

# RULES FOR THE SURVEY AND CONSTRUCTION OF SHIPS OF FIBREGLASS REINFORCED PLASTICS

# Rules for the Survey and Construction of Ships of Fibreglass Reinforced Plastics 2007 AMENDMENT NO.1

Rule No.53      27th September 2007

Resolved by Technical Committee on 2nd July 2007

Approved by Board of Directors on 24th July 2007

**ClassNK**  
NIPPON KAIJI KYOKAI

AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF SHIPS OF FIBREGLASS REINFORCED PLASTICS

“Rules for the Survey and Construction of Ships of Fibreglass Reinforced Plastics” has been partly amended as follows:

## Chapter 1 GENERAL

### 1.2 Definitions

Paragraph 1.2.1 has been amended as follows.

#### 1.2.1 Application

The definitions of terms which appear in these Rules are to be as specified in this Chapter and Part A of the Rules for the Survey and Construction of Steel Ships, unless specified otherwise.

#### 1.2.9 Freeboard Deck

Sub-paragraph -2 has been amended as follows.

- 1 The freeboard deck is normally the uppermost continuous deck. However, in case where openings without permanent closing means exist on the exposed part of the uppermost continuous deck or where openings without permanent watertight closing means exist on the side of the ship below that deck, the freeboard deck is the continuous deck below that deck.
- 2 In an *FRP* ships having a discontinuous exposed deck (e.g. a stepped freeboard deck), ~~the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck~~ is to be determined as follows.
  - (1) Where a recess in the freeboard deck extends to the sides of the ship and is in excess of 1 m in length, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck.
  - (2) Where a recess in the freeboard deck does not extend to the sides of the ship or is not in excess of 1 m in length, the upper part of the deck is taken as the freeboard deck.
  - (3) Recesses not extending from side to side in the deck designated as the freeboard deck in accordance with the provisions of -3 below the exposed deck may be disregarded, provided all openings in the exposed deck are fitted with weathertight closing appliances.

## EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 October 2007.
2. Notwithstanding the amendments to the Rules, the current requirements may apply to ships for which the date of contract for construction\* is before the effective date.  
\*“contract for construction” is defined in IACS Procedural Requirement (PR) No.29 (Rev.4).

### IACS PR No.29 (Rev.4)

1. The date of “contract for construction” of a vessel is the date on which the contract to build the vessel is signed between the prospective owner and the shipbuilder. This date and the construction numbers (i.e. hull numbers) of all the vessels included in the contract are to be declared to the classification society by the party applying for the assignment of class to a newbuilding.
2. The date of “contract for construction” of a series of vessels, including specified optional vessels for which the option is ultimately exercised, is the date on which the contract to build the series is signed between the prospective owner and the shipbuilder.  
For the purpose of this Procedural Requirement, vessels built under a single contract for construction are considered a “series of vessels” if they are built to the same approved plans for classification purposes. However, vessels within a series may have design alterations from the original design provided:
  - (1) such alterations do not affect matters related to classification, or
  - (2) If the alterations are subject to classification requirements, these alterations are to comply with the classification requirements in effect on the date on which the alterations are contracted between the prospective owner and the shipbuilder or, in the absence of the alteration contract, comply with the classification requirements in effect on the date on which the alterations are submitted to the Society for approval.The optional vessels will be considered part of the same series of vessels if the option is exercised not later than 1 year after the contract to build the series was signed.
3. If a contract for construction is later amended to include additional vessels or additional options, the date of “contract for construction” for such vessels is the date on which the amendment to the contract, is signed between the prospective owner and the shipbuilder. The amendment to the contract is to be considered as a “new contract” to which **1.** and **2.** above apply.
4. If a contract for construction is amended to change the ship type, the date of “contract for construction” of this modified vessel, or vessels, is the date on which revised contract or new contract is signed between the Owner, or Owners, and the shipbuilder.

#### Notes:

1. This Procedural Requirement applies to all IACS Members and Associates.
2. This Procedural Requirement is effective for ships “contracted for construction” on or after 1 January 2005.
3. Revision 2 of this Procedural Requirement is effective for ships “contracted for construction” on or after 1 April 2006.
4. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.
5. Revision 4 of this Procedural Requirement was adopted on 21 June 2007 with immediate effect.