

Thickness measurements are to be carried out by a firm approved by the Society in accordance with the "Rules for the Certification of Service Suppliers", except for yacht of less than 500 gross tonnage the firm need not be so approved.

2.3.5 Monitoring of the thickness measurement process on board (1/1/2017)

The Surveyor will decide the final extent and location of thickness measurements after overall survey of representative spaces on board.

If the Owner prefers to commence the thickness measurements prior to the overall survey then the Surveyor will advise that the planned extent and locations of thickness measurements are subject to confirmation during the overall survey.

Based on findings, the Surveyor may require additional thickness measurements to be taken.

The Surveyor will direct the gauging operation by selecting locations such that, on average, readings taken represent the condition of the structure for that area.

Thickness measurements taken mainly to evaluate the extent of corrosion which may affect the hull girder strength are to be carried out systematically in all longitudinal structural members that are required to be gauged by the relevant provisions of the Rules.

Where thickness measurements indicate substantial corrosion or wastage in excess of allowable diminution, the Surveyor will direct locations for additional thickness measurements in order to delineate areas of substantial corrosion and to identify structural members for repairs/renewals.

2.3.6 Review and verification (1/1/2017)

Upon completion of the thickness measurements, the Surveyor will confirm that no further gaugings are needed, or specify additional gaugings.

If, where special consideration is allowed by the Rule requirements, the extent of thickness measurements is reduced, the Surveyor's special consideration will be reported.

If thickness measurements are partly carried out, the extent of the remaining measurements will be reported for the use of the next Surveyor.

2.3.7 Thickness measurement report (1/1/2017)

A thickness measurement report is to be prepared. The report is to give the location of measurements, the thickness measured and the corresponding original thickness. Furthermore, the report is to include the date when the measurements were carried out, the type of measuring equipment, the names and the qualification of the operators and their signatures.

The report is validated by the Surveyor.

2.3.8 Acceptance criteria (1/1/2017)

For acceptance criteria applicable to structural corrosion diminution levels, reference is to be made to App 1.

2.3.9 Evaluation of longitudinal strength (1/1/2017)

The yacht's longitudinal strength is to be evaluated by using the thickness of structural members measured, renewed and reinforced, as appropriate, during the class renewal survey carried out after the yacht reached 20 years of age in accordance with the criteria for longitudinal strength of the yacht's hull girder specified in App 1.

2.4 Agreement of firms for in-water survey

2.4.1 The in-water surveys referred to in the Rules are to be carried out by a certified company accepted or recognised by ^{Tasneef}

2.5 Conditions for surveys

2.5.1 (1/1/2017)

The Owner is to provide the necessary facilities for the safe execution of the surveys, as per Ch 1, Sec 1, [3.2.2].

- a) In order to enable the attending Surveyors to carry out the survey, provisions for proper and safe access are to be agreed between the Owner and the Society, these are also to be in accordance with the provisions of IACS PR 37;
- b) in cases where the provisions made for safety and required access are judged by the attending Surveyors to be inadequate, the survey of the spaces involved is not to proceed.

2.5.2 For their internal examination, tanks and spaces are to be safe for access, i.e. gas freed, ventilated and illuminated.

In preparation for survey and thickness measurements and to allow for a thorough examination, all spaces are to be cleaned including removal from surfaces of all loose accumulated corrosion scale. Spaces are to be sufficiently clean and free from water, scale, dirt, oil residues etc to reveal corrosion, deformation, fractures, damage or other structural deterioration. However, those areas of structure whose renewal has already been decided by the Owner need only be cleaned and descaled to the extent necessary to determine the limits of the renewed areas.

Illumination is to be provided to reveal significant corrosion, deformation, fractures, damage or other structural deterioration.

2.5.3 A tank entry permit is to be issued prior to entering the tank. Adequate ventilation is to be maintained during the survey and the required ventilation is to be specified on the entry permit.

2.5.4 When necessary (yachts with tanks of great dimensions), a communication system is to be arranged between the survey party in the tank and the responsible officer on deck.

2.5.5 (1/1/2017)

When examination of associated structure is required, the following applies:

- the interior of the yacht is to be opened out (for such an extension as deemed necessary by the Surveyor) by removal of lining and ceiling/cabin sole. In all these cases, the areas where linings/ ceilings have been opened up are to be recorded in the report of survey. This record will be utilised for reference for subsequent surveys;
- ceilings in compartments and floors in the engine room are to be lifted to the necessary extent for examination of the structure below;
- machinery compartments and peaks are to be cleaned;
- where spaces are insulated, insulation is to be removed for the extension deemed necessary by the Surveyor;
- linings and ceiling/cabin soles are to be removed as required by the Surveyor in order to be satisfied of the conditions of the structure;
- cement or other protective sheathing is to be removed when there is any doubt as to the condition of the plat-

ing underneath or when adherence to plating is not tight;

- in the case of solid ballast spaces, the solid ballast is to be partially removed for examination of the condition of the structure in way. Should doubts arise, the Surveyor may require more extensive removal of the solid ballast;
- insulation of compartments intended for storage of refrigerated goods is to be removed over the necessary extent for examination by the Surveyor of the condition of the structure, unless constructional arrangements make such inspections possible without removing the insulation;
- where soft or semi-hard coatings have been applied, safe access is to be provided for the Surveyor to verify the effectiveness of the coating and to carry out an assessment of the conditions of internal structures which may include spot removal of the coating. When safe access cannot be provided, the soft or semi-hard coating is to be removed;
- casings, ceilings or linings, and loose insulation, where fitted, are to be removed, as required by the Surveyor, for examination of plating and framing. Compositions on plating are to be examined and sounded, but need not be disturbed if found adhering satisfactorily to the plating.

2.6 Access to structures

2.6.1 For overall survey, means are to be provided to enable the Surveyor to examine the structure in a safe and practical way.

2.6.2 (1/1/2017)

For close-up survey, one or more of the following means for access, acceptable to the Surveyor, is to be provided:

- permanent staging and passages through structures
- temporary staging and passages through structures
- hydraulic arm vehicles such as conventional cherry pickers, lifts and moveable platforms
- boats or rafts
- portable ladders
- other equivalent means (see Note 1).

Note 1: For guidance refer to IACS Recommendation No. 91 "Guidelines for Approval / Acceptance of Alternative Means of Access".

2.7 Equipment for surveys

2.7.1 One or more of the following fracture detection methods may be required if deemed necessary by the Surveyor:

- radiography (X or γ rays)
- ultrasonic test
- magnetic particle test
- dye penetrant test.

2.7.2 Thickness measurement is normally to be carried out by means of ultrasonic test equipment. The accuracy of the equipment is to be proven to the Surveyor as required.

2.7.3 (1/1/2017)

Explosimeter, oxygen-meter, breathing apparatus, lifelines, riding belts with rope and hook and whistles together with instructions and guidance on their use are to be made available during the survey. A safety checklist is to be provided.

2.7.4 (1/1/2017)

Adequate and safe lighting is to be provided for the safe and efficient conduct of the survey.

2.7.5 (1/1/2017)

Adequate protective clothing (e.g. safety helmet, gloves, safety shoes, etc) is to be made available and used during the survey.

2.8 Rescue and emergency response equipment

2.8.1 (1/1/2017)

If breathing apparatus and/or other equipment is used as rescue and emergency response equipment then it is recommended that the equipment be suitable for the configuration of the space being surveyed.

2.9 Surveys at sea and anchorage

2.9.1 Surveys at sea or at anchorage may be accepted provided the Surveyor is given the necessary assistance by the personnel on board. Precautions and procedures for carrying out the survey are to be in accordance with [2.4], [2.5] and [2.6].

2.9.2 (1/1/2017)

A communication system is to be arranged between the survey party in the tank or space and the responsible officer on deck.

This system is also to include the personnel in charge of ballast pump handling if boats or rafts are used.

2.9.3 (1/1/2017)

Surveys of tanks by means of boats or rafts may only be undertaken with the agreement of the Surveyor, who is to take into account the safety arrangements provided, including weather forecasting and ship response under foreseeable conditions and provided the expected rise of water within the tank does not exceed 0,25m.

2.9.4 (1/1/2017)

When rafts or boats are used for close-up survey, the following conditions are to be observed:

- a) only rough duty, inflatable rafts or boats, having satisfactory residual buoyancy and stability even if one chamber is ruptured, are to be used;
- b) the boat or raft is to be tethered to the access ladder and an additional person is to be stationed down the access ladder with a clear view of the boat or raft;
- c) appropriate lifejackets are to be available for all participants;
- d) the surface of water in the tank is to be calm (under all foreseeable conditions the expected rise of water within the tank is to not exceed 0,25 m) and the water level

stationary. On no account is the level of the water to be rising while the boat or raft is in use;

- e) the tank, hold or space is to contain clean ballast water only. Even a thin sheen of oil on the water is not acceptable;
- f) at no time is the water level to be allowed to be within 1 m of the deepest under deck web face flat so that the survey team is not isolated from a direct escape route to the tank hatch. Filling to levels above the deck transverse is only to be contemplated if a deck access manhole is fitted and open in the bay being examined, so that an escape route for the survey party is available at all times. Other effective means of escape to the deck may be considered;
- g) if the tanks (or spaces) are connected by a common venting system, or inert gas system, the tank in which the boat or raft is to be used is to be isolated to prevent a transfer of gas from other tanks (or spaces).

2.10 Repairs and maintenance during a voyage

2.10.1 (1/1/2017)

Where repairs to hull, machinery or other equipment, which affect or may affect the class, are to be carried out by a riding crew during a voyage, they are to be planned in advance. A complete repair procedure including the extent of proposed repair and the need for the Surveyor's attendance during the voyage is to be submitted to ^{Tasneef} for approval sufficiently in advance. Failure to notify ^{Tasneef} in advance of the repairs may result in the suspension of class of the yacht.

Where, in any emergency circumstance, emergency repairs are to be effected immediately, the repairs are to be documented in the yacht's log and submitted thereafter to the Society for use in determining further survey requirements.

2.10.2 The above is not intended to include maintenance to and overhaul of the hull, machinery and equipment in accordance with the Manufacturer's recommended procedures and established marine practice, which does not require ^{Tasneef} agreement. However, any repair resulting from such maintenance and overhauls which affects or may affect the class is to be noted in the yacht's log and submitted to the attending Surveyor for use in determining further survey requirements.

2.11 Prompt and thorough repairs

2.11.1 (1/1/2017)

Any damage in association with wastage over the allowable limits (including buckling, grooving, detachment or fracture), or extensive areas of wastage over the allowable limits, which affects or, in the opinion of the Surveyor, will affect the vessel's structural, watertight or weathertight integrity, is to be promptly and thoroughly (see [2.1.15])

repaired. Areas to be considered include, as far as applicable, the following:

- side structure and side plating;
- deck structure and deck plating;
- bottom structure and bottom plating;
- inner bottom structure and inner bottom plating;
- inner side structure and inner side plating;
- longitudinal bulkhead structure and longitudinal bulkhead plating, where fitted;
- transverse watertight bulkhead structure and transverse watertight bulkhead plating;
- hatch covers and hatch coamings, where fitted;
- weld connection between air pipes and deck plating;
- air pipe heads installed on the exposed decks;
- ventilators, including closing devices, if any.

For locations where adequate repair facilities are not available, consideration may be given to allowing the vessel to proceed directly to a repair facility. This may require temporary repairs for the intended voyage.

2.11.2 (1/1/2017)

Additionally, when a survey results in the identification of structural defects or corrosion, either of which, in the opinion of the Surveyor, will impair the yacht's fitness for continued service, remedial measures are to be implemented before the yacht continues in service.

2.11.3 (1/7/2020)

Where the damage found on structure mentioned in [2.11.1] is isolated and of a localised nature which does not affect the yacht's structural integrity, consideration may be given by the surveyor to allow an appropriate temporary repair to restore watertight or weather tight integrity and impose a conditions of class in accordance with [2.13], with a specific time limit.

2.12 Procedure for imposing and clearing conditions of class

2.12.1 Reasons for imposing conditions of class (1/7/2020)

Conditions of class are to be imposed for the following reasons:

- a) repairs and/or renewals related to damage that affect classification (e.g. grounding, structural damage, machinery damage, wastage over the allowable limits, etc.);
- b) supplementary survey requirements;
- c) temporary repairs.

2.12.2 Conditions of class for repairs (1/7/2020)

For repairs not completed at the time of survey, a condition of class is to be imposed. In order to provide adequate information to the Surveyor attending for survey of the repairs, the condition of class is to be sufficiently detailed with identification of items to be repaired. For identification of extensive repairs, reference may be given to the survey report.

2.12.3 Conditions of class with service limitations (1/7/2020)

Conditions of class may require imposing limitations related to navigation and operation that are deemed necessary for continued operation under classification (e.g. loss of anchor and/or chain, etc.).

2.12.4 Issue of conditions of class (1/7/2020)

Conditions of class are to be given in writing with a time limit for completion to the Owner's representatives/Ship's Master, and are to be clearly stated on the Certificate of Classification or an attachment to the Certificate of Classification and/or class survey status or report.

2.12.5 Notification of conditions of class (1/7/2020)

Owners will be notified of these dates and that the vessel's class will be subject to a suspension procedure if the item is not dealt with, or postponed, by the due date (refer to Sec 3, [1.2.12]).

2.12.6 Clearance of conditions of class (1/7/2020)

Clearance of conditions of class is to be supported by a survey report giving details of all associated repairs and/or renewals, or of the supplemental surveys carried out.

Repairs carried out are to be reported with identification of:

- a) compartment and location
- b) structural member
- c) repair method
- d) repair extent
- e) NDT/ Test

2.12.7 Conditions of class partially dealt with (1/7/2020)

Partially dealt with conditions of class are to be supported by a survey report giving details of repairs and/or renewals, or of that part of the supplemental surveys carried out and those parts remaining outstanding.

3 Certificate of Classification: issue, validity, endorsement and renewal

3.1 Issue of Certificate of Classification

3.1.1 A Certificate of Classification, bearing the class notations assigned to the yacht and an expiry date, is issued to any classed yacht.

3.1.2 A Provisional Certificate of Classification may serve as a Certificate of Classification in some cases, such as after an admission to class survey, or when ^{Tasneef} deems it necessary.

3.1.3 The Certificate of Classification or Provisional Certificate of Classification is to be made available to the ^{Tasneef} Surveyors upon request.

3.2 Validity of Certificate of Classification, maintenance of class

3.2.1 According to Ch 1, Sec 1, [2.4], ^{Tasneef} alone is qualified to confirm the class of the yacht and the validity of its Certificate of Classification.

3.2.2 During the class period, a Certificate of Classification is valid when it is not expired. The class is maintained during a certain period or at a given date, when during the said period or at such date the conditions for suspension or withdrawal of class are not met.

3.2.3 At the request of the Owner, a statement confirming the maintenance of class may be issued by ^{Tasneef} based on the information in its records for that yacht at the time.

This statement is issued on the assumption that the Owner has complied with the Rules, in particular with [5]. Should any information which would have prevented ^{Tasneef} from issuing the statement and which was not available at the time subsequently come to light, the statement may be cancelled. Attention is drawn to Sec 3, [1.2], whereby ^{Tasneef} upon becoming aware of a breach of the Rules, is empowered to suspend class from the date of the breach, which may be prior to the date of the statement.

3.2.4 (1/7/2020)

According to the same conditions as in [3.2.3], a statement declaring that the class is maintained "clean and free from condition of class" may be issued by ^{Tasneef} when there is no pending condition of class at that date.

3.2.5 Classification-related documents and information are liable to be invalidated by ^{Tasneef} whenever their object is found to differ from that on which they were based or to be contrary to the applicable requirements. The Owner is liable for any damage which may be caused to any third party from improper use of such documents and information.

3.3 Endorsement of Certificate of Classification

3.3.1 Purpose of endorsements (1/1/2017)

The endorsements of class give official evidence of:

- a) class surveys carried out,
- b) class validity, and
- c) conditions imposed and/or main items out of service (if any).

3.3.2 Direct endorsement of the Certificate of Classification (1/1/2017)

The Certificate of Classification is directly endorsed before the vessel sails where an annual, intermediate or class renewal survey is completed, using the appropriate section of the Certificate of Classification.

A section is also available to record postponement of the class renewal survey.

3.3.3 Class Survey Endorsement Sheet (1/1/2017)

In addition to the direct endorsement of the Certificate of Classification as described in [3.3.2], a Class Survey

Endorsement Sheet is issued before the ship sails where any class survey is carried out.

The Class Survey Endorsement Sheet is an attachment to the Certificate of Classification and, as such, it is to be available on board at any time.

3.3.4 Possible modifications to endorsements (1/1/2017)

The Society reserves the right to modify the endorsements made by Surveyors.

3.4 Status of surveys and conditions of class

3.4.1 (1/7/2020)

Information given in the Certificate of Classification, associated endorsements, Rules and specific documents enables the Owner to identify the status of surveys and conditions of class.

3.4.2 (1/7/2020)

The omission of such information does not absolve the Owner from ensuring that surveys are held by the limit dates and pending conditions of class are cleared to avoid any inconvenience which is liable to result from the suspension or withdrawal of class; see Sec 3.

4 Class renewal Surveys

4.1 General principles

4.1.1 The first class renewal survey is to be completed within 5 years from the date of the initial classification survey and thereafter 5 years from the credited date of the previous class renewal survey. However, consideration may be given by ^{Tasneef} to granting an extension for a maximum of three months after the limit date, in exceptional circumstances and provided that the yacht is attended and the attending Surveyor so recommends. In such cases the next period of class will start from the limit date for the previous class renewal survey before the extension was granted.

4.1.2 For surveys completed within 3 months before the limit date of the class renewal survey, the next period of class will start from this limit date. For surveys completed more than three months before the limit date, the period of class will start from the survey completion date.

4.1.3 (1/1/2017)

In cases where the vessel has been laid up or has been out of service for a considerable period because of a major repair or modification and the owner elects to carry out only the overdue surveys, the next period of class will start from the expiry date of the renewal survey. If the owner elects to carry out the next special survey due, the period of class will start from the survey completion date.

4.1.4 (1/1/2017)

A new period of class is assigned to the ship after the satisfactory completion of the class renewal survey, and a new Certificate of Classification with relevant annexes is issued for the new period of class.

4.1.5 (1/1/2017)

Concurrent crediting to both intermediate survey and class renewal survey for surveys and thickness measurements of spaces is not acceptable.

4.2 Normal system

4.2.1

When the normal system is applied, the class renewal survey may be commenced at the fourth annual survey and continued during the following year with a view to completion by its due date. In this case the survey may be carried out by partial surveys at different times. The number of checks to be performed at each partial survey and the interval between partial surveys are to be agreed by the Society. In general, the first partial survey is to include a significant number of thickness measurements, where required by the Rules.

A class renewal survey may be commenced before the fourth annual survey at the request of the Owner. The conditions for the execution of partial surveys are the same as those referred to in [5.2.1].

4.3 Machinery continuous survey system (applicable to yachts of equal to or greater than 500 GT)

4.3.1 The request by the Owner for admission to the continuous survey system will be considered by the Society and agreement depends on the type and age of machinery. This system may apply to the class renewal survey of machinery (CMS).

The procedure for the changeover from the continuous survey system to the normal class renewal system for existing yachts is laid out in [4.5].

The continuous survey system is not applicable to the class renewal survey of hulls of yachts over 20 years old. However, at the discretion of the Society, consideration may be given to the applicability of the continuous survey system to the class renewal survey of yachts over 20 years old.

When the continuous survey system is applied, appropriate notations are entered on the Certificate of Classification and in the Register of Ships.

Yachts subject to the continuous survey system are provided with lists of items to be surveyed under this system; these lists are attached to the Certificate of Classification.

For items inspected under the continuous survey system, the following requirements generally apply:

- a) the interval between two consecutive surveys of each item is not to exceed five years;
- b) the items are to be surveyed in rotation, so far as practicable ensuring that approximately equivalent portions are examined each year;
- c) ^{Tasneef} may credit for continuous survey, results of inspections carried out before the admission to the continuous survey scheme;
- d) each item is to be surveyed at one time, as far as practicable; ^{Tasneef} may, however, allow possible repair work to be carried out within a certain period;
- e) the Surveyor may, at his discretion, extend the inspection to other items, if previous inspections carried out revealed any defects.

For yachts under continuous survey, items not included in the continuous survey cycle are to be inspected according to the provisions given in [4.2].

Upon application by the Owner, ^{Tasneef} may agree, subject to certain conditions, that some items of machinery which are included in the continuous survey cycle are examined by the Chief Engineer where ^{Tasneef} is not represented. The Chief Engineer is to be certified for this purpose by ^{Tasneef} and his examination is to be followed by a confirmatory survey carried out by a Surveyor.

The conditions for the application of this procedure are given in App 2.

Yachts on the continuous survey system are not exempt from other periodical surveys.

For laid-up vessels, specific requirements given in [8.1] apply.

The continuous survey system may be discontinued at any time at the discretion of ^{Tasneef} or at the request of the Owner, and a specific arrangement devised.

4.4 Planned maintenance system (PMS) for machinery (applicable to yachts of more than 500 GT)

4.4.1 A planned maintenance system may be considered as an alternative to the continuous survey system for machinery and is limited to components and systems covered by it. When such a system approved by ^{Tasneef} is implemented, a survey scheme other than those normally adopted and with intervals different from those of the continuous survey system as detailed in [4.3] may be accepted.

The conditions for approval of the planned maintenance system, the determination of survey item intervals and the general scope of surveys are detailed in Pt E, Ch 1, App 2.

When the planned maintenance system is applied, the notation PMS is entered on the Certificate of Classification and in the Register of Ships.

The planned maintenance system does not supersede the annual surveys or other periodical surveys.

A general examination of the machinery, as detailed in Ch 3, Sec 1 for annual surveys, is to be carried out at the end of the period of class.

The planned maintenance system may be discontinued at any time at the discretion of the Society, or at the request of the Owner, and a specific arrangement devised.

4.5 Changeover from the continuous to the normal system for hull class renewal survey

4.5.1 The changeover from the continuous survey system to the normal class renewal survey system is to be carried out no later than the due date of the next intermediate survey, or the due date of the end of the five-year class period. In this connection:

- all items credited for continuous survey within the 15 months prior to the date of changeover may be accepted without further survey at the Surveyor's discretion; and
- all other items are to be surveyed and credited at the date of changeover.

5 Annual surveys

5.1

5.1.1 (1/1/2017)

In the five-year period of class, five annual surveys are to be carried out. The first to fourth annual surveys have a six-month window, i.e. from three months before to three months after each anniversary date, while the fifth annual survey has only a three-month window, i.e. from three months before to the fifth anniversary date.

6 Intermediate surveys

6.1

6.1.1 (1/1/2017)

An intermediate survey, where applicable, is to be carried out within the window from three months before the second to three months after the third anniversary date.

6.1.2 (1/1/2017)

The intermediate survey is applicable at any period of class to yachts which are five years old and over.

6.1.3 (1/1/2019)

The internal examination of ballast spaces, overall and/or close-up survey of ballast spaces or tanks, as applicable, carried out at the 2nd or 3rd annual survey are also credited towards the intermediate survey.

6.1.4 (1/1/2017)

Concurrent crediting to both intermediate survey and class renewal survey for surveys and thickness measurements of spaces is not acceptable.

7 Bottom survey

7.1

7.1.1 (1/1/2017)

Bottom survey means the examination of the outside of the ship's bottom and related items. This examination may be carried out with the ship either in dry dock (or on a slipway) or afloat: in the former case the survey will be referred to as dry-docking survey, while in the latter case as in-water survey.

7.1.2 (1/1/2017)

The Owner is to notify the Society whenever the outside of the ship's bottom and related items can be examined in dry dock or on a slipway.

7.1.3 (1/1/2017)

There is to be a minimum of two examinations of the outside of the yacht's bottom and related items during each five-year class renewal survey period. One such examination is to be carried out in conjunction with the class renewal survey.

In all cases the interval between any two such examinations is not to exceed 36 months. An extension of examination of the yacht's bottom of three months beyond the due date may be granted in exceptional circumstances (see [2.1.7]).

Note 1: Attention is drawn to the relevant requirements of Ch 1, Sec 1, [3.1], concerning application of national and international regulations.

7.1.4 (1/1/2017)

Examinations of the outside of yacht's bottom and related items of yachts are normally to be carried out with the yacht in drydock. However, consideration may be given to alternate examination while the yacht is afloat as an In-water Survey, subject to the provisions of Ch 3, Sec 6, [3]. Special consideration is to be given to yachts of 15 years or over before being permitted to have such examinations.

7.1.5 (1/1/2017)

The interval between examinations of the outside of the yacht's bottom and related items for yachts operating in fresh water and for certain harbour or non-self-propelled craft may be greater than that given above, as approved by the Society.

For yachts of unusual characteristics or engaged on special services, means of underwater inspection equivalent to the bottom survey in dry condition may be considered as an alternative by the Society, particularly when a suitable high resistance paint is applied to the underwater portion of the hull or an approved system of impressed current for external cathodic protection is fitted.

7.1.6 (1/1/2017)

Compliance with the requirements of this item [7] and Ch 3, Sec 6 does not absolve the Owner from compliance with the requirements of other statutory regulations, if any, especially when shorter intervals between examinations of the yacht's bottom are required for certain types of yachts.

8 Shaft survey

8.1 General

8.1.1 (1/1/2017)

Shaft survey means survey of propeller shafts and tube shafts as well as survey of other propulsion systems.

8.2 Surveys of Propeller Shafts and Tube Shafts

8.2.1 Application (1/1/2017)

Unless alternative means are provided to ensure the condition of the propeller shaft assembly, these requirements apply to all vessels with conventional shafting fitted with a propeller.

Three survey methods, as detailed in Ch 3, Sec 7, [2], are considered for shafts lubricated by oil or fresh water in a closed loop system. The methods are to be applied according to the provisions of [8.2.3].

One survey method, as detailed in Ch 3, Sec 7, [2], is considered for shafts lubricated by water in an open loop system. The methods are to be applied according to the provisions of [8.2.4].

For surveys completed within 3 months before the shaft survey due date, the next period will start from the shaft survey due date.

Three kinds of survey extensions, as detailed in Ch 3, Sec 7, [2] may be applied to shafts lubricated by oil or fresh water in a closed loop system, according to the provisions of [8.2.3], in order to extend the shaft survey due date.

Two kinds of survey extensions, as detailed in Ch 3, Sec 7, [2] may be applied to shafts lubricated by water in an open loop system, according to the provisions of [8.2.4], in order to extend the shaft survey due date.

8.2.2 Definitions (1/1/2017)

a) Shaft

Shaft is a general definition that includes could mean:

- Propeller shaft
- Tube shaft

The definition does not include the intermediate shaft(s) which is(are) considered part of the propulsion shafting inside the vessel.

b) Propeller Shaft

Propeller shaft is the part of the propulsion shaft to which the propeller is fitted. It may also be called screwshaft or tailshaft.

c) Tube Shaft

Tube shaft is a shaft placed between the intermediate shaft and propeller shaft, normally arranged within a stern tube or running in open water.

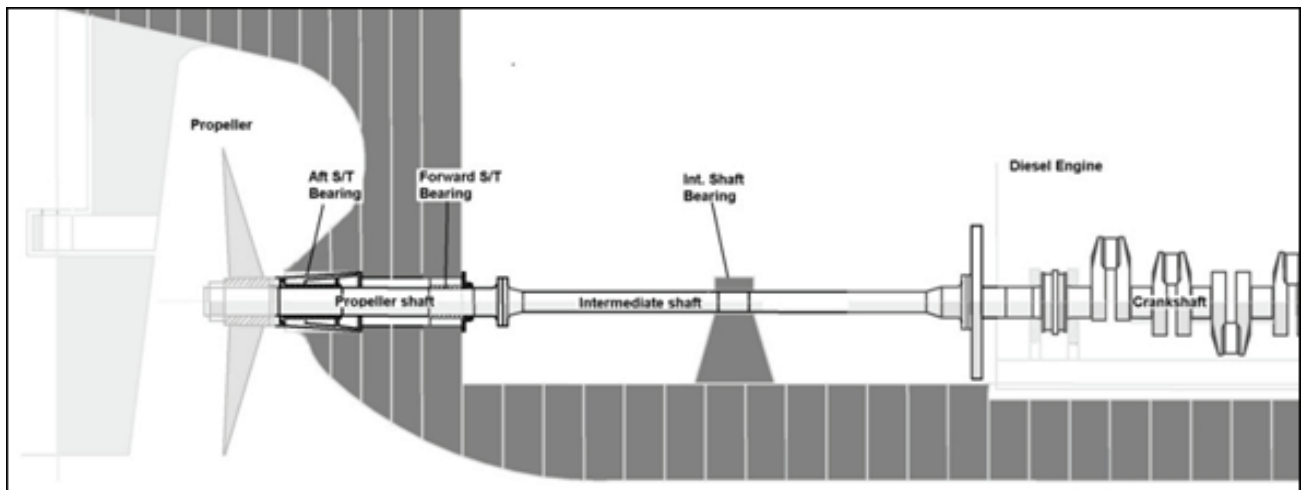
It may also be called Stern Tube Shaft.

d) Stern tube

Tube or pipe fitted in the shell of a yacht at the stern (or rear part of the yacht), below the waterline, through which the tube shaft or aftermost section of the propeller shaft passes. The stern tube is the housing of the shaft bearings, generally two (one aft and one fore), that sus-

- tain the shaft and allow its rotation with less frictional resistance. The stern tube also accommodates the shaft sealing arrangement.
- e) Closed Loop (system) Oil Lubricated bearing
Closed loop oil lubricating systems use oil to lubricate the bearings and are sealed against the environment (seawater) by adequate sealing/gland devices.
- f) Water Lubricated Bearing
Water lubricated bearings are bearings cooled/lubricated by water (fresh or salt).
- g) Closed Loop System Fresh Water Lubricated Bearing
Closed loop water lubricating systems use fresh water to lubricate the bearings and are sealed against the environment (such as seawater) by adequate sealing/gland devices.
- h) Open Systems (water)
Open water lubricating systems use water to lubricate the bearings and are exposed to the environment.
- i) Adequate means for protection against corrosion
An adequate means for protection against corrosion is an approved means for full protection of the core shaft against sea water intrusion and subsequent corrosion attack. Such means are used for the protection of common steel material against corrosion, particularly in combination with water lubricated bearings.
Typical means are for example:
- continuous metallic, corrosion resistant liners,
 - continuous cladding,
 - multiple layer synthetic coating,
 - multiple layer of fiberglass,
 - combinations of the above-mentioned,
 - rubber/elastomer covering coating.
- The means for protection against corrosion are installed/applied according to class approved procedures.
- j) Corrosion Resistant Shaft
The corrosion resistant shaft is made of approved corrosion resistant steel as core material for the shaft.
- k) Stern tube Sealing System
The stern tube sealing system is the equipment installed on the inboard extremity and, for closed systems, at the outboard extremity of the stern tube.
The inboard seal is the device fitted on the fore part of the stern tube that achieves a seal against possible leakage of the lubricant media within the ship's interior.
The outboard seal is the device fitted on the aft part of the stern tube that achieves a seal against possible sea water ingress and leakage of the lubricant media.
- l) Service records
Service records are regularly recorded data showing in-service conditions of the shaft(s) and may include, as applicable: lubricating oil temperature, bearing temperature and oil consumption records (for oil lubricated bearings) or water flow, water temperature, salinity, pH, make-up water and water pressure (for closed loop fresh water lubricated bearings depending on design).
- m) Oil sample examination
An oil sample examination is a visual examination of the stern tube lubricating oil taken in the presence of the surveyor with a focus on water contamination.
- n) Lubricating oil analysis
Lubricating oil analysis is to be carried out at regular intervals not exceeding six (6) months taking into account IACS Rec. 36.
The documentation on lubricating oil analysis is to be available on board.
Oil samples, to be submitted for the analysis, should be taken under service conditions.
- o) Fresh water sample test
The fresh water sample test should be carried out at regular intervals not exceeding six (6) months.
Samples are to be taken under service conditions and are to be representative of the water circulating within the stern tube.
Analysis results are to be retained on board and made available to the surveyor.
At the time of survey, the sample for the test is to be taken in the presence of the surveyor.
The fresh water sample test is to include the following parameters:
- chlorides content,
 - pH value,
 - presence of bearing particles or other particles (only for laboratory analysis, not required for tests carried out in the presence of the surveyor).
- p) Keyless connection
Keyless connection is the forced coupling methodology between the shaft and the propeller without a key, achieved through interference fit of the propeller boss on the shaft tapered end.
- q) Keyed connection
Keyed connection is the forced coupling methodology between the shaft and the propeller with a key and keyway, achieved through the interference fit of the propeller boss on the shaft tapered end.
- r) Flanged connection
Flanged connection is the coupling methodology, between the shaft and the propeller, achieved by a flange, built in at the shaft aft end, bolted to the propeller boss.
- s) Alternative means
Shafting arrangements such as, but not limited to, an approved Condition Monitoring Scheme and / or other reliable approved means for assessing and monitoring the condition of the tail shaft, bearings, sealing devices and the stern tube lubricant system capable to assure the condition of the propeller shaft assembly with an equivalent level of safety as obtained by survey methods as applicable in IACS UR Z21.
The shaft to which the additional class notation **MON-SHAFT** is assigned is to be considered as shafting having a configuration other than described in the present paragraph.

Figure 1 : Typical Shafting Arrangement (1/1/2017)



8.2.3 Oil Lubricated Shafts or Closed Loop System Fresh Water Lubricated Shafts (refer also to Table 2) (1/1/2017)

a) Oil lubricated shaft survey intervals

1) Flanged propeller connection

The following methods are applicable:

- Method 1 every 5 years, or
- Method 2 every 5 years (pre-requisites have to be fulfilled), or
- Method 3 every 5 years (pre-requisites have to be fulfilled)

2) Keyless propeller connection

The following methods are applicable:

- Method 1 every 5 years, or
- Method 2 every 5 years (pre-requisites have to be fulfilled), or
- Method 3 every 5 years (pre-requisites have to be fulfilled).

The maximum interval between two surveys carried out according to method 1 or method 2 is not to exceed 15 years, except in the case when one extension for no more than three months is granted

3) Keyed propeller connection

The following methods are applicable:

- Method 1 every 5 years, or
- Method 2 every 5 years (pre-requisites have to be fulfilled).

b) Fresh water lubricated shafts (closed loop system) survey intervals

For all types of coupling, the maximum interval between two surveys carried out according to method 1 is not to exceed 15 years. An extension for no more than three months can be granted

1) Flanged propeller connection

The following methods are applicable:

- Method 1 every 5 years, or
- Method 2 every 5 years (pre-requisites have to be fulfilled), or
- Method 3 every 5 years (pre-requisites have to be fulfilled)

2) Keyless propeller connection

The following methods are applicable:

- Method 1 every 5 years, or
- Method 2 every 5 years (pre-requisites have to be fulfilled), or
- Method 3 every 5 years with the maximum of two consecutive method 3 surveys (pre-requisites have to be fulfilled).

3) Keyed propeller connection

The following methods are applicable:

- Method 1 every 5 years, or
- Method 2 every 5 years (pre-requisites have to be fulfilled).

c) Survey extensions

For all types of propeller connections, the interval between two consecutive surveys may be extended after the execution of the extension survey as follows:

- 1) Extension up to a maximum of 2.5 years, no more than one extension can be granted. In the event an additional extension is requested the requirements of the "2.5 year extension" are to be carried out and the shaft survey due date, prior to the previous extension(s), is extended for a maximum of 2.5 years.
- 2) Extension up to a maximum of 1 year, no more than two consecutive extensions can be granted. No further extension, of other type, can be granted.
- 3) Extension up to a maximum of 3 months, no more than one "three months extension" can be granted. In the event an additional extension is requested the requirements of the "one year extension" or "2.5 years extension" are to be carried out and the shaft

survey due date prior to the previous extension is extended for a maximum of one year or 2.5 years.

The extension survey should normally be carried out within 1 month of the shaft survey due date and the extension counts from the shaft survey due date.

If the extension survey is carried out more than 1 month prior to the shaft survey due date, then the period of

extension counts from the date the extension survey was completed.

For fresh water lubricated shafts (closed loop system), the maximum interval between two surveys carried out according to method 1 is not to exceed 15 years, except in the case when one extension for no more than three months is granted.

Table 2 : Survey Intervals (closed systems) (1/1/2017)

SURVEY INTERVALS (closed systems)			
Oil Lubricated			
	Flanged Propeller Coupling	Keyless Propeller Coupling	Keyed Propeller Coupling (2)
Every five years (1)	Method 1 or Method 2 or Method 3	Method 1 or Method 2 or Method 3 (3)	Method 1 or Method 2
Extension 2,5 Y	Yes (4)	Yes (4)	Yes (4)
Extension 1 Y	Yes (5)	Yes (5)	Yes (5)
Extension 3 M	Yes (6)	Yes (6)	Yes (6)
Closed Loop System Fresh Water Lubricated			
	Flanged Propeller Coupling	Keyless Propeller Coupling	Keyed Propeller Coupling (2)
Every five years	Method 1 (7) or Method 2 or Method 3	Method 1 (7) or Method 2 or Method 3 (3)	Method 1 (7) or Method 2
Extension 2,5 Y	Yes (4)	Yes (4)	Yes (4)
Extension 1 Y	Yes (5)	Yes (5)	Yes (5)
Extension 3 M	Yes (6)	Yes (6)	Yes (6)
<p>General notes: For surveys (Method 1, Method 2 or Method 3) completed within 3 months before the shaft survey due date, the next period will start from the shaft survey due date. The extension survey should normally be carried out within 1 month of the shaft survey due date and the extension counts from the shaft survey due date. If the extension survey is carried out more than 1 month prior to the shaft survey due date, then the period of extension counts from the date the extension survey was completed.</p> <p>Notes: (1) unless an Extension type (Extension 2,5 Y, Extension 1 Y, Extension 3 M) is applied in between. (2) Method 3 is not allowed. (3) The maximum interval between two surveys carried out according to Method 1 or Method 2 is not to exceed 15 years, except in the case when one extension for no more than three months is granted. (4) no more than one extension can be granted. No further extension of other type can be granted. (5) no more than two consecutive extensions can be granted. In the event an additional extension is requested the requirements of the 2.5 year extension are to be carried out and the shaft survey due date, prior to the previous extension(s), is extended for a maximum of 2.5 years. (6) no more than one three month extension can be granted. In the event an additional extension is requested, the requirements of the one year extension or 2.5 years extension are to be carried out and the shaft survey due date prior to the previous extension is extended for a maximum of one year or 2.5 years. (7) The maximum interval between two surveys carried out according to Method 1 is not to be more than 15 years.</p>			

8.2.4 Water Lubricated Shafts (open loop systems) (refer also to Table 3) (1/1/2017)

The following survey intervals between surveys according to Method 4 are applicable to all types of propeller connections. For keyless propeller connections, the maximum interval between two consecutive dismantling and verifications of the shaft cone by means of non-destructive examination (NDE) is not to exceed 15 years.

- a) Configurations allowing 5 year intervals
 - 1) Single shaft operating exclusively in fresh water.
 - 2) Single shaft provided with adequate means of corrosion protection, single corrosion resistant shaft.
 - 3) All kinds of multiple shaft arrangements.
- b) Other systems (3 year intervals)

Shaft not belonging to one of the configurations listed in [8.2.4]a) is to be surveyed according to Method 4 every 3 years.
- c) Survey extensions

For all types of propeller connections, the interval between two consecutive surveys may be extended after the execution of the extension survey as follows:

- 1) Extension up to a maximum of 1 year, no more than one extension can be granted. No further extension, of other type, can be granted.
- 2) Extension up to a maximum of 3 months: no more than one "three month extension" can be granted. In the event an additional extension is requested, the requirements of the "one year extension" are to be carried out and the shaft survey due date prior to the previous extension is extended for a maximum of one year.

The extension survey should normally be carried out within 1 month of the shaft survey due date and the extension counts from the shaft survey due date.

If the extension survey is carried out more than 1 month prior to the shaft survey due date, then the period of extension counts from the date the extension survey was completed.

Table 3 : Survey Intervals (open systems) (1/1/2016)

SURVEY INTERVALS (open systems)			
<ul style="list-style-type: none"> • Single Shaft operating exclusively in fresh water • Single Shaft provided with adequate means of corrosion protection, Single corrosion resistant shaft • All kinds of multiple shaft arrangements 		Other shaft configuration.	
All kinds of Propeller Coupling (4)		All kinds of Propeller Coupling (4)	
Every five years (4)	Method 4	Every three years (1)	Method 4
Extension 1 Y	Yes (2)	Extension 1 Y	Yes (2)
Extension 3 M	Yes (3)	Extension 3 M	Yes (3)
General notes: For surveys (Method 4) completed within 3 months before the shaft survey due date, the next period will start from the shaft survey due date. The extension survey should normally be carried out within 1 month of the shaft survey due date and the extension counts from the shaft survey due date. If the extension survey is carried out more than 1 month prior to the shaft survey due date, then the period of extension counts from the date the extension survey was completed.			
Notes: (1) unless an Extension type (Extension 1 Y, Extension 3 M) is applied in between (2) no more than one extension can be granted. No further extension, of other type, can be granted (3) no more than one extension can be granted. In the event an additional extension is requested, the requirements of the one year extension are to be carried out and the shaft survey due date prior to the previous extension is extended for a maximum of one year (4) for keyless propeller connections, the maximum interval between two consecutive dismantling and verifications of the shaft cone by means of non-destructive examination (NDE) is not to exceed 15 years.			

8.3 Tailshaft Monitoring System (MON-SHAFT)

8.3.1 (1/1/2017)

Where the additional class notation **MON-SHAFT** is assigned shaft need not be withdrawn provided that all condition monitoring data is found to be within permissible limits and the remaining requirements for the respective surveys are complied with.

8.4 Other propulsion systems

8.4.1 (1/1/2017)

Driving components serving the same purpose as the propulsion shaft in other propulsion systems, such as directional propellers, vertical axis propellers, water jet units, dynamic positioning systems and thruster assisted mooring systems, are to be submitted to periodical surveys at intervals not exceeding five years.

9 Boiler survey

9.1

9.1.1 (1/7/2017)

Water tube boilers used for main propulsion, including reheat boilers, all other boilers for essential service, and boilers for non-essential service having working pressure exceeding 0,35 N/mm² and a heating surface exceeding 4,5 m², are to be surveyed internally. There is to be a minimum of two internal examinations during each 5-year class renewal survey period. In all cases the interval between any two such examinations is not to exceed 36 months.

An extension of examination of the boiler of up to 3 months beyond the due date can be granted in exceptional circumstances (see Note 1).

Note 1: "Exceptional circumstances" means, for example, unavailability of repair facilities, unavailability of essential materials, equipment or spare parts, or delays incurred by action taken to avoid severe weather conditions.

9.1.2 (1/1/2017)

For yachts of eight years of age and over fitted with one single boiler supplying steam for main propulsion, the interval between two boiler surveys may be specially considered

9.1.3 (1/1/2017)

External survey of boilers including test of safety and protective devices and test of safety valves using their relieving gear, is to be carried out annually, within the window of the Annual Survey.

For exhaust gas heated economisers, the safety valves are to be tested by the Chief Engineer at sea within the annual survey window. This test is to be recorded in the log-book for review by the attending Surveyor prior to crediting the Annual Survey of Machinery.

9.1.4 (1/1/2017)

An extension may be granted by the Society, on the basis of [9.1.1], provided a survey is carried out in accordance with the provisions given in Ch 3, Sec 8, [1.1.6].

10 Other periodical surveys

10.1 Links between anniversary dates and annual, intermediate and class renewal surveys

10.1.1 The link between the anniversary dates and the class renewal, annual and intermediate surveys is given in Fig 2.

11 Occasional surveys

11.1 General

11.1.1 An occasional survey is any survey which is not a periodical survey. The survey may be defined as an occa-

sional survey of hull, machinery, boilers, etc., depending on the part of the yacht concerned. Where defects are found, the Surveyor may extend the scope of the survey as deemed necessary.

11.1.2 (1/7/2020)

Occasional surveys are carried out at the time of, for example:

- damage or suspected damage
- repair or renewal work
- alterations or conversion
- quality system audits
- postponement of surveys or conditions of class.
- updating of classification documents (e.g. change of the Owner, flag or name of the yacht)
- Port State Control Inspection's.

11.2 Damage and repair surveys

11.2.1 (1/1/2017)

In the event of damage which affects or may affect the class of the yacht, the Owner is to apply to ^{Tasneef} for a survey. Such application is to be made as soon as possible to enable the Surveyor to ascertain the extent of the damage and necessary repairs, if any.

Note 1: Whenever a yacht is fitted with an helicopter platform which is made in aluminium or other low melting metal construction which is not made equivalent to steel, and a fire occurred on the said platform or in close proximity, the platform is to be subject to a structural survey to determine its suitability for further use.

11.2.2 (1/1/2017)

If, after sustaining damage, the yacht calls at a port where the Society is not represented, the Owner is to notify the Society forthwith, supply all available information regarding the damage and make arrangements for the yacht to be surveyed in the nearest port where the Society is represented.

11.2.3 All repairs to hull, machinery and equipment which may be required in order for a yacht to retain its class are to be to the satisfaction of the Surveyor.

During repairs or maintenance work, the Owner is to arrange so that any damage, defect or non-compliance with the Rule requirements is reported to the Surveyor during his survey.

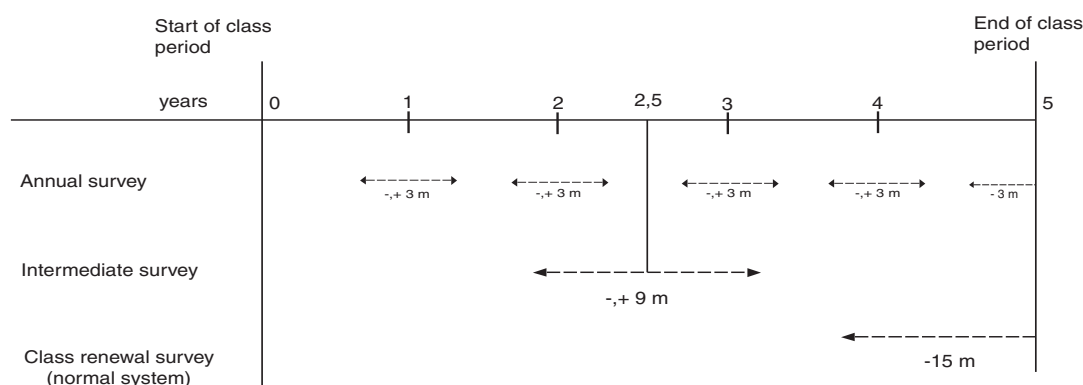
11.2.4 (1/7/2020)

Damage and partial or temporary repairs considered acceptable by the Surveyor for a limited period of time are the subject of an appropriate condition of class.

11.2.5 (1/7/2020)

Damage or repairs required by the Surveyor to be re-examined after a certain period of time are the subject of an appropriate condition of class.

Figure 2 : Links between anniversary date and annual, intermediate and class renewal surveys



11.3 Conversions, alterations and repairs

11.3.1 Conversions, alterations or repairs of/to structures and arrangements affecting the class are to be carried out in accordance with the requirements of *Tasneef* and to its satisfaction. Where necessary, documentation is to be submitted to *Tasneef* and/or made available to the attending Surveyor.

11.3.2 Materials and equipment used for conversions, alterations or repairs are generally to meet the requirements of the Rules for new yachts built under survey; see Sec 1, [2.1.6].

11.4 Quality System audits

11.4.1 (1/1/2017)

The Society reserves the right to carry out occasional surveys in order to conduct audits either as deemed necessary in pursuance of its internal Quality System or as required by external organisations (e.g. European Union Commission, QACE - Quality Assessment and Certification Entity, Flag Administrations, IACS).

11.4.2 (1/1/2017)

These surveys may also be attended by auditors external to the Society (e.g. auditors and/or observers of the European Union Commission, QACE - Quality Assessment and Certification Entity, Flag Administrations, IACS).

11.4.3 (1/1/2017)

The scope of these surveys is determined by the Society.

12 Change of ownership

12.1 General

12.1.1 In the case of change of ownership, the yacht retains its current class provided that:

- *Tasneef* is informed of the change sufficiently in advance to carry out any survey deemed appropriate,
- the new Owner signs the appropriate request, involving acceptance of *Tasneef* general conditions and Rules. This request covers inter alia the condition of the yacht when changing ownership.

Note 1: The yacht's class is maintained without prejudice to those provisions in the Rules which are to be enforced in cases likely to cause suspension or withdrawal of the class such as particular dam-

age or repairs to the yacht which *Tasneef* has not been advised of by the former or, as the case may be, new Owner.

Note 2: No information whatsoever related to the class of the yacht will be provided or confirmed to any third party, unless the appropriate request for information is duly completed and signed by the party making the request and the authorisation of the current Owner is obtained.

13 Lay-up and re-commissioning

13.1 General principles

13.1.1 (1/1/2017)

A yacht put out of commission may be subject to specific requirements for maintenance of class, as specified below, provided that the Owner notifies the Society of the fact.

If the Owner does not notify the Society of the laying-up of the yacht or does not implement the lay-up maintenance program, the yacht's class will be suspended and/or withdrawn when the due surveys are not carried out by their limit dates in accordance with the applicable requirements given in Sec 3.

13.1.2 (1/1/2021)

The lay-up maintenance program provides for a "laying-up survey" to be performed at the beginning of layup and subsequent "annual lay-up condition surveys" to be performed in lieu of the normal annual surveys which are no longer required to be carried out as long as the yacht remains laid-up. The minimum content of the lay-up maintenance program as well as the scope of these surveys are given in Pt A, Ch 3, App 1 of the Rules for the Classification of Ships. The other periodical surveys which become overdue during the lay-up period may be postponed until the re-commissioning of the yacht.

13.1.3 (1/1/2017)

Where the yacht has an approved lay-up maintenance program and its period of class expires, the period of class is extended until it is re-commissioned, subject to the satisfactory completion of the annual lay-up condition surveys as described in [13.1.2].

13.1.4 (1/1/2017)

The periodical surveys carried out during the lay-up period may be credited, either wholly or in part, at the discretion of the Society, having particular regard to their extent and dates. These surveys will be taken into account for the

determination of the extent of surveys required for the re-commissioning of the yacht and/or the expiry dates of the next periodical surveys of the same

13.1.5 (1/1/2017)

When a yacht is re-commissioned, the Owner is to notify the Society and make provisions for the ship to be submitted to the following surveys:

- an occasional survey prior to re-commissioning, the scope of which depends on the duration of the lay-up period
- all periodical surveys which have been postponed in accordance with [13.1.2], taking into account the provisions of [13.1.4]. In all cases where the Owner elects to carry out the “next due” renewal survey, the due periodical hull and machinery surveys will be replaced by this one, Class period will be assigned in accordance with the provisions of [4.1.3].

13.1.6 (1/1/2017)

Where the previous period of class expired before the re-commissioning and was extended as stated in [13.1.3], in addition to the provisions of [13.1.5] a complete class renewal survey is to be carried out prior to re-commissioning.

Those items which have been surveyed in compliance with the class renewal survey requirements during the 15 months preceding the re-commissioning may be credited. A new period of class is assigned from the completion of this class renewal survey.

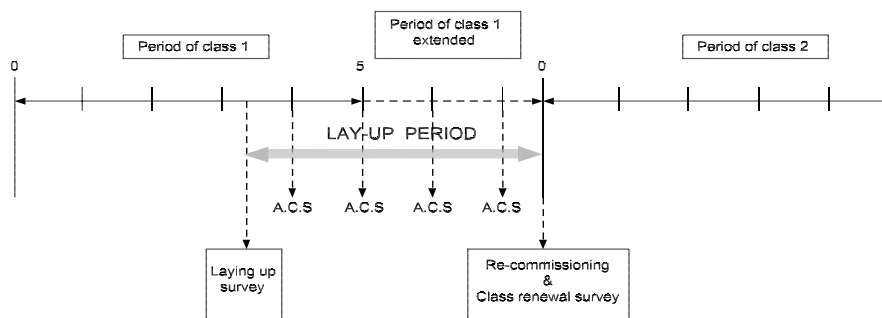
13.1.7 (1/1/2017)

The principles of intervals or limit dates for surveys to be carried out during the lay-up period, as stated in [13.1.1] to [13.1.6], are summarised in Fig 3

13.1.8 (1/1/2017)

The scope of the laying-up survey and annual layup condition surveys are described in detail in PtA, Ch 3, App 1 of ^{Tasneef} Rules for the Classification of Ships.

Figure 3 : Survey scheme of a case of a lay-up going beyond the expiry date of the period of class (1/1/2017)



Note 1: A. C. S. means annual lay-up condition survey.

14 Possible safety management system failures

14.1 General

14.1.1 (1/1/2017)

When deficiencies relating to possible safety management system failures are identified by the Surveyor during a peri-

odical (annual/intermediate/renewal) class survey or occasional class survey, statutory surveys, additional surveys relevant to Port State Control, flag State Inspections or any other occasion, a report is to be completed by the Surveyor so that the Organisation responsible for the issue of the SMC, if required, if other than the Society, is notified.

14.1.2 (1/1/2017)

Reporting and follow-up actions will be performed in accordance with the Society's procedures.

SECTION 3

SUSPENSION AND WITHDRAWAL OF CLASS

1 Surveys required by IACS Procedural Requirement PR1C

1.1 Discontinuance of class

1.1.1 (1/1/2016)

The class may be discontinued either temporarily or permanently.

In the former case, it is referred to as "suspension" of class, in the latter case as "withdrawal" of class. In both cases, the class is invalidated in all respects. In the case of withdrawal, a specific notation is entered in the supplement to the Register of Ships, until the yacht is deleted from the Register. Withdrawal, suspension and reinstating of class are confirmed in writing by ^{Tasneef} to the Owner and to the flag Administration.

1.2 Suspension of class

1.2.1 (1/1/2016)

The class may be suspended either automatically or following the decision of ^{Tasneef}. In any event, the yacht will be considered as not retaining its class from the date of suspension until the date when class is reinstated.

1.2.2 (1/1/2017)

The class is automatically suspended when one or more of the following circumstances occur:

- when a yacht is not operated in compliance with the rule requirements, such as in cases of services or conditions not covered by the service notation, or trade outside the navigation restrictions for which the class was assigned
- when a yacht proceeds to sea with less freeboard than that assigned, or has the freeboard marks placed on the sides in a position higher than that assigned, or, in cases of yachts where freeboards are not assigned, the draught is greater than that assigned
- when the Owner fails to inform ^{Tasneef} in order to submit the yacht to a survey after defects or damages affecting the class have been detected
- when repairs, alterations or conversions affecting the class are carried out either without requesting the attendance of ^{Tasneef} or not to the satisfaction of the Surveyor. For voyage repairs, reference is to be made to Sec 2, [2.8].

Suspension of class with respect to the above cases will remain in effect until such time as the cause giving rise to suspension has been removed. Moreover, ^{Tasneef} may require any additional surveys deemed necessary taking into account the condition of the yacht and the cause of the suspension.

However, the ship is disclassified from the date of suspension until the date class is reinstated

1.2.3 Suspension and reinstatement of class in the case of overdue class renewal survey (1/7/2020)

Owners are to be notified that the 5-year Certificate of Classification expires and classification is automatically suspended from the certificate expiry date in the event that the class renewal survey has not been completed or is not under attendance for completion prior to resuming trading, by the due date.

Classification will be reinstated upon satisfactory completion of the surveys due. The surveys to be carried out are to be based upon the survey requirements at the original date due and not on the age of the vessel when the survey is carried out. Such surveys are to be credited from the date originally due.

However, the ship is disclassified from the date of suspension until the date class is reinstated.

Under "exceptional circumstances", as defined in Sec 2, [2.1.15], ^{Tasneef} may grant an extension not exceeding three months to allow for completion of the class renewal survey provided that the yacht is attended and the attending Surveyor(s) so recommend(s) after the following have been carried out:

- a) annual survey;
- b) re-examination of conditions of class;
- c) progression of the class renewal survey as far as practicable.

In the case where dry-docking is due prior to the end of the class extension, an underwater examination is to be carried out by an approved diving company. An underwater examination by an approved company may be dispensed with in the case of an extension of the dry-docking survey not exceeding 36 months provided the yacht is without outstanding conditions of class regarding underwater parts. If the Certificate of Classification will expire when the yacht is expected to be at sea, an extension to allow for completion of the class renewal survey may be granted provided that there is documented agreement to such an extension prior to the expiry date of the certificate, that satisfactory arrangements have been made for attendance of the Surveyor at the first port of call, and that ^{Tasneef} is satisfied that there is technical justification for such an extension. Such an extension is to be granted only until arrival at the first port of call after the expiry date of the certificate. However, if owing to "exceptional circumstances" the class renewal survey cannot be completed at the first port of call, the procedure given above in the event of "exceptional circumstances" may be followed, but the total period of extension is in no case to be longer than three months after the original due date of the class renewal survey.

1.2.4 Suspension and reinstatement of class in the case of overdue intermediate survey (1/1/2017)

Owners are to be notified that the Certificate of Classification becomes invalid, and classification is automatically suspended, if the intermediate survey has not been completed within three (3) months of the due date of the third annual survey in each periodical survey cycle, unless the yacht is under attendance for completion of the intermediate survey. Classification will be reinstated upon satisfactory completion of the surveys due. Such surveys are to be credited from the date originally due. However, the ship is disclassified from the date of suspension until the date class is reinstated.

1.2.5 Suspension and reinstatement of class in the case of overdue annual survey (1/1/2017)

Owners are to be notified that the Certificate of Classification becomes invalid, and classification is automatically suspended, if the annual survey has not been completed within three (3) months of the due date of the annual survey, unless the yacht is under attendance for completion of the annual survey.

Classification will be reinstated upon satisfactory completion of the surveys due. Such surveys are to be credited from the date originally due. However, the ship is disclassified from the date of suspension until the date class is reinstated.

1.2.6 Suspension of class in the case of overdue continuous survey item(s) (1/1/2016)

Continuous survey item(s) due or overdue at the time of the annual survey is (are) to be dealt with. The yacht's class will be subject to a suspension procedure if the item(s) is (are) not surveyed, or postponed by agreement.

1.2.7 Other cases of suspension of class (1/1/2017)

In addition to the circumstances for which automatic suspension may apply, the class of a yacht may also be suspended following the decision of ^{Tasneef}

- when one or more surveys are not held by their limit dates (see Sec 2, [2.1.4]) or the dates stipulated by ^{Tasneef} also taking into account any extensions granted in accordance with the provisions of Part A
- when, due to reported defects, ^{Tasneef} considers that a yacht is not entitled to retain its class even on a temporary basis (pending necessary repairs or renewals, etc.)
- in other circumstances which ^{Tasneef} will consider on their merits (e.g. in the event of non-payment of fees or where the Owner fails to subject the yacht to the occasional survey as per the requirement in Sec 2, [6.2.1]).

Suspension of class decided by ^{Tasneef} takes effect from the date when the conditions for suspension of class are met and will remain in effect until such time as the class is reinstated once the due items and/or surveys have been dealt with. However, the ship is disclassified from the date of suspension until the date class is reinstated.

1.2.8 Laid-up yachts (1/1/2016)

Yachts laid-up in accordance with the requirements indicated in Sec 2, [8.1.1] prior to surveys becoming overdue need not be suspended when surveys addressed above become overdue. However, yachts which are laid-up after

being suspended as a result of surveys going overdue, remain suspended until the overdue surveys are completed.

1.2.9 Voyage to demolition (1/1/2016)

When it is intended to take a yacht on a demolition voyage with any periodical survey overdue, the yacht's class suspension may be held in abeyance and consideration may be given to allowing the yacht to proceed on a single direct ballast voyage from the lay-up or final discharge port to the demolition yard. In such cases a short-term Certificate of Classification with conditions for the voyage noted may be issued provided the attending Surveyor finds the yacht in satisfactory condition to proceed on the intended voyage.

1.2.10 Force Majeure (1/7/2020)

If, due to circumstances beyond the Owner's or ^{Tasneef} control, as defined in Sec 2, [2.1.16], the yacht is not in a port where the overdue surveys can be completed at the expiry of the periods allowed above, ^{Tasneef} may allow the yacht to sail, in class, directly to an agreed discharge port, and if necessary, from there, in ballast, to an agreed port at which the survey will be completed, provided ^{Tasneef}

- a) examines the yacht's records;
- b) carries out the due and/or overdue surveys and examination of conditions of class at the first port of call when there is unforeseen inability of ^{Tasneef} to attend the yacht in the present port, and
- c) has satisfied itself that the yacht is in condition to sail for one trip to a discharge port and subsequent ballast voyage to a repair facility if necessary. (Where there is unforeseen inability of ^{Tasneef} to attend the yacht in the present port, the Master is to confirm that his yacht is in condition to sail to the nearest port of call).

The surveys to be carried out are to be based upon the survey requirements at the original date due and not on the age of the vessel when the survey is carried out. Such surveys are to be credited from the date originally due. If class has already been automatically suspended in such cases, it may be reinstated subject to the conditions prescribed in this item.

1.2.11 Single voyage for repair of laid-up yachts (1/1/2016)

When a yacht is intended for a single voyage from laid-up position to repair yard with any periodical survey overdue, the yacht's class suspension may be held in abeyance and consideration may be given to allowing the yacht to proceed on a single direct ballast voyage from the site of lay-up to the repair yard, upon agreement with the Flag Administration, provided ^{Tasneef} finds the yacht in satisfactory condition after surveys, the extent of which are to be based on surveys overdue and duration of lay-up. A short-term Class Certificate with conditions for the intended voyage may be issued. This is not applicable to yachts whose class was already suspended prior to being laid-up.

1.2.12 Suspension and reinstatement of class in the case of overdue conditions of class (1/7/2020)

Each condition of class will be assigned a due date for completion. Owners will be notified of these dates and that the yacht's class will be subject to a suspension procedure if the

item is not dealt with, or postponed by agreement, by the due date.

Classification will be reinstated upon verification that the overdue condition of class has been satisfactorily dealt with.

However, the ship is disclassified from the date of suspension until the date class is reinstated.

1.2.13 Suspension and reinstatement of class of dual classed vessels (1/1/2017)

When a ship is dual classed and in the event that one of the Societies involved takes action to suspend the class of the vessel for technical reasons, the Society concerned will advise the other Society of the reasons for such action and the full circumstances within five (5) working days.

The other Society will, upon receipt of this advice, also suspend the class of the vessel, unless it can otherwise document that such suspension is incorrect.

When either Society decides to reinstate class, it is to inform the other Society.

1.3 Withdrawal of class

1.3.1 (1/1/2016)

Tasneef will withdraw the class of a yacht in the following cases:

- at the request of the Owner
- when the causes that have given rise to a suspension currently in effect have not been removed within six months of the date of suspension. However, Tasneef may withdraw the class of the yacht before the end of the six-month period where it deems it appropriate. A longer suspension may be granted at Tasneef discretion when the yacht is not trading as in cases of layup, awaiting disposition in the case of a casualty or attendance for reinstatement.
- when the yacht is reported as a constructive total loss
- when the yacht is lost
- when the yacht is reported scrapped.

Withdrawal of class takes effect from the date on which the circumstances causing such withdrawal occur.

1.3.2 (1/1/2016)

When the withdrawal of class of a yacht comes into effect, Tasneef will:

- forward the Owner written notice
- delete the yacht from the Register of Ships
- notify the flag Administration
- make the information available to the Underwriters, at their request.

1.4 Reassignment of class following class withdrawal

1.4.1 (1/1/2016)

At the request of the Owner, a yacht which was previously classed with Tasneef subsequently withdrawn from class and that has not been further classed i.e.

- has never resumed its trade
- has not been classified by any other Classification Society may have the class reassigned.

1.4.2 (1/1/2016)

The reassignment of Class may take place upon satisfactory:

- "removal of the causes that led to class withdrawal
- "execution of the surveys expired during the period of class withdrawal
- "verification of additional ascertainties as deemed necessary by Tasneef according to the provisions of Ch 3, Sec 2 [4.1].

The new period of Class and the validity of the Certificate of Classification will be considered by Tasneef on a case by case basis.

1.5 Suspension/withdrawal of additional class notations

1.5.1 (1/1/2016)

If the survey requirements related to maintenance of additional class notations are not complied with, the suspension or withdrawal may be limited to the notations concerned. The same procedure may apply to service notations of yachts which are assigned with more than one service notation.

1.5.2 (1/1/2016)

The suspension or withdrawal of an additional class notation or a service notation (where a yacht is assigned with more than one service notation) generally does not affect the class.

APPENDIX 1

COMPULSORY TESTS ON MATERIALS, MACHINERY AND APPLIANCES

1 General

1.1 Aim of the Appendix

1.1.1 Test are to be carried out according to Tab 1.

Table 1 (1/1/2016)

Hull materials (1)	For hulls in composite material, the use of ^{Tasneef} type-approved materials (resin, fibre reinforcements, sandwich material core, glues and adhesives) is requested. Mechanical tests are to be carried out on laminates taken from the hull in composite materials. Relevant mechanical tests are to be carried out on the samples of the laminate " as is" for structural fuel tanks. Such mechanical tests are to be carried out after the immersion in fuel oil at ambient temperature for a week. For wooden hulls the use of type approved marine plywood is required. For other timber the check of moisture content is to be carried out by the ^{Tasneef} Surveyor.
Materials for rudders, propeller shaft brackets, sea chest valves and, in general, all valves fitted on the hull, bow thruster tunnels, stabiliser fin supporting structures, sterntubes for propeller shaft, sidescuttles and windows (1) if fitted below the watertight deck	Testing of the materials is to be carried according to Pt D. Testing of valves to be fitted on the hull side below the freeboard deck is to be carried out according to Pt C, Ch 1, Sec 9, [13.8.1]. When glass panels of windows or sidescuttles are connected to frames by means of adhesive, the adhesive is to be certified according to Pt B, Ch 4.
Watertight doors and hatches (4)	To be tested according to Pt B, Ch 1, App 3.
Diesel Engines (2)	To be tested according to Pt C, Ch 1, Sec 2: a) Main propulsion engines b) Engine driving electric generators, including emergency generators and engines driving other auxiliaries essential for safety and navigation, when they develop a power of 110 kW and over
Pressure Vessels (3)	Material test, workshop inspection and testing according to Pt C, Ch 1, Sec 3, [7.1]
Gas Turbines (2)	To be tested according to Pt C, Ch 1, Sec 4: a) All propulsion turbines b) Turbines intended for auxiliary services essential for safety and navigation having P equal or greater than 110 kW
Gearing (2)	To be tested according to Pt C, Ch 1, Sec 5: a) reduction and/or revers gears intended for propulsion plants with a transmitted power of 220 kW and above when intended for yacht to be assigned the ⊗ MACH notation b) reduction and/or reverse gears intended for propulsion plants for yachts of 500 GT and above when intended to yacht to be assigned with ● MACH notation
<p>(1) test to be done for the assignment of ⊗ HULL class notation</p> <p>(2) test to be done for the assignment of ⊗ MACH class notation. For yachts less than 500 GT for ⊗ MACH class notation the relevant equipment is only requested to be type approved by ^{Tasneef}</p> <p>(3) tests on pressure vessels and main and emergency switchboard are to be done also when ● MACH class notation is assigned, subject to point 2) for yachts less than 500 GT</p> <p>(4) ^{Tasneef} type approval is required for both ● MACH and ⊗ MACH notations</p>	

Main Propulsion shafting (2)	Components to be tested according to Pt C, Ch 1, Sec 6, [4].
Propellers (2)	To be tested according to Pt C, Ch 1, Sec 7, [4]
Mechanical joints (2)	To be type approved and relevant test to be carried out according to Pt C, Ch 1, Sec 9, [2.3.5].
Flexible hoses and expansion joints (4)	To be type approved and relevant test to be carried out according to Pt C, Ch 1, Sec 9, [2.4].
Piping system and components (valves, flexible hoses and expansion joints, pumps and compressors, centrifugal separators) (2)	To be tested according to Pt C, Ch 1, Sec 9, [12].
Steering Gear (2)	To be tested according to Pt C, Ch 1, Sec 10, [6].
Thrusters (2)	To be tested according to Pt C, Ch 1, Sec 11.
Turbocharges (2)	To be tested according to Pt C, Ch 1, Sec 12 when they are fitted on main propulsion engines and auxiliary engines developing a power of 1000 kW and above.
Plastic Pipes (4)	To be type approved (see Pt C, Ch 1, App 1).
Electrical Equipment	To be tested with the attendance of ^{Tasneef} surveyor according to Pt C, Ch 2, Sec 6, [5] the following components: a) All a.c. generators having rated power of 100 kVA and above, and all d.c. generators having rated power of 100 kw and above, and all a.c./d.c. motors having rated power of 100 kw and above. For power less than the above value all the machines are to be tested by the Manufacturer (2). b) Transformers are to be tested according to [5.5] (2). c) Main switchboard are to be tested according to [5.6] (3). Emergency switchboards are to be tested according to Pt C, Ch 2, Sec 6, [2.3] (3).
Fire Equipment	To be type approved according to Pt C, Ch 4, Sec 1, [2.1.2].
Anchors, chain cables and accessories	To be tested according to Part D.
(1) test to be done for the assignment of ⊠ HULL class notation (2) test to be done for the assignment of ⊠ MACH class notation. For yachts less than 500 GT for ⊠ MACH class notation the relevant equipment is only requested to be type approved by ^{Tasneef} (3) tests on pressure vessels and main and emergency switchboard are to be done also when ● MACH class notation is assigned, subject to point 2) for yachts less than 500 GT (4) ^{Tasneef} type approval is required for both ● MACH and ⊠ MACH notations	

APPENDIX 2

CMS AND PMS SYSTEMS: SURVEYS CARRIED OUT BY THE CHIEF ENGINEER

1 Documentation

1.1 Aim of the Appendix

1.1.1 The basic conditions for the acknowledgment of surveys carried out by Chief Engineers are specified hereafter. Consideration may be given to other conditions on a case by case basis.

1.1.2 (1/1/2017)

The Company is responsible for ensuring that the Chief Engineer is qualified to register and carry out maintenance on all class-related items.

1.1.3 The Chief Engineer must be a permanent employee of the Company. He must have been working in this position for a reasonable period of time or have possessed the recognition by ^{Tasneef} for another Company by which he was employed. He is to hold a certificate of competency according to the requirements of the flag Administration for the power of the main propulsive installation of the yacht. He is to have at least one year of seagoing experience as Chief Engineer Officer on yachts of the type (motor, gas, electric or steam yacht) for which he will be qualified.

1.1.4 (1/1/2017)

The Owner is to keep ^{Tasneef} informed about any changes concerning the Chief Engineers employed with his Company due to resignations, alternations, etc.

1.1.5 (1/1/2017)

The Owner is also to provide the Chief Engineer with a copy of this Appendix, enabling him to familiarise himself with the conditions, scope and limits of his interventions. The authorisation ceases to be valid when the Chief Engineer leaves the Company.

2 Limits of the interventions

2.1

2.1.1 For ships where the CMS system is implemented, the following items of the class renewal survey for machinery cannot be inspected by the Chief Engineer:

- pressure vessels
- main and auxiliary turbines
- main reduction gears
- crankshafts, with associated main bearings and bottom end connecting rod bearings, of main propulsion internal combustion engines. However, bottom end connecting rod bearings of diesel engines having trunk pistons may be inspected by the Chief Engineer when the com-

plete associated cylinder is inspected in the course of the engine maintenance program

- turbochargers of main propulsion internal combustion engines
- intermediate shafting and associated bearings
- steering gear system, including pumps.

Generally, within a 10-year cycle comprising two consecutive class cycles, all the items surveyed under PMS are to be inspected once by ^{Tasneef} Surveyors. The attention of Chief Engineers is drawn to the fact that surveys performed by them in ports which are under the jurisdiction of a ^{Tasneef} office, or during very short voyages between ports where ^{Tasneef} Surveyors are available, will not be credited.

2.1.2 For yachts where the PMS system is implemented, the items indicated in [2.1.1] above cannot be Surveyed by the Chief Engineer with the exception of:

- main and auxiliary turbines
- crankshafts and associated bearings
- turbochargers of main propulsion internal combustion engines
- intermediate shafting and associated bearings.

if these are condition monitored as per Pt E, App 1, [6]. Moreover, the confirmatory survey is then to include the checks indicated in [5.1.4].

2.1.3 In no case may the surveys of tailshafts and boilers, which are items not included in the scope of the class renewal survey, be carried out by the Chief Engineer.

3 Procedure for carrying out surveys

3.1 General

3.1.1 As regards the procedure for carrying out surveys, the Owner is to inform the Chief Engineer that surveys are to be conducted in accordance with ^{Tasneef} Rules and, specifically, the requirements for class renewal surveys related to machinery and systems contained in Ch 3, Sec 3, [3].

It is the responsibility of the ship's Captain and Chief Engineer to decide the date and place for the survey of each component in order to avoid possible accidents (fire included) in the event of damage to the unit(s) remaining in service.

Some guidelines for the Chief Engineer relevant to the dismantling and inspections of main components of the machinery installation are given below.

The items and/or machinery which, as a result of the surveys, are replaced due to wear, damage or defects, are to be kept on board until they are inspected by a ^{Tasneef} Surveyor.

3.2 Main diesel engines

3.2.1 The following items are to be surveyed as indicated:

- the top and bottom halves of the main bearings are to be removed and inspected, and the clearances are to be taken, recorded and compared with the limits recommended by the engine builder
- the top and bottom halves of crankpin bearings are to be examined, and the clearances are to be taken, recorded and compared with the limits recommended by the engine builder
- crankpins, journals and webs are to be examined for crack detection, mainly at the fillets and in the vicinity of the lubricating oil holes
- crankshaft deflections are to be taken and recorded at regular intervals, enabling verification of the trend when they are taken in the presence of ^{Tasneef} Surveyor. This operation is to be effected bearing in mind that during the readings the journals are to be steady on their bearings
- other parts exposed to wear or operating incidents are to be carefully examined and the results recorded. In particular, the wear of liners is to be measured and recorded.

3.3 Auxiliary diesel engines

3.3.1 The survey generally consists in the complete dismantling of the engine and a careful examination of those items most liable to be exposed to wear or operating incidents. In particular:

- crankshaft deflections and wear of cylinder liners are to be measured
- the crankshaft is to be checked by means of dye penetrated in way of fillets and lubricating oil holes
- all top halves of the main bearings together with at least two bottom halves are to be dismantled
- if fitted, crankcase explosion relief valves are to be checked.

3.4 Reciprocating compressors

3.4.1 The survey is to include:

- dismantling of pistons and valves for inspection
- examination and testing of the nest of cooler tubes
- verification of safety relief valves after reassembling.

3.5 Coolers, condensers, heaters

3.5.1 The survey is to include:

- dismantling of the covers
- examination of the nest of tubes
- testing of the nest of tubes, if necessary.

3.6 Electrical switchboard

3.6.1 The survey is to include:

- cleaning of the switchboard
- verification of the connection assemblies, locking device tightening and busbar tightening
- examination of the condition of the circuit-breakers, switches and fuses
- verification of the contacts and screens
- checking of the measuring instruments, which are to be re-calibrated or replaced, if inaccurate
- the megger test.

3.7 A.c. and d.c. generators

3.7.1 The survey is to include:

- removal of protection plates and brush carriers
- cleaning of field coils and armature windings
- verification of proper contact of brushes, which are to be renewed if excessively worn
- verification of commutators and sliprings
- measurement of air gap clearances
- checking of journals and bearings
- the megger test.

3.8 Other items (pumps, electric motors, etc.)

3.8.1 The survey is generally to include the complete dismantling for inspection of the main parts exposed to wear or operating incidents, such as bearings, casings, impellers and rotors.

4 Records of surveys carried out

4.1

4.1.1 The surveys carried out by the Chief Engineer are to be recorded in the engine/machinery log-book and a survey report is to be prepared for each item surveyed. The report is generally to be drawn up in English; however, for ships trading in specific restricted areas the use of the language of the country concerned will be accepted. The report may be provided in hard copy or using a computerised recording system.

4.1.2 The report is to indicate the following information:

- a) identification data:
 - name of ship and register number
 - name of Chief Engineer and reference of the Society's authorisation
 - date and place (port or leg of the voyage) of the survey
 - reference of the item in the CMS or PMS list, and description of the item

- b) inspection conducted:
- the type of inspection carried out: visual external examination, internal examination after dismantling, overhaul
 - readings performed, when applicable: clearances, measurements, working pressure, or other working parameters of the equipment
 - inspection findings: corrosion, fractures, pieces of equipment worn out, broken or missing
- c) maintenance and repairs carried out and parts replaced
- d) results of tests performed after the inspection, such as working test, pressure test.

For the sake of completeness, other documentation such as sketches, photos and measurement reports may be attached to the report. The report is to be signed by the Chief Engineer.

5 Confirmatory survey

5.1

5.1.1 A confirmatory survey, to be carried out by a Surveyor of the Society, is to be requested according to the following principle:

- for yachts under the CMS system, within a reasonably short time from the date of the surveys carried out by the Chief Engineer, and, in any case, in the first port which is under the jurisdiction of an Office of the Society
- for ships under the PMS system, at the next annual audit (see Pt E, Ch 2, App 1, [5.2]).

5.1.2 The Surveyor is to be supplied with a copy of this survey report and also shown the engine log-book.

5.1.3 The Surveyor carries out an external examination of the relevant items and parts replaced and, if applicable, attends running tests. If doubts arise, the Surveyor may request dismantling as deemed necessary.

5.1.4 If the persons on board are authorised to survey the main engine crankshaft and bearings (see [2.1.2]), the Surveyor performs the following:

- check of condition monitoring records (see Pt E, App.1, [6.1.2])
- check of crankshaft deflection readings
- check of bearing clearances (where possible)
- checks for signs of wiped or broken white metal in the crankcase or filters
- check of the witness marks of shrink fits of crankshafts
- check of the bedplate structure (inside and outside)
- check that the condition of crankpins, journals and associated bearings is duly recorded.

5.1.5 Where the confirmatory survey is performed with an abnormal delay, the inspection is to be more extensive and, if necessary, the due surveys are to be completely repeated.

5.1.6 The date of the execution of the surveys will be assumed to be the date of the confirmatory survey.

6 Suspension of the Chief Engineer's authorization

6.1

6.1.1 Where the condition of the items surveyed by the Chief Engineer as specified in his reports does not correspond to the findings of the attending Surveyor, ^{Tasneef} may suspend the validity of the Chief Engineer's authorisation.

APPENDIX 3

THICKNESS MEASUREMENTS

1 General

1.1 Aim of the Appendix

1.1.1 Thickness measurements are a major part of surveys to be carried out for the maintenance of class, and the analysis of these measurements is a prominent factor in the determination and extent of the repairs and renewals of the yacht's structure.

1.1.2 The Appendix is intended to provide Owners, companies performing thickness measurements and Tasneef Surveyors with a uniform means with a view to fulfilling Rule requirements for thickness measurements. In particular, it will enable all the above-mentioned parties to carry out:

- the planning and preparation
- the determination of extent and location, and
- the analysis of the thickness measurements in cooperation.

1.2 Scope of the Appendix

1.2.1 Separate Articles below provide the following information:

- references to rule requirements and some additional information on the extent of the thickness measurements to be performed during surveys according to related surveys (see [2])
- locations of the measurements for the main parts of the yacht (see [3])
- how to analyse the results of thickness measurements (see [4]).

2 Rule requirements for the extent of measurements

2.1 General

2.1.1 For the maintenance of class, thickness measurements may be required during intermediate and class renewal surveys.

Tab 1 gives references to the requirements for the minimum thickness measurements indicated in Chapter 3 related to the different types of surveys.

Some additional explanations are also given about the wording used in these Rules as well as the general principles of the thickness measurements required during class renewal surveys.

Table 1 : Reference to Rule requirements related to thickness measurements

TYPE OF SURVEY	
CLASS RENEWAL	INTERMEDIATE
Ch 3, Sec 2, (2.5) and Ch 3, Sec 2, Tab 2: systematic measurements and suspect areas. Where substantial corrosion is found, the extent of thickness measurements may be increased to the Surveyor's satisfaction, using Ch 3, Sec 2, Tab 3 as guidance	Ch 3, Sec 1, Tab 1: thickness measurements to be taken if deemed necessary by the Surveyor Where substantial corrosion is found, the extent of thickness measurements may be increased to the Surveyor's satisfaction, using Ch 3, Sec 2, Tab 3 as guidance

2.2 Class renewal survey

2.2.1 The thickness measurements required by these Rules consist of:

- systematic thickness measurements, i.e. measurements of different parts of the structure in order to assess the overall and local strength of the yacht;
- measurements of suspect areas as defined in Sec 2, [2.1.11];
- additional measurements on areas determined as affected by substantial corrosion as defined in Sec 2, [2.1.12].

3 Number and locations of measurements

3.1 General

3.1.1 Considering the extent of thickness measurements as required by these Rules and indicated in [2] above, the locations of the points to be measured are given here for the most important items of the structure. Thus the number of points can be estimated.

3.2 Locations of points

3.2.1 Tab 2 provides explanations and/or interpretations for the application of those requirements indicated in these Rules which refer to both systematic thickness measurements related to the calculation of global hull girder strength and specific measurements.

Figures are also given to facilitate the explanations and/or interpretations given in the table. These figures show typical arrangements of yachts.

Due to the various designs of the other yacht types, figures are not given to cover all the different cases. However, the

figures provided here may be used as guidance for yachts other than those illustrated.

4 Acceptance criteria for thickness measurements

4.1 General

4.1.1 Acceptance criteria stipulate limits of wastage which are to be taken into account for reinforcements, repairs or renewals of metallic structure. These limits are generally expressed for each structural item as a maximum percentage of acceptable wastage (W). When the maximum percentage of wastage is indicated, the minimum acceptable

thickness (t_{min}) is that resulting from applying this percentage to the rule thickness (t_{rule}), according to the following formula:

$$t_{min} = \left(1 - \frac{W}{100}\right) t_{rule}$$

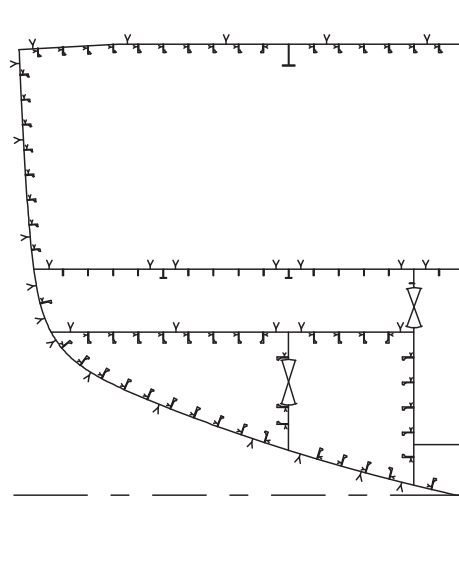
However, when the Rule thickness is not available, the as-built thickness can be used.

Only for criteria related to an item (see [4.3.3] b), ^{Tasneef} may establish a list of renewal thicknesses tailored to the different structural items. In such case these thicknesses are used in lieu of the minimum thicknesses calculated from the percentage of wastage.

Table 2 : Interpretations of the rule requirements for the locations and number and points to be measured

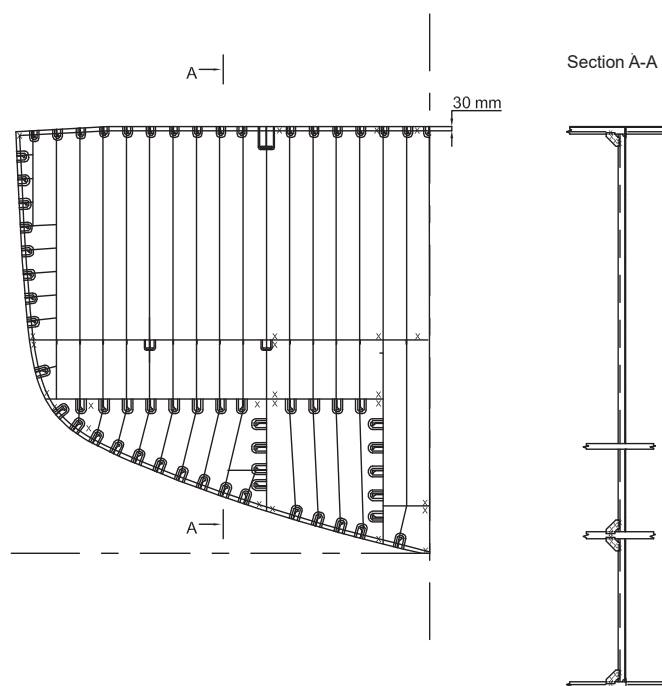
ITEM	INTERPRETATION	FIGURE
Selected plates on deck, bottom, double bottom and wind-and-water	“Selected” means at least a single point on one out of the three plates, to be chosen on representative areas of average corrosion	No figure
All deck and bottom plates and wind-and-water strakes	At least two points on each plate to be taken either at each ¼ extremity of plate or at representative areas of average corrosion	No figure
Transverse section	Refer to the definition given in Sec 2, (2.1.10)	Figure 1
Bulkheads	Selected bulkheads means at least 50% of the bulkheads	Figure 2
Selected internal structure such as floors and longitudinals, transverse frames, web frames, deck beams, ‘tweendecks girders	The internal structural items to be measured in each space internally surveyed are to be at least 10% of all the structures	Figure 3

Figure 1 : Transverse section



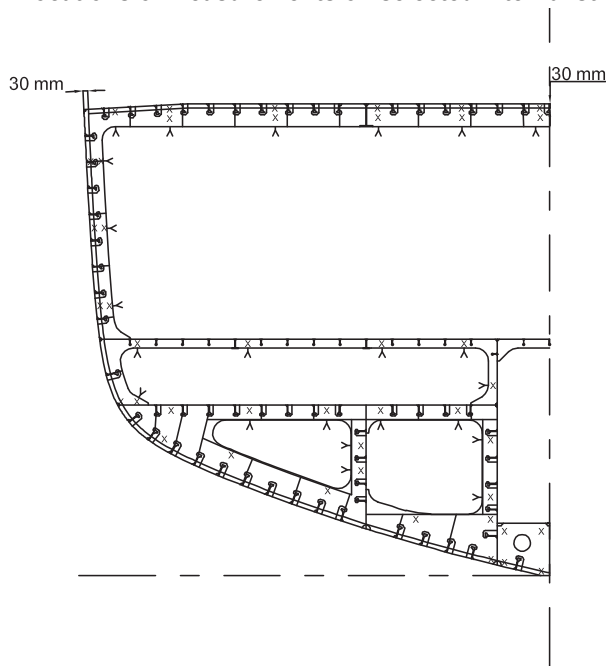
Measurements are to be taken on both port and starboard sides of the selected transverse section

Figure 2 : Locations of measurements on bulkheads



Bulkhead/watertight floor plating to be measured as per main view: one stiffener out of three to be measured as per view A - A.

Figure 3 : Locations of measurements on selected internal structural elements



4.1.2 In cases where the yacht has some structural elements with reduced wear margins (e.g. due to yacht conversion, increase of draught), the minimum acceptable thickness for these elements is to be calculated with reference to the Rule scantlings without taking account of any reduction originally agreed.

4.1.3 Decisions on steel renewals are taken by the attending Surveyor applying the criteria given in this Article and based on his judgment and the actual condition of the yacht.

Should advice be needed to support his decision, the Surveyor may refer to the relevant technical office of ^{Tasneef}

4.2 Criteria

4.2.1 The acceptance criteria for the minimum thicknesses are divided into:

- criteria on local and, where applicable, global strength, given in [4.3]
- criteria on buckling strength, given in [4.4]
- criteria on pitting, given in [4.5].

4.2.2 Each structural item measured is to be checked against the following criteria, as far as applicable. Where any of the criteria are not met, reinforcements, repairs and renewals are to be carried out as appropriate.

4.3 Local and global strength criteria

4.3.1 For the evaluation of the yacht longitudinal strength, it is a prerequisite that fillet welding between longitudinal members and deck, side and bottom plating is maintained effective so as to keep continuity of hull structures.

4.3.2 Each structural item to be assessed is illustrated in a typical transverse section (see Fig 5).

These structural items are also listed in a table (Tab 5) grouped according to their position and contribution to the local or global strength of the yacht.

4.3.3 Each structural item is to be assessed according to four different criteria which vary with regard to the domain under which it is considered, namely:

- a) an isolated area, which is meant as a part of a single structural item. This criterion takes into consideration very local aspects such as grooving of a plate or web, or local severe corrosion; however, it is not to be used for pitting for which separate criteria are considered (see [4.5])
- b) an item, which is meant as an individual element such as a plate, a stiffener, a web, etc. This criterion takes into consideration the average condition of the item, which is assessed by determining its average thickness using the various measurements taken on the same item
- c) a group of items, which is meant as a set of elements of the same nature (plates, longitudinals, girders) contributing either to the global longitudinal strength of the yacht in a given zone or to the global strength of other primary transverse elements not contributing to the yacht longitudinal strength, e. g. bulkheads, web frames
- d) a zone, which is meant as all and only longitudinal elements contributing to the longitudinal strength of the

yacht; in this regard, the three main zones are defined as deck zone, neutral axis zone and bottom zone. This criterion takes into consideration the average condition of all groups of items belonging to the same zone.

4.3.4 The assessment of the thickness measurements is to be performed using the values given in the tables for each structural element with regard to the criteria defined above, in the following order:

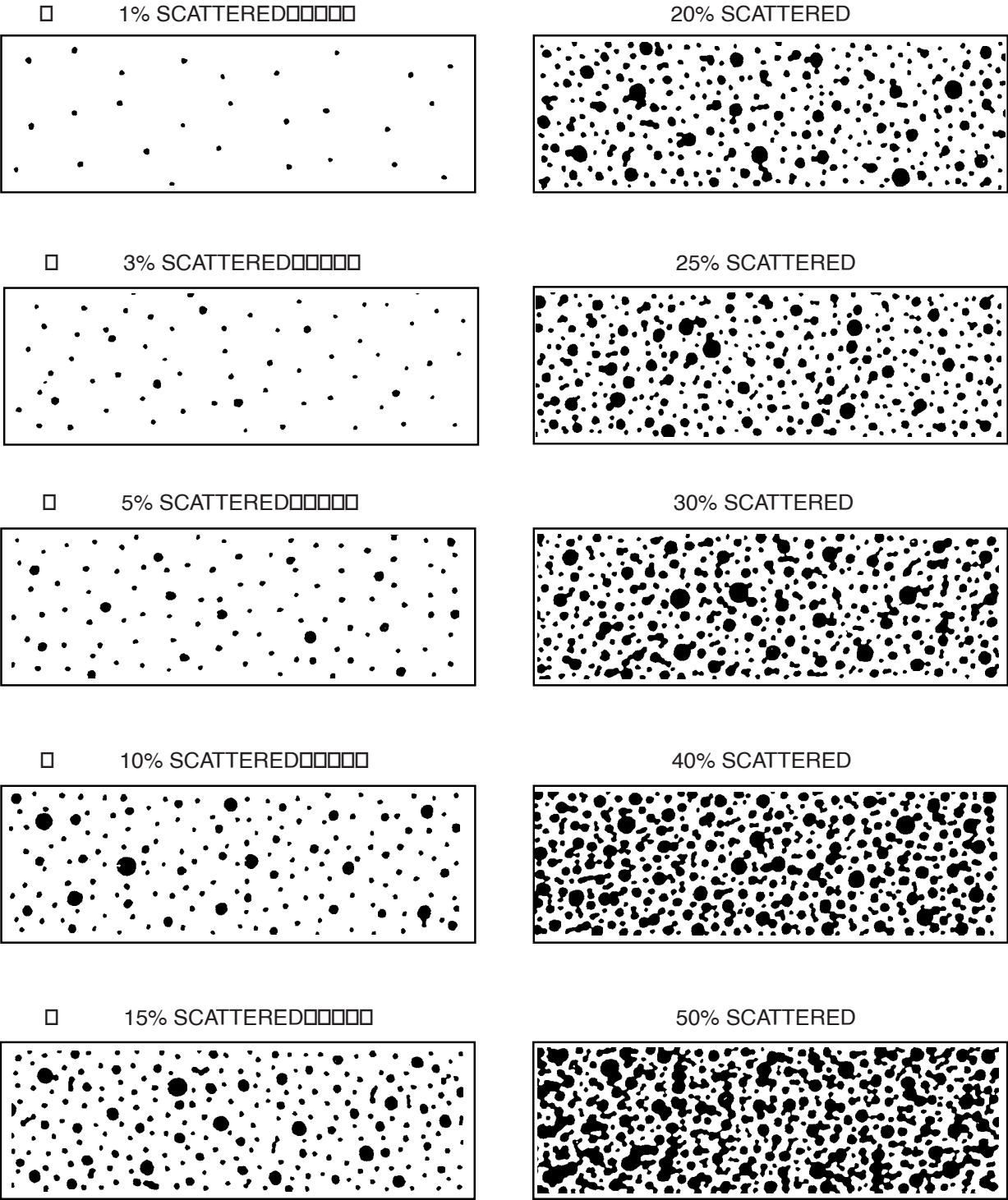
- a) assessment of isolated areas (column 1 in the tables). If the criterion is not met, the wasted part of the item is to be dealt with as necessary.
- b) assessment of items (column 2 in the tables). If the criterion is not met, the item is to be dealt with as necessary in the measured areas as far as the average condition of the item concerned is satisfactory. In cases where some items are renewed, the average thicknesses of these items to be considered in the next step are the new thicknesses.
- c) assessment of groups of items (column 3 in the tables). If the criterion is not met, a sufficient number of elements are to be renewed in order to obtain an increased average thickness satisfying the considered criterion of the group (generally the elements to be renewed are those most wasted). As an example, for the assessment of the group "deck plates", all deck plates are measured and an average thickness of each of them is estimated. Then the average of all these values is to satisfy the criteria given for this group.
- d) assessment of zones (column 4 in the tables). In principle, the criterion of the zone is met when all groups of items belonging to the zone meet their own criteria (see c) above). However, a greater diminution than those given in column 3 may be accepted for one group of items if, considering the other groups of items belonging to the same zone, the overall diminution of the zone does not exceed the criterion given for it in column 4.

Example: The deck zone consists of two groups of items:

- deck plating, which has an average diminution of 12% (criterion 10%)
- deck longitudinals, which has an average diminution of 4% (criterion 10%)

Even though the deck plating group exceeds its acceptance criterion, the average diminution of the zone, which can be very roughly estimated at 8%, is acceptable and thus the deck plating group can be accepted as it is.

Figure 4 : Pitting intensity diagrams (from 1% to 50% intensity)



4.4 Buckling strength criterion

4.4.1 This criterion is applicable to yachts having a length greater than 120 metres.

In addition to the evaluation of structural elements according to [4.3] above, the structural items contributing to the

longitudinal strength of the yacht, such as deck and bottom plating, deck and bottom girders, etc, are also to be assessed with regard to their buckling strength. The values shown in Tab 3 are not to be exceeded.

Note 1: The minimum thickness will be specially considered for yachts built with excess hull girder section modulus.

Table 3 : Buckling strength criterion

ITEMS		RATIO	MATERIAL (R_{eH})		
			235	315	355 and 390
Bottom and deck plates		s / t	56,0	51,0	49,0
Longitudinals	flat bar web	h_w / t_w	20,0	18,0	17,5
Flanged longitudinals / girders	web	h_w / t_w	56,0	51,0	49,0
Flanged longitudinals / girders	symmetrical flange	b_f / t_f	34,0	30,0	29,0
Flanged longitudinals / girders	asymmetrical flange	b_f / t_f	17,0	15,0	14,5

Symbols:
 R_{eH} : minimum yield stress of the material, in N/mm²; s : longitudinal spacing, in mm; t : actual plate thickness, in mm;
 h_w : web height, in mm; t_w : web thickness, in mm; b_f : flange breadth, in mm; t_f : flange thickness, in mm;

4.5 Pitting

4.5.1 The maximum acceptable depth for isolated pits is 35% of the as-built thickness.

4.5.2 For areas with different pitting intensity, the intensity diagrams shown in Fig 4 are to be used to identify the percentage of affected areas.

For areas having a pitting intensity of 50% or more, the maximum acceptable average depth of pits is 20% of the as-built thickness. For intermediate values between isolated pits and 50% of affected area, the interpolation between 35% and 20% is made according to Tab 4.

4.5.3 In addition, the thickness outside the pits in the area considered is to be assessed according to [4.3] and [4.4] above.

Note 1: Application of filler material (plastic or epoxy compounds) is recommended as a means to stop or reduce the corrosion process, but it is not considered an acceptable repair for pitting exceeding the maximum allowable wastage limits. Welding repairs may be accepted when performed in accordance with procedures agreed with Tasneef

Table 4 : Pitting intensity and corresponding maximum acceptable average depth of pitting

PITTING INTENSITY (%)	MAXIMUM ACCEPTABLE AVERAGE PITTING DEPTH (% of the as-built thickness)
Isolated	35,0
5	33,5
10	32,0
15	30,5
20	29,0
25	27,5
30	26,0
40	23,0
50	20,0

Figure 5 : Transverse section: layout of items to be assessed

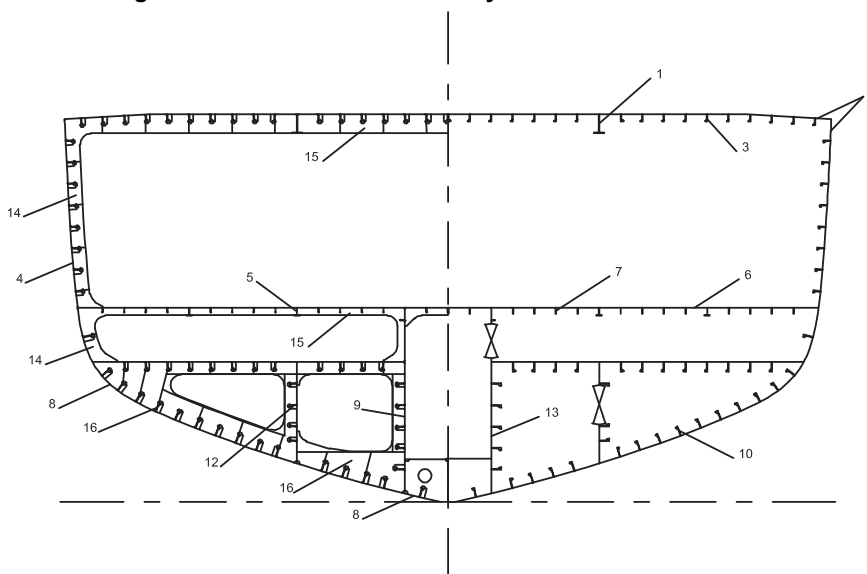


Table 5 : Local and global acceptance criteria for yacht (given in % of wastage)

Group of items	Description of items	1 Isolated area	2 Item	3 Group	4 Zone
ITEMS CONTRIBUTING TO THE LONGITUDINAL STRENGTH (TRANSVERSE SECTION)					
DECK ZONE (1)		-	-	-	10
1	Underdeck girder web	25	20	-	-
	Underdeck girder flange	20	15	-	-
2	Upperdeck plating, deck stringer plates and sheer strakes	30	20	10	-
3	Deck longitudinals	-	-	10	-
	Web	30	20	-	-
	Flange	25	15	-	-
NEUTRAL AXIS ZONE (1)		-	-	-	15
4	Side shell plating	25	20	15	-
5	Twendeck girder	-	-	15	-
	Web	25	20	-	-
	Flange	20	15	-	-
6	Twendeck plating	30	20	15	-
7	Twendeck longitudinals	-	-	15	-
	Web	30	20	-	-
	Flange	25	15	-	-
BOTTOM ZONE (1)		-	-	-	10
8	Bilge and bottom strakes and keel plate	25	20	10	-
9	Bottom girders	25	20	10	-
10	Bilge and bottom longitudinals	-	-	10	-
	Web	30	20	-	-
	Flange	25	15	-	-
11	Inner bottom plating	30	20	10	-
12	Inner bottom longitudinals	-	-	10	-
	Web	30	20	-	-
	Flange	25	15	-	-
OTHER ITEMS					
13	Transverse bulkheads				
	Plating	30	20	15	-
	Stringer web	30	20	-	-
	Stringer flange	25	15	-	-
	Stiffener web	30	20	-	-
	Stiffener flange	25	15	-	-
	Brackets	30	20	-	-
14	Side frames				
	Web	30	20	-	-
	Flange	25	15	-	-
15	Brackets	30	20	-	-
	Deck/twendeck frames				
	web	30	20	-	-
16	flange	25	15	-	-
	Floors				
17	Plating	30	20	-	-
	Stiffener web	30	20	-	-
	Stiffener flange	25	15	-	-

(1) Each zone is to be evaluated separately.

Part A
Classification and Surveys

Chapter 3
SCOPE OF SURVEYS

SECTION 1	SURVEY FOR NEW CONSTRUCTION
SECTION 2	SURVEY FOR ASSIGNMENT OF CLASS OF A YACHT IN SERVICE
SECTION 3	ANNUAL SURVEY
SECTION 4	HULL INTERMEDIATE SURVEY
SECTION 5	CLASS RENEWAL SURVEY
SECTION 6	BOTTOM SURVEY
SECTION 7	TAILSHAFT SURVEY
SECTION 8	BOILER SURVEY
APPENDIX 1	ADDITIONAL SCOPE OF SURVEY FOR YACHTS WITH REINFORCED PLASTIC HULLS
APPENDIX 2	ADDITIONAL SCOPE OF SURVEY FOR YACHTS WITH ALUMINIUM ALLOY HULLS
APPENDIX 3	ADDITIONAL SCOPE OF SURVEY FOR YACHTS WITH WOODEN HULLS

SECTION 1

SURVEY FOR NEW CONSTRUCTIONS

1 Hull

1.1 General

1.1.1 Scope (1/1/2016)

The scope of this Article [1] includes the following main activities:

- a) Examination of the parts of the yacht covered by classification Rules and by applicable statutory regulations for hull construction, to obtain appropriate evidence that they have been built in compliance with the Rules and regulations, taking account of the relevant approved drawings.
- b) Appraisal of the manufacturing, construction, control and qualification procedures, including welding consumables, weld procedures, weld connections and assemblies, with indication of relevant approval tests.
- c) Witnessing inspections and tests as required in the classification Rules used for yacht construction including materials, welding and assembling, with specification of the items to be examined and/or tested, the methods (e.g. by hydrostatic, hose or leak testing, non-destructive examination, verification of geometry) and who is to carry out such inspections and tests.

Appraisal of materials and equipment used for yacht construction and their inspection at works is not included in this Article [1]. Details of requirements for hull and machinery steel forgings and castings and for normal and higher strength hull structural steel are given in Pt D, Ch 2, Sec 3, Pt D, Ch 2, Sec 4 and Pt D, Ch 2, Sec 1, [2] respectively.

Acceptance of these items is verified through the survey process carried out at the Manufacturer's works and the issuing of the appropriate certificates.

1.2 Definitions

1.2.1 Hull structure (1/1/2016)

The hull structure (see Note 1) is defined as follows:

- a) hull envelope including all internal and external structures,
- b) superstructures, deckhouses and casings,
- c) welded foundations, e.g. main engine seatings,
- d) hatch coamings, bulwarks,
- e) all penetrations fitted and welded into bulkheads, decks and shell,
- f) the fittings of all connections to decks, bulkheads and shell, such as air pipes and yacht side valves - all items

of ILLC 1966, as amended, as recalled by the Statutory Requirements, if any,

- g) welded attachments to shell, decks and primary members, e.g. crane pedestals, bits and bollards, but only as regards their interaction on the hull structure.

Note 1: A glossary of hull terms and hull survey terms can be found in IACS Recommendation 82.

1.2.2 Hull structure (1/1/2016)

Reference to documents also includes electronic transmission or storage.

1.2.3 Survey methods (1/1/2016)

The survey methods which the Surveyor is directly involved in are as follows:

- a) Patrol is defined as the act of checking on an independent and unscheduled basis that the applicable processes, activities and associated documentation of the shipbuilding functions identified in Tab 1 (See [1.3]) continue to conform to classification and statutory requirements.
- b) Review is defined as the act of examining documents in order to determine traceability and identification, and to confirm that processes continue to conform to classification and statutory requirements.
- c) Witness is defined as the attendance at scheduled inspections in accordance with the agreed Inspection and Test Plans or equivalent to the extent necessary to check compliance with the survey requirements.

1.3 Application

1.3.1 Classification items (1/1/2016)

This Article [1] covers the classification surveys of all new construction of yachts intended for international voyages.

For yachts other than steel this procedure is to be applied as far as practicable and applicable. Tab 1 is reported in Pt A, Ch 3, Sec 1 of ^{Tasneef} Rules for the Classification of Ships and it has to be applied taking into consideration the hull material and the applicable Statutory requirements.

1.3.2 Statutory items (1/1/2016)

This Article [1] covers all delegated statutory items relevant to the hull structure and coating.

1.3.3 Equipment, fittings and appendages (1/1/2016)

This Article [1] does not cover the manufacture of equipment, fittings and appendages regardless of whether they

are made inside or outside the shipyard, examples being as follows:

- a) hatch covers,
- b) doors and ramps integral with the shell and bulkheads,
- c) rudders and rudder stock,
- d) all forgings and castings integral to the hull.

Evidence of acceptance is to be provided by accompanying documentation from the Surveyor at the Manufacturer's and verified at the shipyard.

1.3.4 Installation, welding and testing (1/1/2016)

This Article [1] applies to the installation in the yacht, welding and testing of:

- a) the items listed in [1.3.3] above
- b) equipment forming part of the watertight and weather-tight integrity of the yacht.

1.3.5 Location of construction (1/1/2016)

This Article [1] applies to the hull structures and coating constructed:

- a) at the shipbuilder's facilities,
- b) by subcontractors at the shipbuilder's facilities,
- c) by subcontractors at their own facilities or at other remote locations.

1.4 Personnel

1.4.1 Qualification and monitoring of exclusive Surveyors (1/1/2016)

Tasneef Surveyors are to confirm through patrol, review and witness, as defined in [1.2.3], that yachts are built using approved plans in accordance with the relevant Rules and statutory requirements. The Surveyors are to be qualified to be able to carry out their tasks, and procedures are to be in place to ensure that their activities are monitored.

1.5 Survey of the hull structure

1.5.1 Surveyable items (1/1/2016)

Tab 1 provides a list of surveyable items for the hull structure and coating covered by this Article [1], including:

- a) description of the shipbuilding functions;
- b) classification and statutory survey requirements;
- c) relevant Society Rule and statutory requirement references;
- d) documentation to be available for the Surveyor during construction. The shipbuilder is to provide the Surveyors with access to documentation required by Tasneef this includes documentation retained by the shipbuilder or other third parties. The list of documents approved or

reviewed by Tasneef for the specific new construction is as follows:

- 1) plans and supporting documents,
 - 2) examination and testing plans,
 - 3) NDE plans, if applicable
 - 4) welding consumable details, if applicable
 - 5) welding procedure specifications, if applicable
 - 6) welding plan or details, if applicable
 - 7) welders' qualification records, if applicable
 - 8) NDE operators' qualification records; if applicable
- e) documents to be inserted into the yacht construction file. Refer to [1.10] for details;
 - f) a list of specific activities which are relevant to the ship-building functions. This list is not exhaustive and can be modified to reflect the construction facilities or specific yacht type.

1.5.2 Materials and equipment supplied (1/1/2016)

During the construction process as required, evidence is also to be made available by the shipbuilder to the Surveyor to prove that the materials and equipment supplied to the yacht have been built or manufactured under survey relevant to the classification Rules and statutory requirements.

1.6 Review of the shipyard

1.6.1 Review of the construction facilities (1/1/2016)

Tasneef is to familiarize itself with the yard's production facilities, management processes and safety for consideration in terms of compliance with the requirements of Tab 1 (see Note 1) prior to any steelwork or construction taking place in the following circumstances:

- a) where Tasneef has no, or no recent, experience of the construction facilities - typically after a one year lapse - or when significant new infrastructure has been added,
- b) where there has been significant management or personnel restructuring having an impact on the yacht construction process, or
- c) where the shipbuilder contracts to construct a yacht of a different type or substantially different in design.

Note 1: Reference is made to [1.11] - Shipyard review record, as an example.

1.7 New building survey planning

1.7.1 Kick-off meeting (1/1/2017)

Prior to commencement of surveys for any newbuilding project, the Society is to discuss with the shipbuilder at a kick-off meeting the items listed in Tab 1 of Pt.A Ch.3 Sec.1 of Rules for the Classification of Ships as far as applicable. The purpose of the meeting is to review and agree how the list of specific activities shown in Tab 1 of Pt.A Ch.3 Sec.1 of Rules for the Classification of Ships as far as applicable is to be addressed. The meeting is to take into account the shipbuilder's construction facilities and yacht type, including the list of proposed subcontractors. A record of the meeting is to be made, based on the contents of Tab 1 of Pt.A Ch.3 Sec.1 of Rules for the Classification of Ships as far

as applicable. Tab 1 of Pt.A Ch.3 Sec.1 of Rules for the Classification of Ships as far as applicable itself can be used as the record with comments made in the appropriate column. If the Society has appointed a Surveyor for a specific new-building project then this Surveyor is to attend the kick-off meeting. The builder asked to should agree to undertake ad hoc investigations during construction where areas of concern arise and to keep the Society advised of the progress of any such investigation. Whenever an investigation is undertaken, the builder is to be requested, in principle, to agree to suspend relevant construction activities if warranted by the severity of the problem.

1.7.2 Delegated statutory requirements (1/1/2016)

The records are to take note of specific published Administration requirements and interpretations of delegated statutory requirements.

1.7.3 Construction progress records (1/1/2016)

The shipyard shall be requested to advise of any changes to the activities agreed at the kick-off meeting and these are to be documented. For instance, if the shipbuilder chooses to use or change subcontractors, or to incorporate any modifications necessitated by changes in production or inspection methods, rules and regulations, structural modifications, or in the event where increased inspection requirements are deemed necessary as a result of a substantial non-conformance or otherwise.

1.7.4 Fabrication quality standard (1/1/2016)

Shipbuilding quality standards for the hull structure during new construction are to be reviewed and agreed during the kick-off meeting. Structural fabrication is to be carried out in accordance with IACS Recommendation 47, "Shipbuilding and Repair Quality Standard", or a recognized fabrication standard which has been accepted by ^{Tasneef} prior to the commencement of fabrication/construction. The work is to be carried out in accordance with the Rules and under survey of ^{Tasneef}

1.7.5 Special cases of kick-off meeting (1/1/2017)

In the event of series yacht production, production (see Note 1), the requirement for a kick off meeting in [1.7.1] may be waived for the second and subsequent yachts provided that no changes to the specific activities agreed in the kick off meeting for the first yacht are introduced. If any changes are introduced, these are to be agreed in a new dedicated meeting and documented in a record of such meeting.

Note 1: Series Yacht Production: vessels in the series subsequent to the first one (prototype), i.e. sister yachts built in the same shipyard.

1.7.6 Other attendees at the kick-off meeting (1/1/2016)

In the event of series yacht production, consideration may be given to waiving the requirement for a kick-off meeting for the second and subsequent yachts provided any changes are documented as required in [1.7.1].

1.8 Examination and test plan for new building activities

1.8.1 Plans to be provided (1/1/2016)

The shipbuilder is to provide plans of the items which are intended to be examined and tested. These plans need not be submitted for approval and examination at the time of the kick-off meeting. They are to include:

- a) proposals for the examination of completed steelwork - generally referred to as the block plan and including details of joining blocks together at the pre-erection and erection stages or at other relevant stages;
- b) proposals for fit-up examinations where necessary;
- c) proposals for testing of the structure (leak and hydrostatic) as well as for all watertight and weathertight closing appliances;
- d) proposals for non-destructive examination;
- e) any other proposals specific to the yacht type or to the statutory requirements.

1.8.2 Submittal of plans to the Surveyors (1/1/2016)

The plans and any modifications to them are to be submitted to the Surveyors in sufficient time to allow review before the relevant survey activity commences.

1.9 Proof of the consistency of surveys

1.9.1 Evidence for survey planning and activities (1/1/2016)

Inspection and test records, checklists etc are to be kept in order to provide evidence that ^{Tasneef} Surveyors have complied with the requirements of the new building survey planning and duly participated in the relevant activities shown in the shipbuilder's examination and test plans.

1.9.2 Recording of patrolling activities (1/1/2017)

In addition, the classification society is to maintain records of deficiencies found during the patrolling activities required in Table 1 and described in paragraph [2.3.1].

Records shall include the date when deficiency was found, description of the deficiency and the date the deficiency was cleared.

1.10 Yacht Construction File

1.10.1 Document provider (1/7/2021)

The shipbuilder is to deliver documents for the Yacht Construction File. In the event that items have been provided by another Party such as the Shipowner, and where separate arrangements have been made for document delivery excluding the shipbuilder, that Party has the responsibility. The Yacht Construction File is to be reviewed for content in accordance with the requirements of [1.10.2].

Note 1: When the info required in [1.10.2] are at the disposal of the Interested parties in a different form than the Yacht Construction File it may be accepted by ^{Tasneef}

1.10.2 Contents of the Yacht Construction File (1/7/2022)

It is recognized that the purpose of documents held in the Yacht Construction File on board the yacht is to facilitate

surveys and repairs and maintenance, and, therefore, in addition to those listed in Tab 1 of Pt A, Ch 3, Sec 1 of Rules for the Classification of Ships as far as it's practicable and applicable, such documents are to include, but not be limited to, the following:

- a) as-built structural drawings including scantling details, material details and, as applicable, wastage allowances, location of butts and seams, cross-section details and locations of all partial and full penetration welds, areas identified for close attention and rudders;
- b) manuals required for classification and statutory requirements, e.g. loading and stability, bow doors, inner doors, side shell doors and stern doors - operations and maintenance manuals
- c) yacht structure access manual, as applicable;
- d) copies of certificates of forgings and castings welded into the hull (Pt D, Ch 2, Sec 3 and Pt D, Ch 2, Sec 4);
- e) details of equipment forming part of the watertight and weathertight integrity of the yacht;
- f) for yachts of more than 500 GT a Cable Transit Seal Systems Register (Register), to be prepared by the ship-builder for watertight cable transits.

The Register can be in either a hard copy or digitized media. It is to include a marking / identification system, documentation referencing manufacturer manual(s) for each type of cable transit installed, the Type Approval certification for each type of transit system, applicable installation drawings, and a recording of each installed transit documenting the as built condition after final inspection in the shipyard. This is to include sections to record any inspection, modification, repair and maintenance. The Register is to be readily available for the attending surveyor.

- g) tank testing plan including details of the test requirements;
- h) corrosion protection specifications;
- i) details for the in-water survey, if applicable, information for divers, clearance measurement instructions etc, tank and compartment boundaries;
- j) docking plan and details of all penetrations normally examined at dry-docking;
- k) Coating Technical File, for yachts subject to compliance with the IMO Performance Standard for Protective Coatings (PSPC), as a class requirement under the IACS Common Structural Rules.

1.11 Shipyard review record

1.11.1 Contents of the shipyard review record (1/1/2016)

The shipyard review record is to contain the following information, for which ^{Tasneef} form "Shipyard review record" is to be filled in as appropriate:

- a) name and location of shipyard
- b) details of any management systems
- c) construction facilities
- d) shipyard control of qualified welders
- e) features of construction procedure
- f) quality control system
- g) measures for safety and health
- h) control system of non-destructive examination (NDE)
- i) quality control on production line.

2 Machinery and systems

2.1 General

2.1.1 Scope (1/1/2016)

The scope of this Article [2] includes the following main activities:

- a) Examination of the parts of the yacht covered by classification Rules and by applicable delegated statutory regulations for machinery construction, to obtain appropriate evidence that they have been built in compliance with the Rules and regulations, taking account of the relevant approved drawings
- b) Appraisal of the manufacturing, construction, control and qualification procedures, including welding consumables, weld procedures, weld connections and assemblies, with indication of relevant approval tests (e.g for piping systems)
- c) Witnessing inspections and tests as required in the classification Rules for machinery and systems including materials, welding and assembly, the inspection and testing methods (e.g. by hydrostatic, leak testing, non-destructive examination, verification of geometry) and by whom.

Appraisal of materials and equipment used for machinery and systems and their inspection at works is not included in this Article [2]. Details of requirements for machinery and systems and equipment are given in:

- Part C, Chapter 1 for machinery equipment and piping systems,
- Part C, Chapter 2 for electrical systems,
- Part C, Chapter 3 for automation systems,
- Part D for materials and welding,
- Part B for anchoring and mooring system,
- Part E requirements for the Additional Class Notations.

2.2 Definitions

2.2.1 Machinery (1/1/2016)

The Machinery components are generally defined as follows:

- a) Main and auxiliary engines, turbines and boilers
- b) Reduction gears, main thrust, intermediate shafts, tail-shafts and propellers
- c) Main and auxiliary systems for steering
- d) Pumps and other machinery items
- e) Systems in machinery spaces
- f) Electrical equipment and installations
- g) Fire protection, detection and extinction (limited to the items covered by Classification,
- h) Automation systems
- i) Machinery system for mooring and anchoring
- j) Machinery systems required by specific Additional Class Notations.

2.2.2 Documents (1/1/2016)

Reference to documents also includes electronic transmission or storage.

2.2.3 Survey methods (1/1/2016)

The survey methods involving the Surveyor directly are as follows:

- a) Patrol is defined as the act of checking on an independent and unscheduled basis that the applicable processes, activities and associated documentation of the shipbuilding functions continue to conform to classification and delegated statutory requirements.
- b) Review is defined as the act of examining documents in order to determine traceability and identification, and to confirm that processes continue to conform to classification and delegated statutory requirements.
- c) Witness is defined as the attendance at scheduled inspections and tests in accordance with the agreed Inspection and Test Plans or equivalent to the extent necessary to check compliance with the survey requirements.

2.3 Application

2.3.1 Classification items (1/1/2016)

This Article [2] covers the survey of all new construction of yachts intended for classification.

For yachts other than steel this procedure is to be applied as far as practicable and applicable.

2.3.2 Delegated statutory items (1/1/2016)

This Article [2] covers all delegated statutory items relevant to the machinery items.

2.3.3 Location of construction (1/1/2016)

This Article [2] applies to the machinery items, as defined in [2.2.1] whether constructed and/or installed:

- a) at the shipbuilder's facilities
- b) by subcontractors/suppliers at the shipbuilder's facilities
- c) by subcontractors/suppliers at their own facilities or at other remote locations
- d) by machinery item manufacturers at the shipbuilder's facilities
- e) by machinery item manufacturers at their own facilities or at other remote locations.

2.4 Personnel

2.4.1 Qualification and monitoring of exclusive Surveyors (1/1/2016)

Tasneef Surveyors are to confirm through patrol, review and witness, as defined in [2.2.3], that machinery items are built and installed using approved plans in accordance with the relevant Rules and delegated statutory requirements. The Surveyors are to be qualified to be able to carry out their tasks, and procedures are to be in place to ensure that their activities are monitored.

2.5 Survey of Machinery installations

2.5.1 Surveyable items (1/1/2016)

The items of machinery to undergo survey during their:

- a) construction/manufacturing
- b) installation on board the new yacht are those covered by the pertinent Parts of the Rules, as defined in [2.1.1], and delegated statutory requirements.

2.5.2 Materials and equipment supplied (1/1/2016)

During the construction and installation processes as required, evidence is also to be made available by the shipbuilder to the Surveyor to prove that the materials and equipment supplied to the yacht have been built or manufactured under survey relevant to the classification Rules and delegated statutory requirements.

2.6 New building survey planning

2.6.1 Kick-off meeting (1/1/2016)

Prior to commencement of surveys for any machinery installation, Tasneef is to discuss with the shipbuilder at a kick-off meeting referred to in [1.7.1] the items related to the building and/or installation activities of machinery as per item [2.2.1] as applicable. The purpose of the meeting is to agree on how the list of specific activities is to be addressed. The meeting is to take into account the shipbuilder's construction facilities and yacht type, including the list of proposed manufacturers, subcontractors and suppliers. A record of the meeting is to be made. If Tasneef has appointed a Surveyor for a specific new building project or for the task of machinery installation surveillance, then this Surveyor is to attend the kick-off meeting. The shipbuilder is to be asked to agree to undertake ad hoc investigations during construction where areas of concern arise and to keep Tasneef advised of the progress of any such investigation.

Whenever an investigation is undertaken, the builder is to be requested, in principle, to agree to suspend relevant construction activities if warranted by the severity of the problem.

2.6.2 Delegated statutory requirements (1/1/2016)

The records are to take note of specific published Administration requirements and interpretations of delegated statutory requirements.

2.6.3 Construction progress records (1/1/2016)

The shipyard shall be requested to advise of any changes to the activities agreed at the kick-off meeting and these are to be documented. For instance, if the shipbuilder chooses to use or change manufacturers of machinery items, subcontractors for machinery items, supplier of machinery items, or to incorporate any modifications necessitated by changes in production, in inspection methods, in rules and regulations, in structural modifications, or in the event where increased inspection requirements are deemed necessary as a result of a substantial non-conformance, or otherwise.

2.6.4 Fabrication quality standard (1/1/2016)

The quality standard of shipbuilding, manufacturers of machinery items, subcontractors for machinery items, supplier of machinery items, for the machinery installations during new constructions are to be reviewed and agreed during the kick-off meeting. Machinery items should be manufactured and installed according to applicable IACS Recommendations, or a recognized fabrication standard which has been accepted by ^{Tasneef} prior to the commencement of fabrication/construction. The work is to be carried out in accordance with the Rules and under survey of ^{Tasneef}

2.6.5 Other attendees at the kick-off meeting (1/1/2016)

The kick-off meeting may be attended by other parties, such as the Owner or Administrations, subject to agreement by the shipbuilder.

2.6.6 Special cases of kick-off meeting (1/1/2016)

In the event of series yacht production, consideration may be given to waiving the requirement for a kick-off meeting for the second and subsequent yachts provided any changes are documented as required in [2.6.1] and in [2.6.3].

2.7 Examination and test plan for newbuilding activities

2.7.1 Plans to be provided (1/1/2016)

The shipbuilder is to provide plans of the items which are intended to be examined and tested. These plans need not be submitted for approval and examination at the time of the kick-off meeting. They are to include:

- a) list of machinery components to be fitted on board including the machinery arrangement plans, comprehensive of:
 - 1) proposals for the examination of piping steelwork, including booklets of typical arrangements, completed with the list of the materials and fittings;
 - 2) proposals for the examination of electric systems fittings, including booklets of typical arrangements, completed with the list of the materials and devices;
 - 3) proposal for the examination of propulsion system(s) arrangement and associated fittings ;
 - 4) proposal for the examination of steering system(s) arrangement and associated fittings;
 - 5) proposal for the examination of the machinery systems arrangement, as referred in Pt C, Ch 1, Sec 9, and associated fittings
 - 6) proposal for the examination of automation system(s) arrangement and associated fittings (if any);
 - 7) proposal for the examination of anchoring and mooring arrangements and associated fittings,
 - 8) proposal for the examination of Additional class Notation machinery systems arrangement and associated fittings (if any);
- b) proposal for non destructive examination of piping steelwork, and in general for all systems requiring welding for their manufacture or installation;
- c) proposals for testing of machinery components after their manufacture or installation on board;
- d) any other proposals specific to the yacht type or to the delegated statutory requirements.

2.7.2 Submittal of plans to the Surveyors (1/1/2016)

The plans and any modifications to them are to be submitted to the Surveyors in sufficient time to allow review before the relevant survey activity commences.

2.8 Proof of the consistency of surveys

2.8.1 Evidence for survey planning and activities (1/1/2016)

Inspection and test records, checklists etc are to be kept in order to provide evidence that the Society's Surveyors have complied with the requirements of the newbuilding survey planning and duly participated in the relevant activities shown in the shipbuilder's examination and test plans.

2.9 Inspection and tests of machinery components

2.9.1 Inspection and tests at workshop (1/1/2016)

Inspection and testing of machinery components, at the workshop, shall be carried out according to the provisions of the applicable classification Rules and delegated statutory regulations.

2.9.2 Inspection and tests at dock and sea trials (1/1/2016)

Inspection and testing of machinery components during sea trials are to be carried out according to the provisions of the

applicable classification Rules and delegated statutory regulations.

The following Parts of the Rules are applicable:

- a) min propulsion systems, including but not limited to propeller shafting line: Pt C, Ch 1, Sec 12
- b) auxiliary systems for propulsion and other services systems: Pt C, Ch 1, Sec 12
- c) main and auxiliary systems for steering: Pt C, Ch 1, Sec 12
- d) main and auxiliary piping systems: Pt C, Ch 1, Sec 12 and Pt C, Ch 1, Sec 9
- e) main, emergency and auxiliary electrical system for primary, secondary and emergency systems: Pt C, Ch 2, Sec 6
- f) automation systems: Pt C, Ch 3, Sec 5 and Pt C, Ch 3, Sec 6
- g) machinery system for mooring and anchoring (if any): Pt B, Ch 1, Sec 3
- h) machinery systems required for specific Additional Class Notations: Part E.

3 Assignment of double or dual class for New Construction

3.1 Assignment of double class for New Construction

3.1.1 (1/2/2021)

Whenever it is requested by the Shipyard/Owner to survey a new building under double class provisions of [1] and [2] apply.

3.2 Assignment of dual class for New Construction

3.2.1 (1/2/2021)

Whenever it is requested by the Shipyard/Owner to survey a new building under dual class:

- a) review and approval of plans, as appropriate, for the newbuilding are to be performed in accordance with the trilateral agreement referred to in Ch 2, Sec 1, [2.5.1];
- b) in application of the requirement of [1] and [2], survey during fabrication, construction and testing of the vessel are to be performed in accordance with the trilateral agreement referred to in Ch 2, Sec 1, [2.5.1], and/or the bilateral agreement adopted by the two Societies, if any, clearly defining the scope of work of each Society.

SECTION 2

SURVEY FOR ASSIGNMENT OF CLASS OF A YACHT IN SERVICE

1 Surveys required by IACS Procedural Requirement PR1A

1.1 Transfer to ^{Tasneef} class of a yacht in service classed by another QSCS Classification Society

1.1.1 General (1/7/2020)

Surveys for assignment of class may be credited as periodical surveys for maintenance of class, provided that the losing Society is a QSCS Classification Society as defined in Ch 2, Sec 1, [1.1.1]. In this case, all conditions of class due for compliance at that periodical survey are to be complied with.

1.1.2 Surveys (1/1/2016)

Notwithstanding the records indicating that all surveys are up-to-date, a survey for assignment of class is held by the Society, the extent of which is based on the age of the yacht and the losing Society's class status as follows:

a) Hull:

- 1) for yachts less than 5 years of age the survey takes the form of an annual survey;
- 2) for yachts between 5 and 10 years of age the survey includes an Annual Survey and inspection of a representative number of ballast spaces;
- 3) for yachts of 10 years of age and above but less than 20 years of age, the survey includes an Annual Survey and inspection of a representative number of ballast spaces;
- 4) for all yachts which are 20 years of age and above, the survey has the scope of a class renewal survey (this is also applicable to yachts having their hull under continuous survey);
- 5) in the context of applying item 4) above, if dry-docking of the yacht is not due at the time of transfer, consideration can be given to carrying out an underwater examination in lieu of dry-docking.
- 6) in the context of applying items 1) to 5) above, as applicable:
 - if the class entry survey is to be credited as a periodical survey for maintenance of class, consideration may be given by ^{Tasneef} to the acceptance of thickness measurements taken by the losing society provided they were carried out within the applicable survey window of the periodical survey in question;
 - if the class entry survey is not to be credited as a periodical survey for maintenance of class, con-

sideration may be given by ^{Tasneef} to the acceptance of thickness measurements taken by the losing society provided they were carried out within 15 months prior to completion of the class entry survey when it is within the scope of a Class Renewal Survey, or within 18 months prior to completion of the class entry survey when it is within the scope of an Intermediate Survey.

In both cases, the thickness measurements are to be reviewed by ^{Tasneef} for compliance with the applicable survey requirements, and confirmatory gaugings are to be taken to the satisfaction of ^{Tasneef}

- 7) in the context of applying 3) to 5) above, as applicable, tank testing for yachts over 15 years of age is not required to be carried out unless the survey is credited as a periodical survey for maintenance of class. If the class entry survey is to be credited as a periodical survey for maintenance of class, consideration may be given by ^{Tasneef} to the acceptance of the tank testing carried out by the losing Society provided they were carried out within the applicable survey window of the periodical survey in question;
- 8) in the context of applying 1) to 5) above, as applicable, compliance with IACS Unified Requirements that demand fulfillment at the forthcoming due periodical surveys (such as S26 and S27) is not required unless the survey is credited as a periodical survey for maintenance of class.

b) Machinery (see Note 1):

A general examination of all essential machinery is held and includes the following:

- 1) examination under working conditions of fuel oil burning equipment of boilers, economizers and steam/steam generators. The adjustment of safety valves of this equipment is to be verified by checking the records on the yacht;
- 2) all pressure vessels;
- 3) insulation resistance, generator circuit-breakers, preference tripping relays and generator prime mover governors are to be tested and paralleling and load sharing to be proved (Note 1);
- 4) in all cases, navigating lights and indicators are to be examined and their working and alternative sources of power verified;
- 5) bilge pumps, emergency fire pumps and remote control for oil valves, fuel oil pumps, lubricating oil

pumps and forced draught fans are to be examined under working conditions;

- 6) recirculating and ice clearing arrangements, if any;
- 7) the main and all auxiliary machinery necessary for operation of the yacht at sea together with essential controls and steering gear is to be tested under working conditions. Alternative means of steering are to be tested. A short sea trial is to be held at the Surveyor's discretion if the yacht has been laid up for a long period;
- 8) initial start arrangements are to be verified.

Note 1: For the transfer of class or adding class at yacht's delivery, items listed in 3) and 8) may be verified by reviewing the yacht's records.

1.2 Transfer to the ^{Tasneef} class of a yacht surveyed during construction by another QSCS Classification Society at yacht's delivery

1.2.1 General (1/1/2016)

A survey for assignment of class at yacht's delivery is to be held by ^{Tasneef} the extent of which is that of an annual survey as a minimum.

2 Addition of the ^{Tasneef} class to a yacht in service classed by another QSCS Classification Society

2.1

2.1.1 General (1/1/2016)

Survey requirements for adding ^{Tasneef} class to a yacht in service are indicated in [1.2.2] and [1.2.3].

2.1.2 Surveys for double class yachts (1/1/2016)

The requirements of [1.1] apply.

2.1.3 Surveys for dual class yachts (1/1/2016)

Notwithstanding the records indicating that all surveys are up-to-date, a survey for assignment of class is held by ^{Tasneef} the extent of which is that of an annual survey as a minimum.

2.2 Addition of the ^{Tasneef} class to a yacht surveyed during construction by another QSCS Classification Society at yacht's delivery

2.2.1 General (1/1/2016)

A survey for adding ^{Tasneef} class at yacht's delivery is to be held by ^{Tasneef} the extent of which is that of an annual survey as minimum.

3 Surveys required by IACS Procedural Requirement PR1D

3.1 Yachts in service not classed with a QSCS Classification Society or not classed at all

3.1.1 General (1/1/2016)

In this case, the class of the yacht will be assigned upon a preliminary review of the documentation listed in [1.6.3] Ch 2, Sec 2, [3.6.2] and subsequent satisfactory completion of the surveys, the extent and scope of which are given below.

Where the vessel has, during any portion of the five years prior to the request for classification being received, been previously classed by:

- a) ^{Tasneef} or
- b) a Society subject to verification of compliance with QSCS at the time it classed the yacht, then survey requirements may be specially considered but are not to be less than those required by IACS Procedural Requirement PR1A as per [1.1.2].

3.1.2 Surveys (1/1/2016)

The minimum extent and scope of the admission to class entry survey are to be not less than those required at the class renewal survey is to be based on the age and type of the yacht as follows: of a yacht of the same age and type:

- a) class renewal survey of hull, including thickness measurements
- b) class renewal survey of machinery, inclusive of pressure vessel survey(s), as applicable
- c) bottom survey in dry condition
- d) tailshaft survey(s)
- e) main boiler survey(s) and auxiliary boiler survey(s), as applicable
- f) in addition to all other periodical surveys should be performed together with those inspections which are linked to specific service notations and/or additional class notations and/or special installations the yacht is provided with.

^{Tasneef} may request further examinations, tests and measurements, including but not limited to material testing, non-destructive testing, hydraulic and hydrostatic tests and sea trials.

4 Reassignment of class

4.1 Conditions for reassignment: surveys

4.1.1 (1/1/2016)

The survey for reassignment of class consists of an admission to class survey, the consistency of which is determined by ^{Tasneef} on a case by case basis. Account may be taken of any periodical surveys held in the former period of class with ^{Tasneef}

Where the vessel has, during any portion of the five years prior to the request for classification being received, been previously classed by:

- a) ^{Tasneef} or
- b) a Society subject to verification of compliance with QSCS at the time it classed the yacht, then survey requirements may be specially considered but are not to be less than those required by IACS Procedural Requirement PR1A as per [1.1.2].

5 Yachts of less than 100 gross tonnage

5.1 Surveys and documentation

5.1.1 (1/1/2016)

For yachts of less than 100 gross tonnage, special consideration will be given to the scope of surveys and documentation to be supplied.

SECTION 3

ANNUAL SURVEY

1 General

1.1

1.1.1 The requirements of this Section apply to annual surveys of all yachts. Additional requirements for yachts constructed in material different from steel are set out in Ch 3, Appendix 1, 2 and 3. The specific requirements for annual surveys related to additional class notations assigned to yachts are addressed in Chapter 4.

1.1.2 At the time of annual surveys, the yacht is to be generally examined. The survey is to include a visual inspection of the hull, equipment and machinery of the yacht and some tests thereof, so far as necessary and practicable in order to verify that the yacht is in a satisfactory and efficient general condition and is properly maintained.

1.1.3 (1/1/2019)

Owners are reminded that any modification to the yacht's hull, equipment and machinery affecting its classification is to be made known to ^{Tasneef}

2 Hull

2.1 Scope

2.1.1 The survey is to consist of an examination for the purpose of ensuring, as far as practicable, that the hull, hatch covers, hatch coamings, closing appliances, equipment and related piping are maintained in a satisfactory condition.

2.2 Hull and hull equipment

2.2.1 The survey is to include a general external examination and testing, where appropriate, verifying the efficient condition of the following items, as applicable:

- outer shell plating above the waterline, relevant shell doors and accessible parts of the rudder(s)
- plating of freeboard deck and exposed decks, superstructures, with their openings and means of closure
- openings on exposed decks, with their coamings and their means of closure and securing arrangements
- sidescuttles and deadlights, chutes and other openings with their means of closure
- bulwarks, guard rails, freeing ports, gangways and life-lines, ladders
- scuppers and sanitary discharges, valves on discharge lines and their controls
- ventilators, air pipes, overflow pipes and gas vent pipes, with their means of closure and flame screens, where required
- all automatic air pipe heads installed on exposed decks (see Note 2)
- freeboard marks on the yacht's sides
- deck equipment such as lifeboat davit foundations, bollards, fairleads, hawse pipes, etc., masts and associated rigging, including lightning conductors
- equipment of chain cables for anchors, windlass, mooring lines and mooring winches, where required
- watertight bulkheads, their watertight doors and associated local and remote controls, and their watertight penetrations
- main and auxiliary steering arrangements, including their associated equipment and control systems, and manoeuvring gear
- fire divisions and fire doors, dampers in ventilation ducts, means of closure of skylights and other openings
- confirmation that emergency escape routes from accommodation and service spaces are satisfactory
- engine room and other dry spaces
- where fitted, the helicopter deck and its supporting structure, safety net and arrangements for the prevention of sliding
- availability of approved stability documentation.

Note 1: Due attention is also to be given to fuel oil piping passing through ballast tanks, which is to be pressure tested where doubts arise.

Note 2: Air pipe heads installed on exposed decks are those extending above the freeboard deck or superstructure decks.

2.3 Shell and inner doors

2.3.1 For the scope of survey of shell and inner doors, the following definitions are applicable:

- Securing device: a device used to keep the door closed by preventing it from rotating about its hinges
- Supporting device: a device used to transmit external or internal loads from the door to a securing device and from the securing device to the ship's structure, or a device other than a securing device, such as a hinge, stopper or other fixed device, that transmits loads from the door to the ship's structure
- Locking device: a device that locks a securing device in the closed position.

2.3.2 It is to be checked that the operating procedures for closing the shell and inner doors are kept on board and posted at appropriate places.

2.3.3 The structural arrangements as well as welding are to be examined, including:

- plating, primary structure and secondary stiffeners
- hinging arms, hinges and bearings, thrust bearings
- hull and door side supports of securing, supporting and locking devices
- shell plating surrounding the openings and the securing, supporting and locking devices.

Hinge, bearing and thrust bearing clearances are to be measured when no dismantling is necessary for the measurement, or when the function tests detailed below are not satisfactory.

2.3.4 A close visual inspection of securing, supporting and locking devices, including their weld connections, is to be carried out and clearances are to be measured as required.

Non-destructive tests and/or thickness measurements may be required by the Surveyor after visual examination or in cases where cracks or deformations have been found.

2.3.5 A close visual inspection of sealing arrangements (packing material, rubber gaskets, packing retaining bars or channels) is to be carried out. For the tightness hose test, refer to [2.3.7].

2.3.6 The drainage arrangements including bilge wells, drain pipes and non-return valves are to be visually examined.

2.3.7 Function tests are to be carried out as follows, according to the required and/or existing equipment on board:

- a) doors are to be examined during a complete opening and closing operation; during this operation, the proper working of hinging arms and hinges, proper engagement of the thrust bearings and proper working of devices for locking the door in open position are to be checked
- b) securing, supporting and locking devices are to be examined during a complete opening and closing operation; the following items are to be checked:
 - opening/closing system and securing/locking devices are interlocked in such a way that they can only operate in proper sequence
 - mechanical lock of the securing devices
 - the securing devices remain locked in the event of loss of hydraulic fluid, if they are of hydraulic type
- c) indicators of open/closed position of doors and of securing/locking devices at remote control stations are to be checked; other safety devices such as isolation of the securing/locking hydraulic system from other hydraulic systems, access to operating panels, notice plates and warning indicator lights are to be checked
- d) a tightness hose test or equivalent, of sealing arrangements is to be carried out

e) a working test of the indicator system is to be carried out, including checking of :

- visual indicators and audible alarms on the navigation bridge and operating panel
- lamp test function, fail safe performance, power supply for indicator system
- proper condition of sensors and their protection from water, ice formation and mechanical damage

f) electrical equipment for opening, closing and securing the doors is to be examined.

2.3.8 Examination of the weld connection between air pipes and deck plating.

2.3.9 External examination of all air pipe heads installed on exposed decks.

2.3.10 Examination of flame screens on vents to all bunker tanks.

2.3.11 Examination of ventilators, including closing devices, if any.

2.4 Suspect areas

2.4.1 Suspect areas identified at previous surveys are to be examined. Thickness measurements are to be taken of the areas of substantial corrosion and the extent of thickness measurements is to be increased to determine the extension of areas of substantial corrosion. Sec 3, Tab 2 may be used as guidance for these additional thickness measurements.

These extended thickness measurements are to be carried out before the annual survey is credited as completed.

2.5 Ballast tanks

2.5.1 Examination of ballast tanks is to be carried out when required as a consequence of the results of the class renewal survey and intermediate survey. When considered necessary by the Surveyor, or where extensive corrosion exists, thickness measurement is to be carried out. If the results of these thickness measurements indicate that substantial corrosion is found, then the extent of thickness measurements is to be increased to determine the extension of areas of substantial corrosion. Sec 3, Tab 2 may be used as guidance for these additional measurements. These extended thickness measurements are to be carried out before the annual survey is credited as completed.

2.6 Watertight Cable Transits for yachts of more than 500GT

2.6.1 (1/7/2022)

The Register (see Sec 1, [1.10.2] f) is to be reviewed to confirm it is being maintained and as far as practicable the transits are to be examined to confirm their satisfactory condition.

2.6.2 (1/7/2022)

Where there are records entered since the last annual survey of any disruption to the cable transits or installation of new cable transits, the satisfactory condition of those transits, in accordance with the manufacturer's

requirements and in accordance with the requirements of type approval, is to be confirmed by review of records and, if deemed necessary, by examination.

It is to be confirmed that, where specified, appropriate specialized tools have been used.

The results are to be recorded in the Register against the specific cable transit.

3 Machinery and systems

3.1 General machinery installations

3.1.1 The survey of general machinery installations is to cover the following items:

- general examination of machinery and boiler spaces with particular attention to the fire and explosion hazards; confirmation that emergency escape routes are practicable and not blocked
- general examination of the machinery, steam, hydraulic, pneumatic and other systems and their associated fittings, for confirmation of their proper maintenance
- testing of the means of communication and order transmission between the navigating bridge and the machinery control positions and other control stations
- confirmation that the rudder angle indicator on the bridge is in working order
- examination, as far as practicable, of the bilge pumping systems and bilge wells, including operation of the pumps, remote reach rods and level alarms, where fitted
- visual examination of the condition of any expansion joints in sea water systems
- external examination of pressure vessels other than boilers and their appurtenances, including safety devices, foundations, controls, relieving gear, high pressure piping, insulation and gauges.

3.1.2 When the yacht is equipped with thruster installations, the annual survey is to include:

- an external examination of the machinery installation
- an operating test of the complete installation.

3.2 Boilers

3.2.1 For main and auxiliary boilers, the annual survey consists of an external examination of boilers and their appurtenances, including safety devices, foundations, controls, relieving, high pressure and steam escape piping, insulation and gauges.

3.2.2 For thermal oil heaters, a functional test while in operation is to be carried out, during which the following items are checked:

- the heater for detection of leakages
- the condition of the insulation
- the operation of indication, control and safety devices
- the condition of remote controls for shut-off and discharge valves.

A satisfactory analysis of the quality of oil is to be made available to the Surveyor.

3.2.3 For exhaust gas thermal oil heaters, in addition to the requirements of [3.2.2], a visual examination and a tightness testing to the working pressure of the heater tubes are to be carried out.

3.3 Electrical machinery and equipment

3.3.1 The survey of electrical machinery and equipment is to cover the following items:

- general examination, visually and in operation, as feasible, of the electrical installations for power and lighting, in particular main and emergency generators, electric motors, batteries, switchboards, switchgears, cables and circuit protective devices, indicators of electrical insulation and automatic starting, where provided, of emergency sources of power
- checking, as far as practicable, the operation of emergency sources of power and, where they are automatic, also including the automatic mode.

3.3.2 The survey is also to cover the bridge control of propulsion machinery, and related arrangements (alarms and safety devices), when fitted.

The survey of an automated installation covered by an additional class notation is detailed in Chapter 5.

3.4 Fire protection, detection and extinction

3.4.1 The survey of fire prevention and other general arrangements is to cover the following items:

- checking that fire control plans are properly posted
- examination and testing, as feasible, of the operation of manual and/or automatic fire doors, where fitted
- checking, as far as practicable, that the remote controls for stopping fans and machinery and shutting off fuel supplies in machinery spaces and, where fitted, the remote controls for stopping fans in accommodation spaces and the means of cutting off power to the galley are in working order
- examination of the closing arrangements of ventilators, funnel annular spaces, skylights, doorways and tunnel, where applicable
- examination, as far as practicable, and testing, as feasible and at random, of the fire and/or smoke detection systems.

3.4.2

The survey requirements for all types of fire-fighting systems that are usually found on board yachts related to machinery spaces and/or accommodation spaces, irrespective of the service notation assigned, are the following:

- a) water fire system
 - examination of the fire main system and confirmation that each fire pump including the emergency fire pump can be operated separately so that the two required powerful jets of water can be produced simultaneously from different hydrants, at any part of the yacht whilst the required pressure is maintained in the fire main
 - checking that fire hoses, nozzles, applicators, spanners and international shore connection (where fit-

- ted) are in satisfactory working condition and situated at their respective locations
- b) fixed gas fire- extinguishing system
- external examination of receivers of CO₂ (or other gas) fixed fire-extinguishing systems and their accessories, including the removal of insulation for insulated low pressure CO₂ containers
 - examination of fixed fire-fighting system controls, piping, instructions and marking; checking that the maintenance and servicing, including the filling ratio of gas bottles, have been carried out not more than two years beforehand and that the dates of the last tests of the system are in order;
 - test of the alarm triggered before the CO₂ is released
- c) sprinkler system
- examination of the system, including piping, valves, sprinklers and header tank
 - test of the automatic starting of the pump activated by a pressure drop
 - check of the alarm system while the above test is carried out
- d) water-spraying system
- examination of the system, including piping, nozzles, distribution valves and header tank
 - test of the starting of the pump activated by a pressure drop (applicable only for machinery spaces)
- e) fixed foam systems (low of high expansion)
- examination of the foam system
 - test to confirm that the minimum number of jets of water at the required pressure in the fire main is obtained when the system is in operation
 - checking the supplies of foam concentrate and receiving confirmation that it is periodically tested (not later than three years after manufacture and annually thereafter) by the manufacturer or an agent
- f) dry powder system
- examination of the dry powder system, including the powder release control devices
 - checking the supplies of powder contained in the receivers and that it has maintained its original smoothness
 - checking that the pressure of propelling inert gas contained in the relevant bottles is satisfactory.

- g) Other fixed fire extinguishing systems, other than those listed above, are to be inspected, as far as applicable, with the same criteria as applied in item b).

Maintenance and servicing are to be carried out according to the requirements given by the relevant manufacturer and this maintenance and servicing scheme is to be indicated in a relevant maintenance manual issued by the manufacturer.

3.4.3 As far as other fire-fighting equipment is concerned, it is to be checked that:

- semi-portable and portable fire extinguishers and foam applicators are in their stowed position, with evidence of proper maintenance and servicing, and detection of any discharged containers
- firemen's outfits are complete and in satisfactory condition.

3.4.4 Where a helideck is fitted, the following is to be checked, as far as appropriate:

- drainage arrangements around the landing area
- fire fighting appliances and arrangements (to be surveyed as per [3.4.2], according to the equipment installed
- overall examination of refuelling systems and hangar facilities for cleanliness and absence of leaks, condition of gutters and drainage arrangement.

3.4.5 In any case the periodical servicing of vessels containing the extinguishing agents of the portable fire extinguishers is to be checked according to Tab 1 below.

3.5 Sailing yachts

3.5.1 In addition to the above, in sailing yachts the mast(s), mast steps, spars, standing and running rigging, rigging screws, chainplates, and associated structure for masts and spars are to be examined so far as is practicable. Visual examination of the zone of attachment of the bilge keel and relevant connecting bolts is to be carried out.

The record of the monitoring of the rigging in accordance with a planned maintenance schedule is to be made available at the request of the Surveyor.

Table 1 : Periodical servicing of vessels containing the extinguishing agents of the portable fire extinguishers on board yachts

Type of extinguisher	Charge check	Hydrostatic test	Test pressure
Water and foam	replacement of charge each year	at each class renewal survey	1,5 times the working pressure (working pressure)
Powder with shell not kept under pressure	check each year replacement of charge at 5-year intervals	(5-year intervals)	(2 MPa if the working pressure is unknown)
CO ₂	at 2-year intervals	extinguishers sent ashore for refilling when found empty or low charged (less than 90% for CO ₂ and with low pressure for powder extinguishers)	25 MPa
Halon Powder with shell kept under pressure			1,5 times the working pressure (2 MPa if the working pressure is unknown)
Small compressed air or gas bottles used in fire extinguishers not permanently kept under pressure	internal inspection at class renewal surveys	at class renewal surveys where internal inspection is not possible	2 times the working pressure 25 MPa if of a CO ₂ type with safety devices 35 N/mm ² if of a CO ₂ type without safety devices

SECTION 4

HULL INTERMEDIATE SURVEY

1 General

1.1

1.1.1 The requirements of this Section apply to intermediate hull surveys of all yachts. Additional requirements for yachts constructed in material different from steel are set out in Ch 3, Appendix 1, 2 and 3. The specific requirements for intermediate surveys related to additional class notations assigned to yachts are addressed in Chapter 4.

1.1.2 At the time of intermediate surveys, a sufficiently extensive part of the structure is to be inspected to show that the structures of the yacht are in satisfactory condition such that the yacht is expected to operate until the end of the current period of class, provided that it is properly maintained and other surveys for maintenance of class are duly carried out during this period (for condition of survey, see also Ch 2, Sec 2, 2.4.5).

1.1.3 Owners are reminded that, in compliance with the requirements in Ch 2, Sec 2, [6.3], any modification to the yacht's hull, equipment and machinery affecting its classification is to be made known to ^{Tasneef}

1.1.4 The Owner is to provide the necessary facilities to enable the class intermediate survey. The conditions for survey as detailed in Ch 2, Sec 2 [2.4] to Ch 2, Sec 2 [2.6] are to be met.

2 Hull

2.1 Hull and hull equipment

2.1.1 Suspect areas identified at previous class renewal surveys are to be examined. Areas of substantial corrosion identified at previous class renewal or intermediate surveys are to be subjected to thickness measurements.

2.1.2 The requirements given in Tab 1 for the survey and testing of salt water, integral sanitary and bilges tanks are to be complied with.

2.1.3 Ballast tanks are to be internally examined when required as a consequence of the results of the class renewal survey, see Sec 3, [2.4.2].

Thickness measurements are to be carried out as considered necessary by the Surveyor.

3 Machinery and systems

3.1 Sailing yachts

3.1.1 In addition to the above, in sailing yachts, the mast(s), mast steps, spars, standing and running rigging, rigging screws, chainplates, and associated structure for masts and spars are to be examined so far as is practicable. Visual examination of the zone of attachment of the bilge keel and relevant connecting bolts is to be carried out.

The record of the monitoring of the rigging in accordance with a planned maintenance schedule is to be made available at the request of the Surveyor.

Table 1 : Intermediate survey of hull

ITEM	Age of the yacht (in years at the time of intermediate survey)	
	5 < age ≤ 10	Age > 10
Salt water ballast spaces Integral sanitary tanks Bilges	Representative spaces internally examined Thickness measurements, if considered necessary by the surveyor See (1) (2) (3)	All spaces internally examined Thickness measurements, if considered necessary by the Surveyor Tightness of inner bottom of accommodation spaces in way of double bottom salt water ballast tanks checked (if deemed necessary by the Surveyor) See (1) (3)
<p>(1) If no visible structural defects are present, the examination may be limited to verifying that the protective coating remains efficient.</p> <p>(2) Where the protective coating is found to be in poor condition, as defined in Ch 2, Sec 2, [2.1.14], where a soft coating has been applied or where a protective coating has never been applied, i.e. neither at the time of construction nor thereafter, the examination is to be extended to other spaces of the same type (ballast, sanitary and bilge).</p> <p>(3) For spaces (ballast, sanitary or bilges) other than double bottom tanks, where a protective coating is found to be in poor condition, as defined in Ch 2, Sec 2, [2.1.14], and is not renewed, where soft coating has been applied or where a protective coating has never been applied, i.e. neither at the time of construction nor thereafter, maintenance of class is to be subject to the spaces in question being internally examined and gauged as necessary annually. ^{Tasneef} may consider waiving such internal examination at annual surveys of tanks protected with soft coating, whose size is 12 m³ or less. For non-steel yachts, special consideration will be given by ^{Tasneef} to these tanks. For double bottom tanks, where such breakdown of coating is found and is not renewed, where soft coating has been applied or where a protective coating has never been applied, i.e. neither at the time of construction nor thereafter, maintenance of class may be subject to the tanks in question being internally examined at annual intervals.</p> <p>Note 1: Due attention is also to be given to fuel oil piping passing through ballast tanks, which is to be pressure tested should doubts arise.</p>		

SECTION 5

CLASS RENEWAL SURVEY

1 General

1.1

1.1.1 The requirements of this Section apply to class renewal surveys of all yachts. Additional requirements for yachts constructed in material different from steel are set out in Ch 3, Appendix 1, 2 and 3. The specific requirements for class renewal surveys related to additional class notations assigned to yachts are addressed in Chapter 4.

1.1.2 The class renewal survey is to include sufficiently extensive examination and checks to show that the structures, main and auxiliary machinery, systems, equipment and various arrangements of the yacht are in satisfactory condition or restored to such condition as to allow the yacht to operate for the new period of class to be assigned, provided that the yacht is properly maintained and other surveys for maintenance of class are duly carried out during this period.

The examinations of the hull are to be supplemented by thickness measurements and testing as deemed necessary, to ensure that the structural integrity remains effective and sufficient to discover substantial corrosion, significant deformation, fractures, damage or other structural deterioration.

1.1.3 The Owner is to provide the necessary facilities to enable this class renewal survey. The conditions for survey as detailed in Ch 2, Sec 2, [2.4] to Ch 2, Sec 2, [2.6] are to be met.

2 Hull and hull equipment

2.1 Bottom survey

2.1.1 The class renewal survey is to include a bottom survey as laid down in Sec 3.

2.2 Decks and equipment

2.2.1 Decks are to be examined, particular attention being given to the areas where stress concentration or increased corrosion is likely to develop, such as discontinuities of structure. Deck erections such as deckhouses and superstructures are to be examined.

The sheathing of wood-sheathed steel decks may be removed, at the Surveyor's discretion, in the case of doubt as to the condition of plating underneath. At class renewal surveys of yachts more than 15 years of age, portions of wood sheathing or other coverings on steel deck are to be removed, as considered necessary by the Surveyor, in order

to ascertain the condition of the plating underneath; the same provision also applies to non-steel yachts.

Due attention is to be given to the examination in way of end and side openings and related shell and inner doors.

2.2.2 The survey of hull equipment is to cover the following points:

- windlass and chain stoppers, with disassembly as deemed necessary to verify the condition of the equipment and control and safety devices, hawse pipes;
- steering arrangements, including steering gear, control and indication devices, operational tests and disassembly as deemed necessary; in the case of chain and rod gears, chains, rods, sheaves, pins and rollers are to be examined for wear;
- connection of masts and standing rigging to the hull structure as well as condition of structure underneath.

2.2.3 Piping systems outside tanks and compartments are to be visually examined and pressure tested as necessary, as per the requirements laid down for the class renewal survey of machinery and systems; see [3.5].

2.2.4 Automatic air pipe heads are to be completely examined (both internally and externally) as indicated in Tab 4. For designs where the inner parts cannot be properly inspected from outside, this is to include removal of the head from the air pipe. Particular attention is to be paid to the condition of the zinc coating in heads constructed from galvanised steel.

2.2.5 The anchors and chain cables are to be ranged and examined, and the required complement and condition verified. The chain locker, holdfasts, hawse pipes and chain stoppers are to be examined. At class renewal surveys of yachts more than 5 years of age, chain cables are to be gauged and renewed in cases where their mean diameter is worn below the limits allowed (12%).

2.2.6 In yachts constructed of composite materials, particular attention is to be paid to the joints between deck and hull and between deck and superstructure. The structure in way of the bolted attachment of fittings including davits, hinges for shell doors, guardrails, stanchions, windlass, shaft brackets, mooring bits, etc is to be examined.

2.3 Dry compartments

2.3.1 'Tweendecks, cofferdams, pipe tunnels and duct keels, void spaces and other dry compartments which are integral to the hull structure are to be internally examined, ascertaining the condition of the structure, bilges and drain wells, sounding, venting, pumping and drainage arrangements. For this purpose, the removal of interiors (linings, ceiling/cabin sole), insulations and coverings in general is

to have an extension as deemed necessary by the Surveyor (also taking into consideration the age of the yacht).

2.3.2 Machinery and boiler spaces, pump rooms and other spaces containing machinery are to be internally examined, ascertaining the condition of the structure. Particular attention is to be given to tank tops, shell plating in way of tank tops, brackets connecting side shell frames and tank tops, and bulkheads in way of tank tops and bilge wells. Particular attention is also to be given to sea suction, sea water cooling pipes and overboard discharge valves and their connections to the shell plating. Where wastage is evident or suspected, thickness measurements are to be carried out, and renewals or repairs effected when wastage exceeds allowable limits.

Piping systems inside these spaces are to be dealt with according to [3.5].

2.3.3 Chain lockers are to be internally cleared, cleaned and examined, while the anchor chains are ranged as required in [2.2.5]. The pumping arrangement of the chain lockers is to be tested.

2.4 Tanks

2.4.1 The type and number of tanks to be internally examined at each class renewal survey are detailed in Tab 1, according to the age of the yacht.

This internal examination is to ascertain the condition of the structure, bilges and drain wells, sounding, venting, pumping and drainage arrangements, including piping systems and their fittings. Due attention is to be given to plating or double plates below the lower end of sounding and suction pipes.

Where wastage is evident or suspected, thickness measurements are to be carried out, and renewals or repairs effected when wastage exceeds allowable limits.

Where the inner surface of the tanks is covered with cement or other compositions, the removal of coverings may be waived provided they are examined, found sound and adhering satisfactorily to the steel structures.

Note 1: For examination of independent (non-structural) tanks, refer to [3.5.9].

Note 2: Due attention is also to be given to fuel oil piping passing through ballast tanks, which is to be pressure tested when the yacht is more than 10 years old.

2.4.2 For salt water ballast spaces other than double bottom tanks, integral sanitary tanks and bilges where a protective coating is found to be in poor condition, as defined in Ch 2, Sec 2, [2.2.14] and is not renewed, where soft coating has been applied or where a protective coating has never been applied, i.e. neither at the time of construction nor thereafter, maintenance of class is to be subject to the spaces in question being internally examined at annual surveys. ^{Tasneef} may consider waiving such internal examination at annual surveys of tanks protected with soft coating, whose size is 12 m³ or less.

For salt water ballast double bottom tanks, where such breakdown of coating is found and is not renewed, where soft coating has been applied or where a protective coating has never been applied, i.e. neither at the time of construction nor thereafter, maintenance of class may be subject to the tanks in question being internally examined at annual surveys.

2.4.3 Boundaries of double bottom, ballast, peak and other tanks are to be tested by a head sufficient to give the maximum pressure that can be experienced in service. Tanks may be tested with the yacht afloat provided that their internal examination is also carried out with the vessel afloat.

Table 1 : Requirements for internal examination of structural tanks at class renewal survey

Type and use of structural tanks	Age of yacht (in years at time of class renewal survey)			
	age ≤ 5	5 < age ≤ 10	10 < age ≤ 15	age > 15
Peaks (all uses)	all	all	all	all
Salt water ballast tanks (all types)	all	all	all	all
Integral sanitary tanks	all	all	all	all
Fresh water tanks	none	one	all	all
Fuel oil - diesel oil tanks (engine room)	none	none	one	one
Fuel oil - diesel oil tanks (outside E.R.)	none	one	two (2)	half (1) (2)
Lubricating oil tanks	none	none	none	one
<p>(1) Half of the tanks considered are to be internally examined every 5 years (tanks not internally examined may be examined externally from accessible boundaries); at the next class renewal survey the tanks not inspected at the previous survey are to be internally examined, and so on alternatively, so that each tank is internally examined every second class renewal survey.</p> <p>(2) One deep tank is to be included, if fitted.</p> <p>Note 1: Independent non-structural tanks are to be surveyed according to [3.5.9].</p> <p>Note 2: The extent of the survey of tanks dedicated to liquids other than those indicated in this table will be considered by ^{Tasneef} on a case-by-case basis according to the nature of the liquids.</p> <p>Note 3: If a selection of tanks is accepted for examination, then different tanks are to be examined at each class renewal survey, on a rotational basis.</p>				

Table 2 : Requirements for thickness measurements at class renewal survey for steel yacht

Age of yacht (in years at time of class renewal survey) (1) (2)			
I Renewal Survey (Yachts 5 years old)	II Renewal Survey (Yachts 10 years old)	III Renewal Survey (Yachts 15 years old) (4)	IV Renewal Survey (Yachts 20 years old)
Suspected areas	Suspected areas	Suspected areas	Suspected areas
Tanks where coating not in GOOD conditions, as deemed necessary by the surveyor	Tanks where coating not in GOOD conditions, as deemed necessary by the surveyor	Tanks where coating not in GOOD conditions, as deemed necessary by the surveyor	A minimum of three transverse sections within 0,5 L amidship (3)
		All exposed main deck plating full length	Internals in forepeak and after peak tanks
		Internals in forepeak tank	All exposed main deck plating full length, including plating in way of wood deck planking or shafting
		Shell plating in way of the waterline, full length	Representative exposed superstructure deck plating (poop, bridge, and fore-castle deck)
			All wind and water strakes, port and starboard, full length
			Deck and side shell plating in way of galley and refrigerated store spaces
			Structure in way of integral sanitary tanks
			Shell and tanktop plating immediately adjacent to tank top margins
			Shell plating below portlights and windows
			All keel plates full length. Also, additional bottom plates in way of cofferdams, machinery space, aft end of tanks and cement/asphalt
			Plating of seachests. Shell plating in way of overboard discharges as considered necessary by the attending Surveyor
<p>(1) Thickness measurement locations should be selected to provide the best representative sampling of areas likely to be most exposed to corrosion.</p> <p>(2) Thickness measurements of internals may be modified at the discretion of the Surveyor if the protective coating is in GOOD condition.</p> <p>(3) For yachts less than 100 metres in length, the number of transverse sections required at the class renewal survey may be reduced to two</p> <p>(4) For yachts more than 100 meters in length, at the class renewal surveys for yachts $15 < \text{age} \leq 20$, thickness measurements of exposed deck plating within 0,5 L amidship may be required.</p>			

Table 3 : Guidance for additional thickness measurements in way of substantial corrosion areas

Structural member	Extent of measurements	Pattern of measurements
Plating	Suspect area and adjacent plates	5 point pattern over 1 square metre
Stiffeners	Suspect area	3 measurements each in line across web and flange

Table 4 : Survey requirements for automatic air pipe heads at class renewal surveys

Age of yacht (in years at time of class renewal survey due date)		
age ≤ 5	5 < age ≤ 10	age >10
<ul style="list-style-type: none"> - Two air pipe heads, one port and one starboard, located on the exposed decks in the forward 0,25 L, preferably air pipes serving ballast tanks. - Two air pipe heads, one port and one starboard, on the exposed decks, serving spaces aft of 0,25 L, preferably air pipes serving ballast tanks. 	<ul style="list-style-type: none"> - All air pipe heads located on the exposed decks in the forward 0,25 L. - At least 20% of air pipe heads on the exposed decks serving spaces aft of 0,25 L, preferably air pipes serving ballast tanks. 	<ul style="list-style-type: none"> - All air pipe heads located on the exposed decks.
See (1) and (2)	See (1) and (2)	See (3)
<p>(1) The selection of air pipe heads to be inspected is left to the attending Surveyor.</p> <p>(2) According to the results of this inspection, the Surveyor may require the inspection of other heads located on the exposed decks.</p> <p>(3) Exemption may be considered for air pipe heads where there is substantiated evidence of replacement within the previous five years.</p>		

2.4.4 Boundaries of fuel oil, lube oil and fresh water tanks are to be tested with a head of liquid to the maximum filling level of the tank. Tank testing of fuel oil, lube oil and fresh water tanks may be specially considered based on a satisfactory external examination of the tank boundaries, and a confirmation from the Master stating that the pressure testing has been carried out according to the requirements with satisfactory results.

2.5 Thickness measurements

2.5.1

Thickness measurements are to be carried out according to the procedure detailed in Ch 2, Sec 2, App.1.

The extent of thickness measurements is detailed in Tab 2, according to the age of the yacht.

2.5.2 When the structure is coated and the coating is found to be in good condition, as defined in Ch 2, Sec 2, [2.2.14], the Surveyor may, at his discretion, accept a reduced program of thickness measurements in the corresponding areas. Other effective protective arrangements may also be considered.

2.5.3 When thickness measurements indicate substantial corrosion, the number of thickness measurements is to be increased to determine the extent of substantial corrosion. Tab 3 may be used as guidance for additional thickness measurements.

2.6 Shell and inner doors

2.6.1 A close visual inspection of structural arrangements is to be carried out, as well as non-destructive tests and/or thickness measurements, as deemed necessary by the Surveyor.

2.6.2 The close visual inspection of securing, supporting and locking devices, required at the annual survey, is to be supplemented by non-destructive tests and/or thickness measurements, as deemed necessary by the Surveyor.

2.6.3 Clearances of hinges, bearings and thrust bearings are to be measured. Dismantling may be required as deemed necessary by the Surveyor.

2.6.4 Non-return valves of drainage arrangements are to be checked after dismantling.

2.7 Watertight Cable Transits for yachts of more than 500GT

2.7.1 (1/7/2022)

The requirements for Special Survey may be undertaken by the attending Surveyor or by a firm approved as a service supplier according to Rules for the certification of Service Supplier.

2.7.2 (1/7/2022)

All transits are to be examined to confirm their satisfactory condition and the Register (see Sec 1, [1.10.2] f) is to be reviewed to confirm it is being maintained. The Special Survey is to be recorded in the Register, in which a single record entry will be sufficient to record the survey of all transits.

2.7.3 (1/7/2022)

From review of the Register, where there are records entered since the last special survey of any disruption to the cable transits or installation of new cable transits (except which are reviewed and examined at previous annual surveys), the satisfactory condition of those transits, in accordance with the manufacturer's requirements and in accordance with the requirements of type approval, is to be confirmed by the attending Surveyor by review of records and examination of the transits.

It is to be confirmed that, where specified, appropriate specialized tools have been used.

The results are to be recorded in the Register against each of those cable transits.

2.7.4 (1/7/2022)

In case the cable transits have been examined by an approved service supplier, the attending surveyor is to review the Register in order to ascertain that it has been

properly maintained by the Shipowner and correctly endorsed by the service supplier.

3 Machinery and systems

3.1 General

3.1.1 The survey items listed below are to be covered to the satisfaction of the Surveyor. However, other survey alternatives deemed equivalent by the Surveyor in relation to the characteristics and general condition of the yacht concerned may also be accepted.

Note 1: Attention is drawn to the requirement in Ch 2, Sec 2, [2.4.1] regarding safe execution of surveys, in particular as regards health hazards related to asbestos.

3.1.2 Machinery verification runs

At the time of dry-docking, a dock trial is to be carried out to the attending Surveyors' satisfaction to confirm satisfactory operation of main and auxiliary machinery. If significant repairs are carried out on main or auxiliary machinery or steering gear, consideration is to be given to a sea trial to the attending Surveyors' satisfaction.

3.2 Main and auxiliary engines and turbines

3.2.1 General

On yachts where the main engine consists of internal combustion machinery of maximum power up to 4000 kW (in the case of two main engines, maximum combined power up to 8000 kW), ^{Tasneef} may accept an overhaul scheme based on an approved planned scheme as indicated by the engine Manufacturer. In this case, a work record book is to be kept on board; this record is to report all the work carried out during the class period, be duly signed by authorised companies and be made available at the Surveyor's request.

In any event, ^{Tasneef} reserves the right to request additional inspections if deemed necessary by the Surveyor.

On yachts where the main engine consists of internal combustion machinery having maximum power greater than 4000 kW (in the case of two main engines, maximum combined power greater than 8000 kW), in general the following parts are to be opened up as necessary for inspection. Parts and components are to be pressure tested as appropriate or as deemed necessary by the Surveyor. A working test is also to be carried out, including testing of alarms and safety devices.

3.2.2 Internal combustion engines

- a) Columns and entablature
- b) Cylinders with their liners, cylinder covers (together with valves and valve gear), pistons with their rods, crossheads, slippers and guides (or gudgeon pins), connecting rods (with their top and bottom end bearings), control gear, driven scavenge pumps, driven air compressors, driven fuel pumps, supercharging blowers, fuel injection pumps, turning gear, etc
- c) Crankshafts (together with their main bearings)
- d) Reverse gear, reduction gear and clutches, if fitted.

3.2.3 Steam turbines

- a) Condensers and their cooling water and condensate extraction pumps
- b) Casings and rotors (including their blading), impulse wheels (including guide blading and diaphragms), nozzles and nozzle boxes, journals and bearings, dummy pistons, labyrinths, external glands, etc.
- c) Shafts, including their flexible couplings.

Where the propulsion steam turbines are of a well-known type, and fitted with rotor position indicators and vibration indicators of an approved type, as well as measuring equipment of steam pressure at proper locations along the steam flow, and the arrangements for change-over in the event of emergency operation of the plant are readily operable, the first class renewal survey may be limited to the examination of rotor bearings, thrust bearings and flexible couplings, provided the Surveyor is satisfied from operation service records and power trials subsequent to the survey that the turbine plant is in good working condition.

3.2.4 Gas turbines

- a) Casings, rotors and disks, impellers and blading of all turbines and compressors, combustion chambers, burners, heat exchangers, gas piping, compressed air piping with fittings, starting and reverse arrangements
- b) Shafts and their flexible couplings.

3.2.5 Electric propulsion

Where the propulsion machinery consists of an electrical system, the propulsion motors, generators, cables and all ancillary electrical gear, exciters and ventilating plant (including coolers) associated therewith are to be examined and the insulation resistance to earth tested. Due attention is to be given to windings, commutations and sliprings. The operation of protective gear and alarm devices is to be checked, as far as practicable. Interlocks intended to prevent unsafe operations or unauthorised access are to be checked to verify that they are functioning correctly.

3.2.6 Thruster installations

When the yacht is equipped with thruster installations, the class renewal survey is also to include:

- a thorough examination of the machinery and electrical installation, as applicable;
- an external examination of the propulsive part of the installation to be carried out at the dry dock survey due as part of the class renewal survey. During this examination other checks, such as clearance readings, tightness of hub and blade sealing for controllable pitch propellers, are to be verified. Locking arrangements for bolts, if fitted, are to be checked. Results of lubricating oil analysis to detect possible deterioration of internal gears and bearings or the presence of water are to be confirmed as acceptable. The Manufacturer's requirements may be taken into account. Dismantling of the assembly for the examination of internal parts may be required if the foregoing checks are not satisfactory;
- a running test of the system under operating conditions.

3.3 Reduction gears, main thrust and intermediate shaft(s)

3.3.1 Where the input power to reduction gear is up to 4000 kW, ^{Tasneef} may accept an agreed planned maintenance scheme as requested by the Manufacturer. As for the internal combustion engines, a work record book is to be kept on board duly signed by the Manufacturer's authorised representative at each service. This record is to be made available at the Surveyor's request.

Where the input power is greater than 4000 kW, reduction gears complete with all wheels, pinions, shafts, couplings, bearings and gear teeth, including incorporated clutch arrangements, are to be opened up, as deemed necessary by the Surveyor, for visual inspection.

For or complicated assemblies, gears and roller bearings may be inspected without dismantling.

3.3.2 All shafts, thrust blocks and bearings are to be examined.

3.4 Pumps and other machinery items

3.4.1 General

The items listed in [3.4.2] are to be opened up, as deemed necessary by the Surveyor, for visual inspection. Their parts and components are to be pressure tested as appropriate and considered necessary by the Surveyor. A working test is also to be carried out, including testing of alarms and safety devices if deemed necessary by the Surveyor.

3.4.2 Items to be surveyed

- a) Air compressors with their intercoolers, filters and/or oil separators and safety devices
- b) Heat exchangers, ventilation fans for boilers and other equipment used for essential services
- c) Piston pumps and centrifugal pumps for sea water, bilge and salt water ballast
- d) Screw pumps, gear pumps and centrifugal pumps other than those listed in c) above (opening up is not required).

3.5 Systems in machinery spaces

3.5.1 Valves, cocks and strainers of the bilge and ballast systems are to be opened up, thoroughly or partly as deemed necessary by the Surveyor, for visual inspection, and, together with the piping and safety devices, examined and tested under working conditions.

3.5.2 The fuel oil, lubricating oil, hydraulic oil, thermal oil, and feed and cooling water systems, together with pressure filters, heaters and coolers used for essential services, are to be opened up and examined or tested, as considered necessary by the Surveyor. Safety devices for the foregoing items are to be examined.

3.5.3 The compressed air system together with its valves, fittings and safety devices is to be examined, as considered necessary by the Surveyor.

3.5.4 Compressed air receivers and other pressure vessels for essential services are to be cleaned internally and examined internally and externally. Their fittings, valves and safety devices are to be opened up, as deemed necessary by the Surveyor, for visual inspection and pressure tested as appropriate.

3.5.5 Steel pipes for superheated steam having a temperature of the steam at the superheater outlet exceeding 450°C are to be examined and tested in accordance with [3.5.7] to [3.5.8] at each class renewal survey.

3.5.6 Steel pipes for saturated steam or superheated steam having a temperature of the steam at the superheater outlet not exceeding 450°C are to be examined and tested in accordance with [3.5.7] to [3.5.8] at each class renewal survey for yachts over 5 years of age. When the yacht is 5 years of age or less, the inspection may be limited to a check of the satisfactory general condition of pipes .

3.5.7 The examination and hydrostatic test of steel pipes for main steam machinery, and steel pipes for auxiliary steam machinery having internal diameter 75 mm and over, are to be carried out on a number of pipes selected by the Surveyor after the lagging in way is removed.

3.5.8 Representative pipe lengths connected with bolted flanges are to be internally and externally examined, and hydrostatically tested to 1,1 times the working pressure at ambient temperature. Bolts and butt-welded joints between flanges and pipes are to be submitted to a non-destructive test for crack detection.

3.5.9 Non-structural tanks located in machinery spaces are to be externally examined; the relevant fittings, with particular regard to the remote control shut-off valves under hydrostatic head, are to be externally examined to check the efficiency of manoeuvres and the absence of cracks or leakage.

3.6 Electrical equipment and installations

3.6.1 An electrical insulation resistance test is to be performed on the electrical equipment and cables. If needed, for the purpose of this test, the installation may be subdivided or equipment which may be damaged disconnected.

3.6.2 The prime movers of generators having $P > 500$ kW are to be surveyed in accordance with [3.2] and their governors tested. All generators are to be presented for inspection, clean and with covers opened and examined under working conditions.

3.6.3 Main and emergency switchboards, section boards and distribution boards are to be cleaned and doors or covers opened for examination of their fittings. The condition of overcurrent protective devices and fuses is to be checked. Circuit-breakers of generators are to be tested, as far as practicable, to verify that protective devices including preference tripping relays, if fitted, operate satisfactorily. The tightening of busbar connections is to be checked. The condition of earthing connections to the yacht's structure is to be checked.

3.6.4 Electrical cables and cable runs are to be examined at random, in particular in places where deterioration is likely to occur. Terminal boxes of essential services are also to be subjected to a random check.

3.6.5 The motors and starters concerning essential services together with associated control and switchgear are to be examined and, if considered necessary by the Surveyor, checked, as far as practicable, under working conditions.

3.6.6 Navigation light indicators are to be tested under working conditions, and correct operation on the failure of supply or failure of navigation lights verified.

3.6.7 The emergency sources of electrical power, their automatic arrangements and associated circuits are to be tested.

3.6.8 The installation of batteries, including charging and ventilation, is to be examined.

3.6.9 Emergency lighting, transitional emergency lighting, supplementary emergency lighting, general emergency alarm and public address systems (where fitted) are to be tested as far as practicable.

3.6.10 The visible condition of electrical equipment and installations is also to be checked as regards precautions against shock, fire and other hazards of electrical origin.

3.6.11 A general examination of the electrical equipment in areas where there may be flammable gas or vapour and/or combustible dust is to be carried out to ensure that the integrity of the electrical equipment of a safety type has not been impaired owing to corrosion, missing bolts, etc, and that there is not an excessive build-up of dust on or in dust-protected electrical equipment. Cable runs are to be examined for sheath and armouring defects, where practicable, and to ensure that the means of supporting the cables are in satisfactory condition. The proper condition of bonding straps for the control of static electricity is to be checked.

Note 1: Owners are reminded that maintenance, repairs or renewal of certified electrical equipment of a safe type remains their responsibility or that of their representatives.

3.7 Controls

3.7.1 Where remote and/or automatic controls, not covered by an additional class notation related to automated installation, are fitted for essential machinery, they are to be tested to demonstrate that they are in satisfactory condition.

3.8 Fire protection, detection and extinction

3.8.1 The Owner or his representative is to declare to the attending Surveyor that no significant changes have been made to the arrangement of structural fire protection.

Note 1: Attention is drawn to the provisions of Ch 1, Sec 1, [3.1.1] regarding compliance with any additional and/or more stringent requirements issued by the Administration of the State whose flag the yacht is entitled to fly.

3.8.2 The class renewal survey of fire prevention arrangements is to cover the following items.

- a) Visible parts of items forming part of structural fire protection arrangements in accommodation and machinery spaces such as bulkheads, decks, doors, stairways, crew and service lift trunks, and light and air trunks are to be examined, due attention being given to their integrity and that of the insulating material;
- b) The operation of manual/automatic fire doors, where fitted, is to be checked;
- c) Remote controls for stopping fans and machinery and shutting off fuel supplies in machinery spaces are to be checked;
- d) Remote controls for stopping fans in enclosed galleys are to be checked;
- e) Closing systems of the main inlets and outlets of ventilation in machinery spaces and enclosed galleys are to be checked;
- f) Closing arrangements of ventilators are to be checked;
- g) Functioning of automatic fire dampers in deck or bulkhead within the accommodation, if any, is to be checked;
- h) Fire and/or smoke detection and alarm systems are to be tested.

3.8.3 The survey requirements for all types of fire-fighting systems that are usually found on board yachts related either machinery spaces or to accommodation spaces are the following:

- a) water fire system
 - the associated pumps are to be opened up and examined at the Surveyor's discretion
 - the fire main is to be hydrostatically tested to the working pressure at the Surveyor's discretion
- b) fixed gas fire-extinguishing system

Receivers of CO₂ (or other gas) fixed fire-extinguishing systems are to be externally examined together with all stationary fittings and devices. In addition, the following applies:

 - the total loss of CO₂ is not to exceed 10% of the installed quantity
 - after being repaired or discharged, containers are to be subjected to a hydrostatic test
 - hydrostatic testing of high pressure CO₂ containers is to be carried out at alternate class renewal surveys (starting from the 2nd, i.e. : at the 2nd, 4th, etc.); the number of the tested containers is to be not less than 10% of the total number
 - low pressure CO₂ containers are to be internally inspected if the content has been released and the container is older than five years; depending upon the result of the internal examination, the Surveyor may require the container to be hydrostatically tested.

It is to be checked that the distribution pipework is proved clear

- c) sprinkler system
 - the associated pumps are to be opened up and examined at the Surveyor's discretion
- d) water-spraying system
 - the associated pumps are to be opened up and examined at the Surveyor's discretion
 - a working test is to be carried out as far as reasonable and appropriate
- e) fixed foam systems (low or high expansion)
 - the associated pumps are to be opened up and examined at the Surveyor's discretion
- f) dry powder system
 - it is to be verified that the propelling inert gas bottles have been hydrostatically tested. The same applies to bottles disembarked for refilling or embarked for replacement.

3.8.4 As far as other fire-fighting equipment is concerned, the following items are to be hydrostatically tested :

- shells of water and foam extinguishers
- shells of powder extinguishers
- air or gas bottles associated with fire extinguishers whose shells are not kept under pressure (if internally examined, the test need not be performed).

As far as concerns the bottles of extinguishers containing either CO₂ or powder with shell kept under pressure, they are to be hydrostatically tested whenever they are found empty or low charged (less than 90% for CO₂ and with low pressure for powder extinguishers).

3.8.5 Where a helideck is fitted, the following is to be checked, as far as appropriate:

- drainage arrangements around the landing area
- fire fighting appliances and arrangements (to be surveyed as per [3.8.3] and [3.8.4], according to the equipment installed)
- other arrangements for helicopter refuelling and hangar facilities (fuel system, ventilation, fire protection and detection).

3.9 Sailing yachts

3.9.1

An inspection of the ballast keel structure is to be carried out in way of external plating and relevant joints.

For steel hull yachts, the criteria for the thickness measurements to be applied are those indicated in Tab 2 for yachts 20 years old. In any case, thickness measurements are to be carried out for suspect areas.

3.9.2 On sailing yachts more than 10 years old, the following items are to be examined:

- Fastenings of external ballast keel;
- Pivot bolts and lifting arrangements after dismantelling on yachts fitted with centreplate or lifting keel.

3.9.3 (1/1/2016)

On sailing yachts more than 15 years old, the masts are to be unshipped at least once every two special surveys, if the Surveyor is satisfied with the general condition of masts and rigging.

If after careful visual inspection it's considered necessary by the Surveyor a suitable number of keel fastenings are to be drawn for examination.

SECTION 6

BOTTOM SURVEY

1 General

1.1

1.1.1 The bottom survey may be carried out in dry condition, such as in dry dock or on a slipway, or through an in-water survey.

The conditions for acceptance of a bottom in-water survey in lieu of a bottom survey in dry condition are laid down in Ch 2, Sec 2, [4.4].

2 Bottom survey in dry condition

2.1 General requirements

2.1.1 When a yacht is in dry condition, it is to be placed on blocks of sufficient height and with the necessary staging to permit the examination of elements such as shell plating including bottom and bow plating, stern frame and rudder, sea chests and valves, propeller, etc.

2.1.2 The outer shell is to be visually examined for excessive corrosion, or deterioration due to chafing or contact with the ground or for any undue deformation or buckling. Due attention is to be given to the end structures (stem and sternframe).

In particular, considering the different construction materials, the following is to be examined:

- metallic yachts: connection between bilge strakes and bilge keels.
- GRP yachts: condition of gel coat (presence of cracking, blistering and other damage);
- wooden yachts: condition of caulking and rivets.

Significant plate unevenness or other deterioration which does not necessitate immediate repairs is to be recorded.

2.1.3 Sea chests and their gratings, sea connections and overboard discharge valves and cocks and their fastenings to the hull or sea chests are to be examined. Valves and cocks need not be opened up more than once in a class renewal survey period unless considered necessary by the Surveyor.

2.1.4 Visible parts of the propeller(s), stern bush(es), propeller shaft boss, brackets and tightness system(s) are to be examined. The clearances of the propeller shaft(s) (or wear down gauge) are to be checked and recorded. For controllable pitch propellers, the Surveyor is to be satisfied with the fastenings and tightness of hub and blade sealing. Visible parts of other propulsion systems and propellers for steering purposes are also to be examined.

Dismantling is to be carried out, if considered necessary, notably where leakages are detected.

2.1.5 Visible parts of the rudder(s), rudder pintles, rudder stock and couplings as well as the sternframe are to be examined.

If considered necessary by the Surveyor, the rudder(s) is (are) to be lifted or the inspection plates removed for the examination of pintles. In any case, at least once in ten years the rudder is to be unshipped for examination of the rudder stock.

The clearances in the rudder bearings and the rudder lowering are to be checked and recorded. Where applicable, a pressure test of the rudder may be required as deemed necessary by the Surveyor.

2.1.6 In addition to the above, for bottom surveys of yachts constructed of material other than steel, the additional requirements set out in Ch 3, Appendix 1, 2 and 3 are to be complied with.

2.1.7 (1/1/2016)

When deemed necessary by the Surveyor, at the time of dry-docking surveys the trials referred to in Sec. 5 [3.1.2] are to be carried out as applicable.

3 Bottom in-water survey

3.1 General

3.1.1 An in-water survey may normally be carried out if the yacht has been granted the additional class notation **INWATERSURVEY (Y)** as defined in Ch 1, Sec 2, [6.7.1]. Upon application by the Owner and in special circumstances, ^{Tasneef} may also authorise such bottom in-water survey for yachts not assigned the additional class notation **INWATERSURVEY (Y)**.

3.1.2 (1/7/2020)

The bottom in-water survey is to provide the information normally obtained from a bottom survey carried out in dry condition, and the scope of the in-water survey is the same as detailed in [2.1], so far as practicable. Proposals for in-water surveys are to be submitted in advance of the survey so that satisfactory arrangements can be agreed on with ^{Tasneef}

In principle, no outstanding conditions of class are to exist requiring repair work to be carried out on the underwater part of the shell plating, the rudder, the propeller or the propeller shaft, unless ^{Tasneef} is satisfied that such repairs may be carried out while the yacht is afloat.

3.1.3 The in-water survey is to be carried out with the yacht at a light draught in sheltered water and preferably with weak tidal streams and currents. The in-water visibility is to be good and the hull below the waterline is to be sufficiently clean to permit meaningful examination.

^{Tasneef} is to be satisfied with the methods of localization of the divers on the plating, which should make use where necessary of permanent markings on the plating at selected points.

The equipment and the procedure for observing and reporting the survey are to be discussed with the parties involved prior to the in-water survey, and suitable time is to be allowed to permit the diving company to test all equipment beforehand.

3.1.4 The in-water survey is to be carried out by one or more professional divers in the presence of a Surveyor. The diver(s) is (are) to be employed by a firm agreed by ^{Tasneef}. For the agreement of such firms, refer to Ch 2, Sec 2, [2.3].

3.1.5 The Surveyor is to be satisfied with the method of pictorial representation, and good two-way communication between the Surveyor and the divers is to be provided.

3.1.6 If the in-water survey reveals damage or deterioration that requires early attention, the Surveyor may require the yacht to be drydocked in order for a detailed survey to be undertaken and the necessary repairs carried out.

3.1.7 Special attention is to be given to the hull in way of underwater fittings, such as stabilisers.

3.2 Sailing yachts

3.2.1

In bottom survey of sailing yachts, particular attention is to be paid to the attachment of bilge or centreline ballast keels to adjacent structures.

In particular, an inspection of the ballast keel structure is to be carried out in way of external plating and relevant joints.

SECTION 7

TAILSHAFT SURVEY

1 Survey of shafts

1.1 General

1.1.1 (1/1/2017)

The different types of surveys to which tailshafts may be subjected:

- Method 1, Method 2 or Method 3 for oil lubricated or Closed Loop System Fresh Water Lubricated Shafts
- Method 4 for shafts lubricated by water in an open loop system

and the intervals at which they are to be carried out are given in Ch 2, Sec 2, [8].

1.2 METHOD 1

1.2.1 (1/1/2017)

The survey is to consist of:

- a) drawing the shaft and examining the entire shaft, seals system and bearings;
- b) for keyed and keyless connections:
 - removing the propeller to expose the forward end of the taper,
 - performing a non-destructive examination (NDE) by an approved surface crack-detection method all around the shaft in way of the forward portion of the taper section, including the keyway (if fitted). For shafts provided with liners, the NDE is to be extended to the after edge of the liner.
- c) for flanged connection:
 - whenever the coupling bolts of any type of flange-connected shaft are removed or the flange radius is made accessible in connection with overhaul, repairs or when deemed necessary by the surveyor, the coupling bolts and flange radius are to be examined by means of an approved surface crack detection method;
- d) checking and recording the bearing clearances;
- e) verification that the propeller is free of damage which may cause the propeller to be out of balance;
- f) verification of the satisfactory conditions of inboard and outboard seals during the re-installation of the shaft and propeller;
- g) recording the bearing wear-down measurements (after re-installation).

1.3 METHOD 2

1.3.1 (1/1/2017)

The survey is to consist of:

- a) for keyed and keyless connections:

- removing the propeller to expose the forward end of the taper,
- performing a non-destructive examination (NDE) by an approved surface crack-detection method all around the shaft in way of the forward portion of the taper section, including the keyway (if fitted);

- b) for flanged connection:

- whenever the coupling bolts of any type of flange-connected shaft are removed or the flange radius is made accessible in connection with overhaul, repairs or when deemed necessary by the surveyor, the coupling bolts and flange radius are to be examined by means of an approved surface crack detection method;

- c) checking and recording the bearing wear-down measurements;

- d) visual inspection of all accessible parts of the shafting system;

- e) verification that the propeller is free of damage which may cause the propeller to be out of balance;

- f) seal liner found to be or placed in a satisfactory condition;

- g) verification of the satisfactory re-installation of the propeller including verification of satisfactory conditions of inboard and outboard seals.

Pre-requisites to satisfactorily verify in order to apply METHOD 2:

- review of service records;
- review of test records of:
 - Lubricating Oil analysis (for oil lubricated shafts), or
 - Fresh Water Sample test (for closed system fresh water lubricated shafts);
- oil sample examination (for oil lubricated shafts), or Fresh Water Sample test (for closed system fresh water lubricated);
- verification of no reported repairs by grinding or welding of shaft and/or propeller.

1.4 METHOD 3

1.4.1 (1/1/2017)

The survey is to consist of:

- a) checking and recording the bearing wear-down measurements;

- b) visual inspection of all accessible parts of the shafting system;

- c) verification that the propeller is free of damage which may cause the propeller to be out of balance;

- d) seal liner found to be or placed in a satisfactory condition;

- e) verification of the satisfactory conditions of inboard and outboard seals.

Pre-requisites to satisfactorily verify in order to apply METHOD 3:

- review of service records;
- review of test records of:
 - Lubricating Oil analysis (for oil lubricated shafts), or
 - Fresh Water Sample test (for closed system fresh water lubricated shafts);
- oil sample examination (for oil lubricated shafts), or Fresh Water Sample test (for closed system fresh water lubricated);
- verification of no reported repairs by grinding or welding of shaft and/or propeller.

1.5 METHOD 4

1.5.1 (1/1/2017)

The survey is to consist of:

- a) drawing the shaft and examining the entire shaft (including liners, corrosion protection system and stress reducing features, where provided), inboard seal system and bearings;
- b) for keyed and keyless connections:
 - removing the propeller to expose the forward end of the taper,
 - performing a non-destructive examination (NDE) by an approved surface crack- detection method all around the shaft in way of the forward portion of the taper section, including the keyway (if fitted). For shafts provided with liners, the NDE is to be extended to the after edge of the liner;
- c) for flanged connection:
 - whenever the coupling bolts of any type of flange-connected shaft are removed or the flange radius is made accessible in connection with overhaul, repairs or when deemed necessary by the surveyor, the coupling bolts and flange radius are to be examined by means of an approved surface crack detection method;
- d) checking and recording the bearing clearances;
- e) verification that the propeller is free of damage which may cause the propeller to be out of balance;
- f) verification of the satisfactory conditions of inboard seal during re-installation of the shaft and propeller.

1.6 Extension surveys

1.6.1 Extension up to 2.5 years for oil lubricated shafts or closed loop system fresh water lubricated shafts (1/1/2017)

The survey is to consist of:

- a) checking and recording the bearing wear-down measurements, as far as practicable;
- b) visual inspection of all accessible parts of the shafting system;
- c) verification that the propeller is free of damage which may cause the propeller to be out of balance;

- d) verification of the effectiveness of the inboard seal and outboard seals.

Pre-requisites to satisfactorily verify in order to apply EXTENSION UP TO 2.5 YEARS:

- review of service records;
- review of test records of:
 - Lubricating Oil analysis (for oil lubricated shafts), or
 - Fresh Water Sample test (for closed system fresh water lubricated shafts);
- oil sample examination (for oil lubricated shafts), or Fresh Water Sample test (for closed system fresh water lubricated);
- verification of no reported repairs by grinding or welding of shaft and/or propeller;
- confirmation from the Chief Engineer that the shafting arrangement is in good working condition.

1.6.2 Extension up to 1 year for oil lubricated shafts or closed loop system fresh water lubricated shafts (1/1/2017)

The survey is to consist of:

- a) visual inspection of all accessible parts of the shafting system;
- b) verification that the propeller is free of damage which may cause the propeller to be out of balance;
- c) verification of the effectiveness of the inboard seal and outboard seals.

Pre-requisites to satisfactorily verify in order to apply EXTENSION UP TO 1 YEARS:

- review of the previous wear-down and/or clearance recordings;
- review of service records;
- review of test records of:
 - Lubricating Oil analysis (for oil lubricated shafts), or
 - Fresh Water Sample test (for closed system fresh water lubricated shafts);
- oil sample examination (for oil lubricated shafts), or Fresh Water Sample test (for closed system fresh water lubricated);
- verification of no reported repairs by grinding or welding of shaft and/or propeller;
- confirmation from the Chief Engineer that the shafting arrangement is in good working condition.

1.6.3 Extension up to 3 months for oil lubricated shafts or closed loop system fresh water lubricated shafts (1/1/2017)

The survey is to consist of:

- a) visual inspection of all accessible parts of the shafting system;
- b) verification of the effectiveness of the inboard seal.

Pre-requisites to satisfactorily verify in order to apply extension up to 3 months:

- review of the previous wear-down and/or clearance recordings;
- review of service records;
- review of test records of:

- Lubricating Oil analysis (for oil lubricated shafts), or
- Fresh Water Sample test (for closed system fresh water lubricated shafts);
- oil sample examination (for oil lubricated shafts), or Fresh Water Sample test (for closed system fresh water lubricated);
- verification of no reported repairs by grinding or welding of shaft and/or propeller;
- confirmation from the Chief Engineer that the shafting arrangement is in good working condition.

1.6.4 Extension up to 1 year for water lubricated shafts (open loop systems) (1/1/2017)

The survey is to consist of:

- a) visual inspection of all accessible parts of the shafting system;
- b) verification that the propeller is free of damage which may cause the propeller to be out of balance;
- c) checking and recording the bearing clearances;
- d) verification of the effectiveness of the inboard seal.

Pre-requisites to satisfactorily verify in order to apply EXTENSION UP TO 1 YEAR:

- review of the previous clearance recordings;
- review of service records;
- verification of no reported repairs by grinding or welding of shaft and/or propeller;
- confirmation from the Chief Engineer that the shafting arrangement is in good working condition.

1.6.5 Extension up to 3 months for water lubricated shafts (open loop systems) (1/1/2017)

The survey is to consist of:

- a) visual inspection of all accessible parts of the shafting system;
- b) verification that the propeller is free of damage which may cause the propeller to be out of balance;
- c) verification of the effectiveness of the inboard seal.

Pre-requisites to satisfactorily verify in order to apply EXTENSION UP TO 3 MONTHS:

- review of the previous clearance recordings;
- review of service records;
- verification of no reported repairs by grinding or welding of shaft and/or propeller;
- confirmation from the Chief Engineer that the shafting arrangement is in good working condition.

1.6.6 (1/1/2017)

Where the notation **MON-SHAFT** has been assigned as specified in Ch 2, Sec 2, [8.3.1], the tailshaft need not be withdrawn provided that all condition monitoring data (bearing temperature, consumption and analysis of lubricating oil) is found to be within permissible limits and the remaining requirements for the complete survey are complied with.

Where the Surveyor considers that the data presented is not entirely to his satisfaction, the shaft is to be withdrawn.

SECTION 8

BOILER SURVEY

1 Steam boilers

1.1

1.1.1 Steam boilers, superheaters and economisers are to be examined internally and externally with the periodicity given in Ch 2, Sec 2, [4.6]. To this end, boilers are to be emptied and suitably prepared for the examination, and the water-steam side and fire side are to be cleaned and cleared of soot. Where necessary, the external surfaces are to be made accessible for inspection by removal of insulation and lining.

1.1.2 Subject to the results of this visual examination, the Surveyor may require:

- non-destructive tests for detection of possible defects in critical areas of plating and shells, pipes and stays
- thickness measurements of plating and shells, furnaces, pipes and stays.

If appropriate, a new working pressure may be fixed by the Tasneef

When situated inside boiler combustion chambers, steam pipes of cylindrical boilers are to be examined at their ends, and if deemed necessary by the Surveyor, a sample pipe is to be removed for examination.

1.1.3 If the internal examination is not carried out for practical reasons, the parts subject to pressure are to be submitted to a hydraulic test.

1.1.4 Boiler supports and securing arrangements (fixed and sliding seating, chocks, rolling stays, if any, etc.) are to be examined.

Boiler accessories and mountings (such as valves and studs, water level indicators and safety valves) are to be externally and (as needed) internally examined.

Forced circulation pumps of fired steam generators are, wherever possible, to be opened up.

Fuel supply pipes between pumps and burners, fuel tank valves, pipes and deck control gear are to be examined.

1.1.5 Upon completion of the internal survey, the boiler is to be examined under steam and fuel oil burners and safety devices checked under working conditions.

Safety valves are to be checked for their setting. For auxiliary exhaust gas boilers, if steam cannot be raised at port, it is the Chief Engineer's responsibility to set the safety valves at sea and record the setting pressure in the log-book.

2 Thermal oil heaters

2.1

2.1.1 Thermal oil heaters are to be internally and externally examined. The heater tubes are to be visually examined, and the tightness of the installation (including flange connections, valves and pumps) is to be checked through a test at the working pressure.

2.1.2 Thermal oil heater supports and securing arrangements are to be examined.

Heater accessories and mountings are to be externally and (as needed) internally examined.

Forced circulation pumps are, wherever possible, to be opened up.

Fuel supply pipes between pumps and burners, fuel tank valves, pipes and deck control gear are to be examined.

2.1.3 The following safety devices and instrumentation are to be examined and tested:

- thermal fluid temperature safety device and control
- thermal fluid flow meter
- device for low thermal fluid level in the expansion tank
- other regulation and safety systems.

2.1.4 Where repairs and/or renewal of components exposed to pressure are performed, a pressure test is to be carried out to 1,5 times the working pressure

2.1.5 Upon completion of the survey, the thermal oil heater is to be examined under working conditions, with particular attention to safety devices and controls of the plant.

APPENDIX 1

ADDITIONAL SCOPE OF SURVEY FOR YACHTS WITH REINFORCED PLASTIC HULLS

1 General

1.1

1.1.1 The requirements of this Annex apply to yachts with reinforced plastic hulls.

For the purpose of classification and surveys, the requirements of Pt A, are to be complied with, taking into account the modifications and additions specified in [2], [3] and [4], as far as the frequency and the technical requirements relevant to surveys are concerned.

2 Periodical surveys and relevant frequency, bringing forward and postponements

2.1 Surveys in general

2.1.1 For all periodical surveys, the requirements of Pt A, Ch 2, Sec 2 are to be fulfilled. However, in the case of yachts more than 15 years old, the frequency of the Bottom survey is subject to special consideration.

3 First classification Surveys

3.1 First Classification Surveys of yachts built under ^{Tasneef} supervision

3.1.1

With reference to lamination, special inspections are required at the following stages.

For hand lay-up lamination:

- a) when the hull lamination starts with the application of gel-coat;
- b) during the hull lamination at different stages;
- c) before starting the arrangement of internal stiffeners;
- d) when the hull is extracted from the mould;
- e) when the connection of the hull to the deck starts;
- f) before the installation of the dolly, if any
- g) when the core of sandwich structure is arranged.

For particular lamination processes in an enclosed mould, such as infusion lamination, the lamination survey scope is to be agreed with the ^{Tasneef} Surveyor, but in any case special inspections are required at the following stages:

- a) at the application of the release agent and the gel coat prior to starting with application of the laminate;
- b) when the dry reinforcements layers and cores are fitted on the mould;

- c) at the vacuum application for the initial check prior to starting with the lamination and related to:
 - consolidation of the bag;
 - vacuum application;
 - vacuum/leakage control;
- d) during the resin infusion to verify and record the following data:
 - waiting time;
 - infusion time;
 - vacuum during the infusion;
- e) after the bag take-off to inspect the result of the lamination;
- f) before starting the arrangement of internal stiffeners;
- g) when the hull is extracted from the mould for the final inspection;
- h) when the connection of the hull to the deck starts;
- i) before the installation of the dolly, if any.

When thermosetting resins are employed, attention is to be paid to the type and quantity of catalyst agent employed so as to be compatible with the resin and the temperature and humidity of the space where composite fabrication and the curing process take place.

On the basis of the shipyard's Quality Control System, the ^{Tasneef} Surveyor may not attend some of the above inspections provided that satisfactory records and internal checks are submitted to him.

In addition, during the supervision of the first hull, an inspection of the shipyard is performed in order to verify that it is provided with adequate equipment in relation to the materials used and to the type of manufacture and that the quality of the laminates is ensured.

For lamination processes such as closed moulding vacuum infusion, vacuum bagging, post-curing process and other advanced processes, the relevant Production Control System adopted by the shipyard is to be approved by ^{Tasneef}

The above Production Control System is to be in compliance with ^{Tasneef} Rules for the Certification of the Production Quality Control System of Manufacturers of yachts or other products built in composite material.

When the Production Control System is certified by ^{Tasneef} all or parts of the above inspections may be reduced according to agreements stipulated with ^{Tasneef}

3.2 First Classification Surveys of yachts built without ^{Tasneef} supervision

3.2.1

The eligibility for class is evaluated on the basis of substantial compliance with the applicable ^{Tasneef} Rules, with the examination of main drawings and documents, and following the outcome of a first classification survey specifically carried out with an extension adequate to the individual cases.

Where appropriate, within reasonable limits, a proven service record of satisfactory performance may be used as a criterion of equivalence. Special consideration will be given to yachts of recent construction.

For the purpose of classification, it may be required that adequate data for the evaluation of materials, machinery and arrangements in general are made available; such adequate data may consist of the details of specific rules and requirements originally applied but, where appropriate, tests and checks, to be established in the individual cases, may also be required.

4 Periodical hull surveys

4.1 Annual and hull intermediate surveys

4.1.1 In the case of hulls made of sandwich type structures, it is to be carefully checked that the parts are not

detached from the core. The check is to be performed by hammering the shell and evaluating the differences in the sound heard or by means of checks with non-destructive methods recognised by ^{Tasneef}

4.1.2 The connection between hull and deck is to be carefully checked, in particular when hull and deck are made of different materials.

4.2 Class renewal survey (hull) and bottom survey in dry condition

4.2.1 In addition to the requirements for the intermediate surveys given in [4.1], the presence of "osmosis" phenomena in the laminates of the underwater body and/or of cracks in the gel-coat is to be verified.

To this end, the yacht is to be made available for the bottom survey in dry condition before the application of any paint, so as to allow a careful visual inspection.

In-water survey in lieu of bottom survey in dry condition will be specially considered by ^{Tasneef} on a case-by-case analysis.

APPENDIX 2

ADDITIONAL SCOPE OF SURVEY FOR YACHTS WITH ALUMINIUM ALLOY HULLS

1 General

1.1

1.1.1 The requirements of this Annex apply to yachts with aluminium alloy hulls.

The applicable requirements of Pt A are generally to be complied with, taking account of the modifications and additions specified in [2] and [3], as far as the frequency and the technical requirements relevant to surveys are concerned.

2 Periodical surveys and relevant frequency, bringing forward and postponements

2.1 Surveys in general

2.1.1 For all periodical surveys, the requirements of Pt A, Ch 2, Sec 2 are to be fulfilled. However, in the case of yachts more than 15 years old, the frequency of the bottom survey is subject to special consideration.

3 First Classification Surveys

3.1 First classification surveys of yachts built under ^{Tasneef} supervision

3.1.1 The eligibility for class is evaluated on the basis of substantial compliance with the applicable ^{Tasneef} Rules, with the examination of main drawings and documents, and following the outcome of a first classification survey specifically carried out with an extension adequate to the individual cases.

Where appropriate, within reasonable limits, a proven service record of satisfactory performance may be used as a criterion of equivalence. Special consideration will be given to yachts of recent construction.

For the purpose of classification, it may be required that adequate data for the evaluation of materials, machinery and arrangements in general are made available; such adequate data may consist of the details of specific rules and requirements originally applied but, where appropriate, tests and checks, to be established in the individual cases, may also be required.

APPENDIX 3

ADDITIONAL SCOPE OF SURVEY FOR YACHTS WITH WOODEN HULLS

1 General

1.1

1.1.1 The requirements of this Annex apply to yachts with wooden hulls.

The applicable requirements of Pt A are generally to be complied with, taking account of the modifications and additions specified in [3.1], [3.2], [3.3] and [3.4], as far as the frequency and the technical requirements relevant to surveys are concerned.

2 Periodical surveys and relevant frequency, bringing forward and postponements

2.1

2.1.1 The requirements of Pt A, Ch 2, Sec 2 of the Rules are to be fulfilled; however, in the case of yachts more than 10 years old, the frequency of the bottom survey is subject to special consideration.

3 Periodical hull surveys

3.1 Annual and hull intermediate surveys

3.1.1 The yacht is to be inspected, as far as practicable at the time of the survey, in order to verify that the hull and its equipment are in a satisfactory and efficient condition and that no significant unapproved modifications or alterations have been made which could affect the class and/or the safety of the yacht concerned.

The checks to be performed to this end are to include, inter alia, the following items:

- a) the outside shell above the waterline, with particular attention to the butts of shell and sheerstrake planking;
- b) weather decks, with particular attention to the butts of waterways, inner waterways and planking;
- c) hatchways (coamings, shifting beams, fore and aft covers, etc), other deck openings (with closing appliances, ventilator coamings, etc.) and bulwarks;
- d) deck fittings and appliances, such as bollards, fairleads, guard-rails, ladders, etc.;
- e) masts and rigging, and sails, if any (with iron fittings, standing and running rigging, etc.), including lightning conductors;
- f) wire equipment - towline, hawsers and warps, and stream-anchor wire (or chain), if required;

- g) the windlass and chain-cables as far as accessible;
- h) the equipment of anchors and chain-cables;
- i) main and auxiliary steering arrangements, with particular attention to the rod and chain gear, if fitted;
- j) freeboard marks;
- k) the deck outfit, tools and gear;
- l) enclosed spaces, as far as accessible at the time of the survey.

For the purpose of the above, survey operations other than those mentioned above, but deemed equivalent by the ^{Tasneef} Surveyor in terms of the characteristics and general condition of the yacht concerned, may also be carried out.

3.1.2 In addition to the provisions given in [3.1.1], at alternate annual surveys starting from the second class renewal survey, all enclosed spaces are to be examined by the ^{Tasneef} Surveyor in charge to verify their condition.

In the course of the inspection, the following hull structural members are to be examined in particular: beams, deck, girders, pillars, knees, frames (after removal of air-courses and ceiling at the discretion of the Surveyor), breasthooks, deadwoods, keelsons, inner planking (beam shelves, clamps, thick strakes of ceiling, sparring, etc), with particular attention to the examination of the butts of all longitudinal members.

Fastenings are also to be examined to verify their general condition.

The Surveyor may require a check of the condition of the structure by means of a more extensive specific examination, such as removal of portions of the inner planking and testing of timbers by axe, chisel or other suitable tool.

3.2 Bottom surveys

3.2.1 The survey is to consist of the following checks:

- a) Check of the condition of the outside planking and its caulking by means of suitable tests, as deemed necessary by the attending Surveyor, on each side of the yacht, amidships and at the ends, in the vicinity of the waterline and near to the keel, with local removal of any metal sheathing, as necessary. When evidence of deterioration is found in the outside planking and its caulking, additional tests are to be carried out as necessary to determine the extent of renewal of planking or re-caulking required. If it is found that general re-caulking of the outside planking is necessary, the metal sheathing, if any, is to be entirely removed and the outside planking is to be thoroughly cleaned. At the discretion of the ^{Tasneef} Surveyor, after re-caulking the metal sheathing is

to be renewed either entirely or in the deteriorated areas.

- b) Check of the condition of keel, deadwood, stem, sternpost, rudder and associated pintles and gudgeons and all sea openings.
- c) Examination of sea connections, of the attachments of valves to the yacht shell and of gratings; where the valves fitted to the yacht shell are of cast iron, they are to be opened for examination at every Docking Survey; where they are of ductile material, they are to be opened for examination at intervals not exceeding 4 years.
- d) Measurement of clearances in the rudder gudgeons and the wear down in the rudder carrier bearing and sternbush.

Moreover, in the case of a docking survey held concurrently with a first classification or special survey, all those checks are to be performed which are required for such surveys and which can only be carried out when the yacht is in dry dock or on a slipway.

3.3 Class renewal survey No. 1

3.3.1 The survey is to include examination and checks sufficiently extensive to ensure that the structures, systems and equipment of the yacht are in good order or are restored to such condition as to allow the yacht to operate safely for the new period of class to be assigned.

To this end, the operations listed below, or others deemed equivalent by the ^{Tasneef} Surveyor in relation to the characteristics of the yacht concerned, are to be performed.

The survey is, however, to include all the operations required in connection with an intermediate survey of the hull and a bottom survey.

3.3.2 All ceiling and limber boards are to be removed; in addition, if considered necessary by the Surveyor, a sufficient amount of the outer shell planking and inner sparring is to be removed to enable a close examination of the frames to be carried out.

3.3.3 Any surfaces in contact with rust are to be well scraped and the outside surface of the shell planking, from the light waterline to the covering boards, is to be well cleaned and scraped.

3.3.4 The condition of fastenings is to be checked and, if considered necessary by the ^{Tasneef} Surveyor, a sufficient number of fastenings is to be drawn to enable their condition and that of the adjacent timber to be thoroughly checked. In this connection, particular attention is to be given to iron fastenings, especially in way of the waterline, and fastenings made of copper or yellow metal are to be tested, as far as practicable, and renewed when found to be broken or excessively worn.

3.3.5 The sheerstrake planking is to be tested by drawing a sufficient number of treenails, or by boring if no treenails are fitted; the holes resulting from the latter are subsequently to be closed by treenails or bolts.

3.3.6 If the keel and centre keelson are connected by iron fastenings, a sufficient number of these fastenings is to be drawn to check their condition; where this is impracticable, additional fastenings, as required by the Surveyor, are to be fitted in the connection of keel with centre keelson, of stem and sternpost with aprons and inner sternposts, and also in the connection of other main structural members.

3.3.7 Particular attention is to be given to the examination of breasthooks, frames, beams (particularly at their ends), knees, hawse timbers, knight heads, transoms and all fore and aft structural members.

3.3.8 If visual examination or testing by sounding and boring reveals rot or decay due to woodworm, the affected areas and adjacent timbers are to be closely inspected and, if necessary for the purpose, additional parts are to be removed in order to decide the extent of renewal required.

3.3.9 Bulwarks, bulwark stays, guard-rails and similar fittings, and superstructures in general are to be examined in order to check their condition.

3.3.10 Anchors and chain-cables are to be examined in accordance with the requirements in Pt A.

3.3.11 Rudder and steering arrangements are to be carefully examined and, if considered necessary for the purpose, the rudder is to be unshipped; rod and chain gears are to be examined as required for Class renewal surveys of steel yachts.

3.4 Class renewal survey No. 2

3.4.1 The requirements for class renewal survey No. 1 are to be complied with, together with those in [3.4.2] to [3.4.5] below.

3.4.2 The whole of the internal structure and planking is to be cleaned and scraped.

3.4.3 Particular attention is to be given to the condition of the upper deck or weather decks; planks showing evident signs of wear are to be bored, and renewed either wholly or in part when the deterioration exceeds 20 mm.

3.4.4 The windlass and other items of deck machinery are to be examined and dismantled as deemed necessary by the ^{Tasneef} Surveyor.

3.4.5 The anchors and chain-cables are to be examined.

3.5 Class renewal survey No. 3

3.5.1 The requirements for class renewal surveys No. 1 and No. 2 are to be complied with, together with those in [3.5.2] and [3.5.3] below.

3.5.2 Several lengths of covering boards, waterways and inner waterways are to be removed as considered necessary by the Surveyor, in order to carefully check the condition of the timber in way of the ends of beams and frames.

3.5.3 Superstructures and erections are to be scraped, particularly in those positions which are liable to greater deterioration, and parts are to be removed as required for renewal and/or repair.

SCOPE OF SURVEYS RELATED TO ADDITIONAL CLASS NOTATION

SECTION 1	GENERAL
SECTION 2	AUTOMATED MACHINERY SYSTEMS
SECTION 3	SEA AND AIR POLLUTION PREVENTION
SECTION 4	COMFORT ON BOARD
SECTION 5	MONITORING EQUIPMENT
SECTION 6	DAMAGE STABILITY
SECTION 7	PLANNED MAINTENANCE SYSTEM
SECTION 8	SECURE YACHT

SECTION 1

GENERAL

1 General

1.1

1.1.1 The purpose of this Chapter is to give details on the scope of surveys of specific equipment and systems fitted on board the yacht, which are covered by an additional class notation. The scope of these surveys provides the requirements to be complied with for the maintenance of the relevant additional class notation.

1.1.2 These specific requirements are additional to those laid down in Chapter 3. These surveys are to be carried out at intervals as described in Ch 2, Sec 2, as far as possible concurrently with the surveys of the same type, i.e. intermediate or class renewal survey.

1.1.3 The equipment and systems are also to be submitted to occasional survey whenever one of the cases indicated in Ch 2, Sec 2, [5] occurs.

1.1.4 Where specific requirements are given in this Chapter for the class renewal survey, they are additional to the applicable requirements for the annual survey.

1.1.5 For the assignment of the additional class notations, yachts are to be submitted to an admission to class survey as described in Ch 2, Sec 1, [2] and Ch 2, Sec 1, [3] for new and existing installations, respectively, as applicable.

2 Additional class notations subject to additional surveys

2.1

2.1.1 The specific requirements detailed in this Chapter are linked to the additional class notation(s) assigned to the yacht. Where a yacht has more than one additional class notation, the specific requirements linked to each additional class notation are applicable as long as they are not contradictory.

2.1.2 Tab 1 indicates which additional class notations are subject to specific requirements, and in which Section and/or Article they are specified.

Table 1 : Additional class notations for which specific survey requirements are applicable (1/1/2019)

Additional class notation	Section or Article applicable in this Chapter	Type of surveys affected by these specific requirements
Automated machinery system AUT-UMS (Y)	Sec 2	Annual and renewal survey
Sea and air pollution prevention GREEN-PLUS (Y) GREEN-PLUS (Y) (GOLD) GREEN-PLUS (Y) (PLATINUM)	Sec 3	Annual and renewal survey
Comfort on board COMF (Y)	Sec 4	Class renewal survey
Monitoring equipment MON-SHAFT (Y)	Sec 5	Annual and renewal survey
Damage stability DMS	Sec 6	Annual and renewal survey
Planned maintenance system PMS	Sec 7	Implementation survey and annual audit
Secure yacht SECURE YACHT DESIGN	Sec 8	Annual survey

SECTION 2

AUTOMATED MACHINERY SYSTEMS

1 General

1.1

1.1.1

The requirements of this Section apply to yachts which have been assigned the following additional class notation AUT-UMS (Y) and AUT-CCS (Y) related to automated machinery systems as described in Ch 1, Sec 2, [6.4].

2 Annual survey

2.1

2.1.1 The annual survey is to include:

- an examination of the engineers' log-book to verify the proper operation of automation systems in the period subsequent to the last survey and measures taken to avoid repetition of any malfunctions or failures which have occurred during the same period
- a general examination of the control systems covered by the notation, including a random check of the proper

operation and calibration of main measuring, monitoring, alarm, and automatic shut-off devices

- a check of the fire detectors
- a check of the bilge flooding alarms
- a running test which may be also performed by a spot check method.

3 Class renewal survey

3.1

3.1.1 The requirements given in [2] for annual survey are to be complied with. An additional program of examinations, checks and tests is to be devised in agreement with the Owner and based on the operational data and experience of previous surveys. This program is to include verification of the calibration of instruments and testing of the control and safety functions of the machinery. The Owner is to produce evidence that all these checks and tests have been carried out and this will be verified by the Surveyor at random. In addition, the proper operation of the control system of propulsion machinery is to be checked during sea trials.

SECTION 3

SEA AND AIR POLLUTION PREVENTION

1 General

1.1 Application

1.1.1

The requirements of this Section apply to yachts which have been assigned the following additional class notations related to pollution prevention systems, as described in Ch 1, Sec 2, [6.5.1]:

- **GREEN PLUS (Y)**
- **GREEN PLUS (Y) (GOLD)**
- **GREEN PLUS (Y) (PLATINUM)**

2 Annual and class renewal survey

2.1

2.1.1 The survey is, as far as applicable, to include:

a) Certificates and documents

- confirmation that the IOPP certificate or is valid, as applicable;
- confirmation that the "International Sewage Pollution Prevention Certificate" (ISPP Certificate) is valid as applicable;
- confirmation that the "International Anti-Fouling System Certificate" (AFS Certificate) or statement of compliance or declaration is valid;
- confirmation that an approved SOPE Plan is available on board;
- confirmation that procedures for the use of pollution prevention emergency equipment are available on board (only for yachts of 50 m length overall and above but less than 100)
- verification of the proper updating of the sewage record book;
- confirmation that an approved Ballast Water Management Plan is available on board and verification of the proper updating of the approved ballast water record book, as applicable. (ballast water record book is requested only for yachts of 50 m in length overall and above and with ballast tanks of more than 8 m³);
- confirmation that an approved Garbage Management Plan is available on board and verification of the proper updating of the garbage record book;
- confirmation that the "International Air Pollution Prevention Certificate" (IAPP Certificate or Document of Compliance) is valid;
- confirmation that an "Engine International Air Pollution Prevention Certificates " (EIAPP Certificate or

Document of Compliance) is available on board for each engine as applicable;

- confirmation that the engine technical file and record book are available on board for each engine as applicable;
- verification of the records kept on board of the purchase orders and sulphur content check of the fuel as applicable (only for yachts of 400 GT and above);
- confirmation that the Manufacturer's operating manual of incinerators are available on board;
- if the booklet for the oil water separator advises not to use certain solvents for the cleaning of the machinery, verify whether the list of these solvents is available in machinery spaces;

b) for oily wastes

- check the compliance of bilge system to the approved drawings (no bypasses for overboard discharge);
- verification that a periodic calibration of the bilge water filtering equipment has been carried out on two thresholds (15ppm and 20/25ppm) at least every 12 months and that documents reporting the last calibration are available on board;
- verification that emergency equipment for accidental spillage of oil, listed in the SOPE Plan, is available on board and in good condition (only for yachts of 50 m length overall and above but less than 100 m);
- verification that the oil system log-book is duly filled in (at least every week);
- verification that the overflow system and high level alarm, or overflow system and flow alarm in the overflow main, or two high level alarms (90% and 95%), installed on fuel oil and lubricating oil tanks, are well maintained and in good working condition
- verification that each fixed container or enclosed deck area provided to fuel or lubricating oil tank vents, overflows and fill pipe connection on the weather and/or superstructure decks, is well maintained and in good working condition, if applicable;

c) for sewage

- confirmation of the proper operation of the sewage treatment plant;
- verification of the satisfactory condition of the standard sewage discharge connection;
- verification that a periodic analysis of sewage treatment plant effluent has been carried out at least every 12 months and that pollutants are within

- allowable limits. Documents reporting the last analysis are to be available on board;
- verification that high level alarms of sewage holding tanks are well maintained and in good working condition;
 - verification that the sewage record book is duly filled in (sewage discharge into the sea is to be performed at a distance of more than 1 nautical mile from the nearest land unless an advanced sewage treatment system is installed on board);
- d) for grey water
- verification that the Grey water record book is duly filled in (grey waters discharge into the sea is to be performed at a distance of more than 1 nautical mile from the nearest land unless an advanced grey waters treatment system is installed on board);
 - verification that high level alarms of grey water holding tanks are well maintained and in good working condition;
- e) for garbage
- verification of proper location of placards for garbage management;
 - confirmation of the proper operation of the garbage treatment plant fitted on board;
 - verification that the garbage record book is properly filled in;
 - verification that hazardous wastes are properly stored in the appropriate spaces;
 - verification that refrigerated spaces for the storage of organic garbage is in good working condition;
 - verification that a selective collection of garbage is carried out on board;
- f) for harmful aquatic organisms in ballast water
- examination of the ballast water treatment system, where fitted, based on the Manufacturer's maintenance instructions;
- g) for emissions of ozone depleting substances
- verification of the availability of the operating manual detailing the procedures to be followed to minimise the risk of releasing ozone depleting substances in all operative and emergency conditions;
 - verification of the annual consumption figures of refrigerants and of corrective actions undertaken if the allowable limit has been exceeded;
- h) for emissions of nitrogen oxides (NO_x)
- verification that engine parameters are as specified in the engine technical file;
 - examination of the incinerators in working conditions, including monitoring and control devices;
- i) for emissions of sulphur exhaust (SO_x)
- examination of the exhaust gas cleaning system, where fitted, based on the Manufacturer's maintenance instructions;
- j) for particulate matter (PM)
- verify that a log-book for diesel engine maintenance is available on board and that maintenance has been carried out according to the Manufacturer's maintenance instructions;
 - verify that periodical measurement of emissions opacity has been carried out at least every 12 months and that measured opacity is acceptable based on opacity values stated by the Manufacturer.

SECTION 4

COMFORT ON BOARD

1 General

1.1

1.1.1 The requirements of this Section apply to yachts which have been assigned the additional class notation **COMF (Y)**, as described in Ch 1, Sec 2, [6.6.1], related to passengers and crew comfort on board yachts classed.

2 Renewal survey

2.1

2.1.1 On the occasion of a class renewal survey, at the discretion of ^{Tasneef} or whenever deemed necessary by the Owner, the maintenance of comfort characteristics may be subject to verification. In these cases, remeasurements relating to vibrations and sound pressure level are to be carried out both during navigation and at berth in the environmental conditions set out in Pt E, Ch 5, Sec 1.

SECTION 5

MONITORING EQUIPMENT

1 General

1.1 Application

1.1.1 The requirements of this Section apply to yachts which have been assigned the additional class notations **MON_SHAFT (Y)** related to tailshaft monitoring equipment as described in Ch 1, Sec 2, [6.8.1].

2 MON-SHAFT (Y)

2.1 Tailshaft survey

2.1.1 When the records of the tailshaft bearing temperature readings are checked and doubts arise, the Surveyor may require verification of the accuracy of the gauging devices.

SECTION 6

DAMAGE STABILITY

1 General

1.1

1.1.1 The requirements of this Section apply to yachts which have been assigned the additional class notations **DMS** as described in Ch 1, Sec 2, [6.2.1].

2 Intermediate survey

2.1

2.1.1 The intermediate survey is to include the same inspections as stated in Ch 3, Sec 3, [2.3] for the annual survey.

In addition, is to be checked that requirements concerning any appliances (e.g. crossover systems) and other provisions

of the approved stability documentation are duly fulfilled and the relevant systems are in working order.

3 Class renewal survey

3.1

3.1.1 The class renewal survey is to include the same inspections as for the intermediate survey.

SECTION 7

PLANNED MAINTENANCE SYSTEM

1 General

1.1

1.1.1 The requirements of this Section apply to yachts which have been assigned the additional class notation **PMS** related to the adoption of an approved planned maintenance system as described in Ch 1, Sec 2, [6.9.1].

2 Surveys

2.1

2.1.1 An implementation survey and annual audit are to be carried out in accordance with Pt E, Ch 1, App 2.

SECTION 8

SECURE YACHT

1 General

1.1

1.1.1

The requirements of this Section apply to yachts which have been assigned the additional class notation **SECURE YACHT DESIGN** related to the installation of security equipment as described in Ch 1, Sec 2, [6.10.1].

2 Periodical survey

2.1 Annual survey

2.1.1

A periodical survey is to be carried out in line with periodical class surveys.

The scope of the periodical survey is to verify that the security system arrangements included in the "Record of Security Equipment" are in a satisfactory and efficient general condition and are properly maintained.