



INTLREG
INTERNATIONAL REGISTER OF SHIPPING

RULES FOR CLASSIFICATION OF FRP VESSELS

PART 1 **Classification Regulations**

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CHANGES HISTORY

Date	Revision No.	Description
Nov 2021	0	Initial Issue
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CHAPTER 1 CONDITIONS OF CLASSIFICATION

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SECTION 1 REQUIREMENTS

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1.1. Application

Except where specifically mentioned otherwise, these Rules are applicable to reinforced-plastic vessels under 61 meters (200 feet) in length that are intended to be classed for unrestricted ocean service.

The Rules for the classification of ships for fibreglass reinforced plastics apply to the design, material, construction and equipment for ships of fibreglass reinforced plastics (hereinafter referred to as "FRP") intended to be assigned and registered classification with INTLREG Classification Society (hereinafter referred to as the Society).

1.2. Interpretation

Any disagreement regarding the proper interpretation of the Rules is to be referred to the INTLREG for resolution.

1.3. Alternatives

The Committee is at all times ready to consider alternative arrangements and scantlings which can be shown, through either satisfactory service experience or a systematic analysis based on sound engineering principles, to meet the over-all safety and strength standards of the Rules. The Committee will consider arrangements or details of hull, equipment, or machinery which can be shown to comply with standards recognized in the country in which the vessel is registered or built provided they are not less effective than these Rules.

1.4. Novel Features

Vessels containing novel hull, equipment, or machinery design features to which the provisions of these Rules are not directly applicable may be classed, when approved by the Committee, on the basis that the Rules insofar as applicable have been complied with and that special consideration has been given to the novel features based on the best information available at the time.

1.5. Changes to the Rules**1.5.1. Six-month Rule**

Changes to these Rules are to become effective six months from the date on which The Committee approves them. However, the INTLREG may bring into force individual changes before that date if necessary or appropriate.

1.5.2. Implementation of Rule Changes

In general, until the effective date, plan approval for designs will follow prior practice unless review under the latest Rules is specifically requested by the party signatory to the application for classification. If one or more vessels are to be constructed from plans previously approved, no retroactive application of the latest

Rule changes will be required except as may be necessary or appropriate for all contemplated construction.

1.6. Classification Symbols

Characters of classification

All vessels, when classed with the society, shall be assigned, one or more of the characters of classification followed by hull, machinery and additional class notations.

Classification symbols

Consists of a single symbol, single figure or a single letter that represents the design features of a craft (as described in table 4.2.1). Classification symbols specific for the vessels covered in this rule are provided here. These symbols need to be read in line with classification notations described in ***INTLREG Rules for Classification of Steel Vessels***

Classification type

Consists of words that describe a craft's specific mission parameters (e.g., High-Speed Craft, Naval Craft etc. as applicable)

Few examples of complete Class notation of vessels Classed with INTLREG are as below:

Craft which have been built to the satisfaction of INTLREG Surveyors to the applicable requirements of the Rules, Guide, or equivalent and approved by the Committee, may be classed and distinguished in the Record by the symbols

* IS E HSC/LC "Vessel Type"

* IM

Where the Vessel Types are defined in table and are assigned based on compliance to the current section of INTLREG rules.

The class notation mentioned above-described is in compliance with the hull equipment, and machinery requirements of the current Rules, as applicable. Classification notation also consists of words, acronyms, letters and abbreviations that describe a craft's restrictions, service or applicable survey characteristics.

For the purpose of INTLREG classification of a craft, typically, one or more symbols and notations that will denote the craft's classification will be assigned. For details see table below from 4.2.1


Table 4.2.1 Construction symbols	
Symbol	Description
	This symbol is assigned to vessels for which the hull construction and/or the manufacture of its machinery and components and any associated required testing, as applicable, is carried out under INTLREG survey. This symbol shall be prefixed to both hull and machinery notations as applicable
*	This mark when prefixed to characters of classification would mean that the vessel was built under the supervision of a recognized classification society other than INTLREG and later assigned class with INTLREG. This symbol shall be prefixed to both hull and machinery notations as applicable

Table 4.2.2 Main character of Class	
Symbol	Description
IS	This character denotes that the hull of the vessel has been designed and constructed in accordance with the applicable requirements of INTLREG Rules.
E	This character signifies that the vessel's anchoring and mooring equipment complies with the applicable rules and regulations of the society
e	This character signifies that the anchoring and mooring equipment provided on board has been accepted by the Committee as adequate for the intended operation of the vessel
N	This character signifies that the committee has agreed that anchoring and mooring equipment need not be fitted for the intended operation of the vessel
IWS	This notation (In-water Survey) may be assigned to a ship which has been surveyed satisfactorily as per Part 1, Ch 3 Sec 4.3 of INTLREG Rules.
IM	This notation signifies that machinery, boilers and systems of the vessel have been constructed and installed in accordance with the applicable requirements of INTLREG Rules.
IW	This character denotes that the vessel has been classified for navigation in inland waters as per INTLREG Rules for Classification of Inland Navigation Vessels, Pt 1, Ch 2, Sec 1.3. Vessels for inland navigation shall be classified under four categories, viz, IW (0) , IW (0.6) , IW (1.2) and IW (2) as applicable.
RB	This notation shall be assigned to vessels that have undergone the INTLREG rebuilding procedure as per Part 1, Chapter 7 of INTLREG Rules

Mandatory survey scheme for main ship types

Main ship types shall be assigned the mandatory survey scheme as per “**INTLREG Rules for the classification of Steel Vessels**”

Depending on the primary nature of service provided by the crafts, one of the following notations may be assigned

- Passenger
- Cargo
- Supply
- Workboat
- Pilot
- Patrol
- Rescue

For Class notations related to special/specific purpose/operations/machinery, **Part 1 of “INTLREG Rules for the classification of Steel Vessels”** shall be referred.

1.7. Surveys after construction - Hull

1.7.1. Conditions for Surveys after Construction

1.7.1.1. Annual Surveys

Annual Surveys are to be made during each year of service.

1.7.1.2. Special Periodical Surveys

The first Special Periodical Survey becomes due four years after the date of build. Subsequent Special Periodical Surveys are due four years after the crediting date of the previous Special Survey. The interval between Special Surveys may be reduced by the Committee. If a Special Survey is not completed at one time, it will be credited as of the end of that period during which the greatest part of the survey has been carried out. Special consideration may be given to Special Periodical Survey requirements in the case of vessels of unusual design.

1.7.1.3. Continuous Surveys

At the request of the Owner, and upon approval of the proposed arrangements, a system of Continuous Surveys may be undertaken whereby the Special Survey requirements are carried out in regular rotation to complete all the requirements of the particular Special Survey within a five-year period. For Continuous Surveys, a suitable notation will be entered in the Record and the date of completion of the cycle published. If any defects are found during the survey, they are to be examined and dealt with to the satisfaction of the Surveyor.

1.7.1.4. Year of Grace

To be eligible for the year of grace to complete the Special Survey within one year after the due date, the vessel is to be presented for survey at about the due date of the Special Survey. The requirements for surveys to qualify for a period of grace are to be specially considered in each case and may include dry docking. If the survey is satisfactory, the completion of the Special Survey may be deferred for a period not exceeding twelve months, provided the whole Special Survey is satisfactorily completed within five years from date of build or from the date recorded for the previous Special Survey.

1.7.1.5. Incomplete Surveys

When a survey is not completed, the Surveyor is to report immediately upon the work done in order that Owners and the Committee may be advised of the parts still to be surveyed.

1.7.1.6. Premature Commencement—Special Survey

When circumstances cause a Special Survey to be commenced before it is due, the entire survey is to be completed within a period of twelve months if such work is to be credited to the Special Survey.

1.7.1.7. Load Line Surveys

In addition to Annual and Special Surveys, vessels to which Load Lines have been assigned are subject to the inspection and survey requirements of the International Convention on Load Lines.

1.7.1.8. Alterations

No structural alterations which affect or may affect seaworthiness, classification, or the assignment of load lines are to be made to the hull or machinery of a classed vessel unless plans of the proposed alterations are submitted and approved by the Committee before the work of alterations is commenced and such work, when approved, is carried out under the supervision of the Surveyor.

1.7.1.9. Dry-docking Survey

a. Interval An examination of each classed vessel is to be made in dry dock at intervals not exceeding two years. Consideration may be given to any special circumstances justifying an extension of the interval.

b. Parts to Be Examined The vessel is to be placed in dry dock or upon a slipway and the keel, stem, stern frame or stern post, rudder, and outside of plating are to be cleaned and examined together with appendages. The propeller, exposed parts of the stern-bearing assembly, rudder pintle and gudgeon securing arrangements, sea chests, strainers, and their fastenings are to be examined. The stern-bearing clearance and rudder-bearing clearances are to be ascertained and reported upon.

1.7.2. Annual Surveys—Hull

An examination of each classed vessel is to be made once a year when in service, and may be made afloat. At each annual survey the following parts are to be examined, placed in satisfactory condition, and reported upon.

- a. All accessible parts of the steering arrangements, including the steering machinery if fitted, quadrants, tillers, blocks, rods, chains, telemotor or other control transmission gear, and brakes.
- b. Doors in watertight bulkheads and vessel's sides, closing appliances in enclosed superstructure bulkheads and for air vent and sounding pipes.
- c. Coamings and closing arrangements of ventilators to spaces below the

freeboard deck and into enclosed superstructures, hatchway coamings, and hatch covers.

- d. All accessible parts particularly liable to rapid deterioration.
- e. Exposed machinery casings, guard rails and all other means of protection provided for openings and for access to crew's quarters.
- f. Freeing ports in bulwarks.
- g. The deck-to-hull connection, and superstructure and deckhouse connections to the deck.

1.7.3. Special Periodical Surveys—Hull

1.7.3.1. All Vessels

In addition to compliance with the Annual Survey requirements, the following are to be examined, placed in satisfactory condition, and reported upon.

- a. The vessel is to be placed in dry dock or upon a slipway and all items of 1.7.1.9b are to be examined.
- b. In the case of vessels which have been surveyed in dry dock approximately one year before the commencement of Special Survey, no further dry docking will be required, provided all requirements incidental to the dry docking survey are completed satisfactorily.
- c. The framing and holds, hull laminate of the 'tween deck, deep tanks, peaks, bilges and drain wells, and machinery spaces are to be cleaned and examined. Linings, ceiling, tanks, and portable ballast are to be removed as considered necessary by the attending Surveyor.
- d. Where there is evidence of cracking, distortion, wetness, or delamination, destructive or non-destructive testing and removal and repair of the defect is subject to the discretion of the attending Surveyor.
- e. All watertight bulkheads are to be examined.
- f. Engine foundations and their attachment to the hull are to be examined.
- g. The Surveyor is to see that a pad is securely fixed below each sounding pipe for the rod to strike upon.
- h. Integral tanks are to be tested with a head of liquid to the highest point that liquid will rise under service conditions. The testing of double bottoms and other spaces not designed for the carriage of liquids may be omitted provided an internal examination is carried out.
- i. Independent oil tanks in machinery spaces are to be externally examined, and

if considered necessary tested under liquid head.

- j. The decks are to be examined and deck compositions are to be examined and sounded, but need not be disturbed if found to be adhering satisfactorily.
- k. Hatch covers in weather decks, not fitted with tarpaulins, are to be hose tested or otherwise proven tight.
- l. The hull, fastenings, and backing reinforcements in way of hull fittings and attachments are to be examined. Fastenings are to be withdrawn as considered necessary by the attending Surveyor.
- m. The rudder is to be examined and lifted when required., and the gudgeons rebushed. The conditions of carrier and steadiment bearings and the effectiveness of stuffing boxes are to be ascertained when the rudder is lifted.
- n. The efficiency of hand pumps or other drainage arrangements for end spaces is to be tested.
- o. The anchor cables, where required, are to be ranged and examined together with anchors, chain locker, and holdfasts. Chain cables are to be renewed in cases where it is found that the links have been so far worn that the mean diameter is 12% below the original required nominal size.

1.7.3.2. Sailing and Unpowered Vessels

In addition to the items in 1.7.3.1 where applicable, ballast-keel fastenings and all openings to the sea, including sanitary and other overboard discharges, together with the cocks and valves connected therewith, are to be examined while the vessel is in dry dock. Masts, spars, sails, and standing and running rigging also are to be examined.

1.7.4. Annual Surveys Machinery

A general inspection of engines, steering machinery, windlass, and fire-extinguishing apparatus required for Classification is to be made during each year of service.

1.7.5. Special Periodical Surveys—Machinery

1.7.5.1. Correlation with Hull Special Surveys

Main and auxiliary engines of all types are to undergo Special Periodical Survey at intervals similar to those for Special Surveys on the hull, in order that both may be recorded at approximately the same time. In cases where damage has involved extensive repairs and examination, the survey thereon may, where approved by the Committee be accepted as equivalent to a Special Periodical Survey.

1.7.5.2. Parts to Be Examined

At each Special Periodical Survey effect is to be given to the following requirements.

- a. All openings in the shell, including sanitary and other overboard discharges, together with the cocks and valves connected therewith, are to be examined while the vessel is in dry dock; and the fastenings to the shell are to be renewed when considered necessary by the Surveyor.
- b. Pumps and pumping arrangements, including valves, cocks, pipes, and strainers, are to be examined. Non-metallic flexible expansion pieces in the main circulating system are to be examined. The Surveyor is to be satisfied with the operation of the bilge system. Other systems are to be tested as considered necessary.
- c. Shafts (except the propeller shaft), shaft bearings, and thrust bearings are to be opened for examination.
- d. Unfired pressure vessels necessary to the vessel's operation are to be opened for examination, gauged if considered necessary, and associated relief valves intended for working pressure above 3.5 kg/cm² (50 psi) are to be proven operable.
- e. Examination of the steering machinery is to be carried out, including an operational test and checking of relief-valve settings, and the machinery may be required to be opened for further examination as considered necessary by the Surveyor.
- f. Reduction gears are to be opened as considered necessary by the Surveyor in order to permit the examination of the gears, gear teeth spiders, pinions, shafts, and bearings.
- g. An examination of the fire-extinguishing apparatus required for Classification is to be made in order that the Surveyor may satisfy himself as to its efficient state.

1.7.5.3. Internal-Combustion Engines

- a. In addition to the foregoing applicable requirements, cylinders, cylinder heads, valves and valve gear, fuel pumps, scavenging pumps, and superchargers, pistons, crossheads, connecting rods, crankshafts, clutch, reversing gear, air compressors, intercoolers, and such other parts of the main and auxiliary machinery as are considered necessary are to be opened out for examination. Parts which have been examined within twelve months need not be examined again except in special circumstances.

- b. If fitted, air reservoirs are to be examined and their relief valves proven operable. If air reservoirs cannot be examined internally they are to be gauged by non-destructive means or hydrostatically tested to one and one-half times the working pressure.
- c. Special consideration will be given to modification of examination required under 1.7.5.3a if satisfactory alternate overhaul procedure suggested by engine builder or special operating service is proposed and approved by INTLREG.

1.7.5.4. Examination during Overhaul

On all occasions of overhaul or adjustment, facilities are to be provided for the Surveyor to examine the parts opened; in the event of defects being discovered, such other parts as may be considered necessary are to be opened and examined.

1.7.6. Propeller Shaft Surveys

Propeller-shaft surveys and intervals between surveys will be specially considered, dependent on type of installation and operational service.

1.7.7. Special Periodical Surveys—Electrical Equipment

The entire installation, including auxiliary and emergency equipment, is to undergo Special Periodical Survey every four years at the same time as the Special Survey on the machinery. The following are to be carried out at each Special Periodical Survey.

- a. Fittings and connections on main switchboards and distribution panels are to be examined, and care is to be taken to see that no circuits are overfused.
- b. Cables are to be examined as far as practicable without undue disturbance of fixtures.
- c. All generators are to be run under load, either separately or in parallel; switches and circuit breakers are to be tested.
- d. All equipment and circuits are to be inspected for possible development of physical changes or deterioration. The insulation resistance of the circuits is to be measured between conductors, and between conductors and ground, and these values compared with those previously measured. Any large and abrupt decrease in insulation resistance is to be further investigated and either restored to normal or renewed as indicated by the conditions found.
- e. Where electrical auxiliaries are used for vital purposes, the generators and motors are to be examined and their prime movers opened for inspection. The insulation resistance of each generator and motor is to be measured with all circuits of different voltages above ground being tested separately.

1.8. Plans

1.8.1. Hull Plans

Prints of plans clearly showing the arrangements, scantlings, and details of principal parts of the hull structure of each vessel to be built under special survey are to be submitted and approved before construction is commenced. Three prints of each plan is the minimum number required.

The plans are to include details of all joints, foundations, and connections; they also are to include such particulars as the draft to the designed load waterline (summer load line), the displacement at the designed load waterline (full-load displacement), and the intended sea speed. Where provision is to be made for any special type of cargo or for any exceptional conditions of loading, particulars of the weights and of their distribution are also to be given. In general, the plans are to include the following items: -

- General arrangement
- Midship and framing sections
- Scantling profile and scantling deck plans
- Bottom construction
- Inner bottom
- Shell plating or expansion, including layup schedule
- Stanchions and girders
- Watertight and deep-tank bulkheads
- Miscellaneous nontight bulkheads used as structural supports
- Shaft tunnels
- Machinery casings
- Engine and main auxiliary foundations
- Bow framing
- Stern framing
- Rudders and steering gear
- Shaft struts
- Superstructure and deckhouses, and their closing appliances
- Cargo hatches and hatch-closing arrangements
- Ventilation systems exposed to weather
- Anchor handling arrangements

1.8.2. Loading Conditions

The Rules of the INTLREG are published on the understanding that responsibility for stability and trim, for reasonable handling and loading, and for avoidance of distributions of weight that are likely to set up abnormally severe stresses in vessels does not rest upon the Committee. Where it is desired to provide for exceptional conditions of loading, or cargoes of unusual character, full particulars are to be given in connection with the submission of drawings as outlined in 1.8.1.

1.8.3. Machinery Plans

- Prints of plans showing the principal parts of the machinery installation are to be submitted and approved before proceeding with the work. For the number of prints required see 1.8.1. In general, the plans are to show the following details.
- Engine installation and particulars, including make and model, two or four-stroke cycle, type of fuel, number and dimensions of cylinders, revolutions per minute, maximum continuous brake horsepower, and gear ratio
- Shafting, including stuffing boxes, stern tubes, stern bearings, and propellers
- Exhaust system, including materials, method of cooling, and (if water-cooled) method of draining
- Starting-air system
- Pumps, including sizes and purposes of pump suction and discharge connections
- All auxiliaries, generators, motors, and switchboards
- Wiring diagram, including feeder list, loads, wire sizes and types, and circuit-breaker and fuse ratings
- Piping diagrams, including sizes, wall thicknesses, maximum working pressures, and material of all pipes, and types, sizes and material of valves and fittings. The following systems are to be diagrammed: -
 - sanitary; vent, sounding, and overflow; fuel-oil filling, transfer, and service; lubricating oil; hydraulic power; sea water; fresh water; fire main and fire extinguishing; steering-gear piping.

1.9. Process Description

In addition to the foregoing, the builder is to submit a process description before construction is commenced. The following items are to be included: -

- Description of construction facilities, including environmental control and material storage and handling
- Specifications for resins, reinforcing products, and core materials
- Approximate resin gel times and method of control
- Layup procedures, including type, orientation of reinforcements, sequence, resin mixing methods, and resin pot-life limits
- Secondary bonding procedures
- Inspection and quality-control systems
- Laminate properties derived from destructive qualification testing

Determination of laminate properties (specific gravity, glass content, tensile strength and modulus, flexural strength and modulus, shear strength, and, where glass content is 40% or more, interlaminar shear strength) is to be made on the basis of destructive qualification tests of panels assembled by the fabricator under environmental conditions and using resin formulations and process techniques simulating the conditions, formulations, and techniques to be used in actual production. The fabricator is to lay up the test panels at an angle of about 45°. All panels are to be tested in the as-cured condition. Test procedures are to be in accordance with American Society for Testing and Materials (ASTM) specifications or equivalent. All test results are to be reported. INTLREG review of laminate design will be predicated on the quality of laminate produced by the fabricator.

Below are listed, in numerical order, pertinent ASTM specifications with their respective year designations. Note that each designation listed indicates the year of issue last reviewed and adopted by the INTLREG, and does not necessarily represent the latest issue of that specification.

C273-76 D638-72 D790-71 D2563-70

C393-70 D732-75 D792-75 D2733-70

1.10. Fees for Plan Approval

Fees, proportional to the work involved, may be charged for the consideration of new designs of special character that are submitted for approval. Fees may also be charged for the consideration of designs in cases where the vessels to which they relate are not constructed under the INTLREG's survey.

1.11. Trials

A final underway trial is to be made of all machinery, including the steering gear and anchor windlass, to the satisfaction of the Surveyor in attendance.

1.12. Conditions for Surveys after Construction

1.12.1. Damage

Damage to hull, machinery, or equipment, which affects or may affect seaworthiness or classification, is to be submitted by the Owners or their representatives for examination by the Surveyor. All repairs found necessary by the Surveyor are to be carried out to his satisfaction.

1.12.2. Notification and Availability for Survey

The Surveyors are to have access to classed vessels at all reasonable times. The Owners or their representatives are to notify the Surveyors on all occasions when a vessel can be examined in dry dock or on a slipway.

The Surveyors are to undertake all surveys on classed vessels upon request, with adequate notification, of the Owners or their representatives, and are to report thereon to the Committee. Should the Surveyors find occasion during any survey to recommend repairs or further examination, notification is to be given immediately to the Owners or their representatives in order that appropriate action may be taken. The Surveyors are to avail themselves of every convenient opportunity for carrying out periodical surveys in conjunction with surveys of damages and repairs in order to avoid duplication of work.

1.13. Fees for Surveys

Fees will be charged for all surveys and for testing material. When the attendance of a surveyor is required to suit the convenience of the Owners or their representatives outside of normal working hours, an extra fee will be charged. Traveling and other expenses incurred in connection with these services will be charged in addition to the fees.

1.14. Other Regulations, Standards, and Recommended Practices

While these Rules cover the minimum requirements for the classification of new vessels, the attention of designers, builders, and Owners is directed to the regulations, standards, and recommended practices of governmental, canal, and other authorities that control or provide guidance for important design, construction, equipment, and maintenance features not covered specifically in these Rules.

1.15. Responsibility

The INTLREG, being a technical society, can act only through Surveyors or others who are believed by it to be skilled and competent. It is understood and agreed by all who avail themselves in any way of the services of the INTLREG that neither the INTLREG nor any of its Committees and employees will, under any circumstances whatever, be responsible or liable in any respect for any act or omission, whether negligent or otherwise, of its Surveyors, agents, employees, officers, or Committees, nor for any inaccuracy or omission in the Record or any other publication of the INTLREG, or in any report, certificate, or other document issued by the INTLREG, its Surveyors, agents, employees, or Committees.

1.16. Disagreement

In case of disagreement between the builder or Owner and the Surveyor regarding the material, workmanship, extent of repairs, or application of these Rules relating to any vessel classed or proposed to be classed by the INTLREG, an appeal may be made in writing to the Committee, who will order a special survey to be held. Should the opinion of the Surveyor be confirmed, the expense of this special survey is to be paid by the appealing party.

1.17. Termination of Classification

The continuance of the classification of any vessel is conditional upon the Rule requirements for periodical, damage, and other surveys being duly carried out. The Committee reserve the right to reconsider, withhold, or suspend the class of any vessel for noncompliance with the Rules, for defects reported by the Surveyors which have not been rectified in accordance with their recommendations, or for non-payment of fees that are due on account of classification and other surveys.

SECTION 2 LIABILITY

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2.1 General

2.1.1

It is agreed that same as provided below the society, its subsidiaries, bodies, officers, directors, employees and agents shall have no liability for any loss, damage or expense allegedly caused directly or indirectly by their mistake or negligence, breach of warranty, or any other act, omission or error by them including gross negligence or Willful misconduct by any such person with the exception of gross negligence or Willful misconduct by the governing bodies or senior executive officers of the society.

2.1.2

If any person used the services of the Society or its subsidiaries or relies on any decision made or information given by or on behalf of them and in consequence suffers a loss, damage or expense proved to be due to their negligence, omission or default, then the Society will pay by way of compensation to such person a sum limited to the value of fees paid to the Society.

2.1.3

Under no circumstances whatsoever shall the individual or individuals who have personally caused the loss, damage or expense be held liable.

2.2 Jurisdiction

2.2.1

This means all bodies under the IRS which would include its subsidiaries, directors, office bearers, agents and any other body or member authorised by IRS or acting on behalf of IRS.

2.2.2 Use by other parties

International Register of Shipping (hereafter referred as the Society) has copyrights of these rules and they fall under its ownership rights. Consequently, only the Society is entitled to offer and/or perform classification or other services on the basis of and/or pursuant to these rules without Society prior written consent, which can include issuance of certificates and/or declarations of conformity, wholly or partly. Also Society cannot be held accountable for the resultant consequences of using rules other than those specified by Society

2.2.3 Governing Law

The Panama's law shall govern the relationship between IRS and other parties, these rules are used for the classification of the vessels

SECTION 3 BIBLIOGRAPHY

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3.1. List of Publications and References

S.No:	REFERENCE
1	Anmarkrud, T. 2009. Fishing boat construction: 4. Building an undecked fibreglass reinforced plastic boat. FAO Fisheries and Aquaculture Technical Paper. No. 507. Rome, FAO. 2009. 70p. (available in English, French and Spanish languages at: https://www.fao.org/publications/card/en/c/6e38a2e5-b953-5243-a79c-b3de1494b24d/)
2	Coackley, N. 1991. Fishing boat construction: 2. Building a fiberglass fishing boat. FAO Fisheries Technical Paper 321. Rome. FAO. 84 pp. (available at https://www.fao.org/3/t0530e/T0530E.pdf)
3	FAO/ILO/IMO. 2012. Safety Recommendations for Decked Fishing Vessels of Less than 12 metres in Length and Undecked Fishing Vessels. Rome, FAO. 254 pp (available in 10 languages at https://www.fao.org/documents/card/en/c/3d78177f-bfeb-5566-ae97-a4cb55984b4f/)
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5	INTERNATIONAL STANDARD ISO 12215-6 Small craft — Hull construction and scantlings —Part 6: Structural arrangements and details
6	FRP BOAT BUILDING TERMS - By Jeffrey Casciani-Wood
7	MSC Guidelines for Review of Structural Plans for Fiberglass Reinforced Plastic (FRP) Vessels-By K.B.FERRIE ,CDR Chief of Hull Division
8	Scott, Robert J. Fiberglass Boat Design and Construction. Jersey City, New Jersey: Society of Naval Architects and Marine Engineers, 1996
9	Nordic Boat Standard BRIDGE AND NAVIGATIONAL EQUIPMENT
10	IMO Small Vessels -Annex 4: FRP CONSTRUCTION STANDARDS
11	IMO Training Manual on the construction of FRP beach landing boats
12	ISO 8666, Small craft — Principal data
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14	ISO 12215-7, Small craft — Hull construction and scantlings — Part 7: Scantling determination of multihulls
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