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YACHT TECHNICAL CIRCULAR

Circular Number: 4

Revision: 0

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Date: 22 June 2015

Examination of a Yacht's Hull and Related Items

Applicability

This Yacht Technical Circular applies to all **unclassified** Private Yachts Limited Charter (PYLCs) and **unclassified** Commercial Yachts (CYs). Classed yachts shall comply with the rules and regulations of the Classification Society (Recognized Organization (RO)).

1.0 Introduction

- 1.1 This Yacht Technical Circular outlines the general requirements and scope of survey to comply with the Republic of the Marshall Islands (RMI) Yacht Code ([MI-103](#)) requirement that unclassified PYLCs and unclassified CYs shall have the outside of the yacht's hull and related items examined in accordance with the rules of an RO. This examination shall be attended by an Appointed Representative (AR).

2.0 General

- 2.1 The owner is to notify the AR whenever the outside of the yacht's hull and related items can be examined in drydock or on a slipway.
- 2.2 There is to be a minimum of two (2) examinations of the outside of the yacht's hull and related items during each five-year renewal period of the PYLC or CY Compliance Certificate. In all cases the interval between any two (2) such examinations is not to exceed 36 months. An extension of examination of the yacht's hull of three (3) months beyond the due date can be granted in exceptional circumstances.
- 2.3 An inspection of the outside of the yacht's hull and related items is normally not required at the initial compliance verification unless otherwise required by the RMI Maritime Administrator (the "Administrator").
- 2.4 Examinations of the outside of the yacht's hull and related items of ships is normally to be carried out with the ship in drydock. However, consideration may be given to an alternate examination while the yacht is afloat as an in-water survey, subject to provisions of section 4.0 of this circular. Special consideration is to be given to yachts of 15 years or over before being authorized to have such examinations.

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Year	0	1	2	3	4	5
Compliance Verification	Initial	Annual	Annual	Annual	Annual	Renewal
Hull inspection	Normally N/A, unless otherwise required by the Administrator	N/A	External Examination in Drydock or Underwater Examination Afloat		N/A	External Examination in Drydock

- 2.5 Compliance with this circular does not absolve the owner from compliance with the requirements of the International Convention on Load Lines (ILLC) or the International Convention for the Safety of Life at Sea (SOLAS) as amended, especially when shorter intervals between examinations of the yacht's hull for certain types of yachts are required.

3.0 Scope of the Survey

- 3.1 When a yacht is in drydock or on a slipway, 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.
- 3.2 The shell plating is to be examined for excessive corrosion or deterioration due to chafing or contact with the ground and for any undue unfairness or buckling. Special attention is to be paid to the connection between the bilge strakes and the bilge keels. Significant plate unfairness or other deteriorations which do not necessitate immediate repairs are to be recorded.
- 3.3 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 special survey period unless considered necessary by the surveyor.
- 3.4 Visible parts of rudder, rudder pintles, rudder shafts and couplings and stern frame are to be examined. If considered necessary by the surveyor, the rudder is to be lifted or the inspection plates removed for the examination of pintles. The clearance in the rudder bearings is to be ascertained and recorded. Where applicable, pressure test of the rudder may be required as deemed necessary by the surveyor.
- 3.5 Visible parts of propeller and stern bush are to be examined. The clearance in the stern bush and the efficiency of the oil gland, if fitted, are to be ascertained and recorded. For controllable pitch propellers, the surveyor is to be satisfied with the fastenings and tightness of hub and blade sealing. Dismantling need not be carried out unless considered necessary by the surveyor.
- 3.6 Visible parts of side thrusters are to be examined. Other propulsion systems which also have maneuvering characteristics (such as directional propellers, vertical axis propellers, water jet units) are to be examined externally with focus on the condition of gear housing, propeller blades, bolt locking and other fastening arrangements. Sealing arrangement of propeller blades, propeller shaft and steering column shall be verified.
- 3.7 Special attention shall be given to the water tightness of all hull penetrations including stabilizers and underwater lights.

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4.0 In-Water Surveys

- 4.1 The owner of the yacht shall make the request to perform an underwater examination in lieu of drydocking directly to the AR. The request must contain, as a minimum, the proposed schedule and location when the yacht will be available for inspection and a statement in writing from the Captain confirming that the yacht has not sustained any grounding or contact damage since the previous hull inspection.
- 4.2 The in-water survey is to provide the information normally obtained from a docking survey. Special consideration shall be given to ascertaining rudder bearing clearances and stern bush clearances of oil stern bearings based on a review of the operating history, on board testing and stern oil sample reports. These considerations are to be included in the proposals for in-water survey which are to be submitted in advance of the survey so that satisfactory arrangements can be agreed with the AR.
- 4.3 The in-water survey is to be carried out with the ship in sheltered water and preferably with weak tidal streams and currents. The in-water visibility and the cleanliness of the hull below the waterline is to be clear enough to permit a meaningful examination which allows the surveyor and diver to determine the condition of the plating, appendages and the welding. The AR is to be satisfied with the methods of orientation of the divers on the plating, which should make use where necessary of permanent markings on the plating at selected points.
- 4.4 The equipment, 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.
- 4.5 The in-water survey is to be carried out by a qualified diver under the surveillance of a surveyor. The diver is to be employed by a firm approved as a service supplier according to the International Association of Classification Societies (IACS) Unified Rule (UR) Z17.
- 4.6 The surveyor is to be satisfied with the method of pictorial representation, and a good two-way communication between the surveyor and divers is to be provided. The examination shall be recorded and displayed with closed circuit television (CCTV), with the surveyor present at the monitor during the dive.
- 4.7 If the in-water survey reveals damage or deterioration that requires early attention, the surveyor may require that the ship be drydocked in order that a detailed survey can be undertaken and the necessary repairs carried out.

5.0 Procedures and survey standards

- 5.1 The ARs shall implement internal procedures and survey standards for its surveyors in accordance with sections 2.0, 3.0 and 4.0 of this circular. The survey standards, checklist and reports shall be made available to the owner.
- 5.2 Upon completion of the survey the AR shall provide the survey report to the Administrator within five (5) working days for review.
