
RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

RULES

Part A

General Rules

2015 AMENDMENT NO.1

Rule No.16 27th February 2015

Resolved by Technical Committee on 2nd February 2015

Approved by Board of Directors on 23rd February 2015

“Rules for the survey and construction of steel ships” has been partly amended as follows:

Part A GENERAL RULES

Chapter 1 GENERAL

1.1 Application of These Rules

Paragraph 1.1.2 has been amended as follows.

1.1.2 Special consideration for the application to Bulk Carriers and Oil Tankers

1 Bulk carriers with unrestricted international navigation, having length of 90 *m* or above and contracted for construction on or after 1 April 2006 but before 1 July 2015, are to comply with **Part CSR-B**. Issues other than those specified in **Part CSR-B** are to comply with the provisions of other Parts of the Rules, with appropriate consideration to related provisions of **Part CSR-B**.

2 Double hull oil tankers with unrestricted international navigation, having length of 150 *m* or above and contracted for construction on or after 1 April 2006 but before 1 July 2015, are to comply with **Part CSR-T**. Issues other than those specified in **Part CSR-T** are to comply with the provisions of other Parts of the Rules, with appropriate consideration to related provisions of **Part CSR-T**.

3 For the provisions of **-1** and **-2** above, the following definitions are to apply.

(1) Length of ship is the distance, in *metres*, measured on the summer load waterline, from the forward side of the stem to the after side of the rudder post, or to the centre of the rudder stock where there is no rudder post. This length is to be not less than 96% and need not exceed 97% of the extreme length on the summer load waterline.

(2) Bulk carrier means a sea going self-propelled ship which is constructed generally with single deck, double bottom, hopper side tanks and topside tanks, and with single or double side skin construction in cargo length area; and intended primarily to carry dry cargoes in bulk, excluding ore carriers and combination carriers.

Ships which have at least one cargo hold constructed with hopper tanks and topside tanks as specified in above, apply **Part CSR-B**. In this case, the structural strength of members in holds constructed without hopper tank and/or topside tank is to comply with the strength criteria specified in **Part CSR-B**.

(3) Oil tanker means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and including combination carriers and any chemical tanker when it is carrying a cargo or part cargo of oil in bulk. Double hull oil tanker means an oil tanker which has the cargo tanks protected by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces.

4 Bulk carriers having length of 90 *m* or above and double hull oil tankers having length of 150 *m* or above, which are self-propelled ships with unrestricted international navigation and contracted for construction on or after 1 July 2015, are to comply with **Part CSR-B&T**. Issues other than those specified in **Part CSR-B&T** are to comply with the provisions of other Parts of the Rules, with appropriate consideration being given to related provisions of **Part CSR-B&T**.

5 For the provisions of **-4** above, the following definitions are to apply.

(1) Length of ship is as defined in **3.1.1, Section 4, Chapter 1, Part 1 of Part CSR-B&T**

(2) Bulk carrier means a ship which is constructed generally with single deck, double bottom, hopper side tanks and topside tanks, and with single or double side skin construction in cargo hold region and intended primarily to carry dry cargoes in bulk.

Ships which have at least one cargo hold constructed with hopper tanks and topside tanks as specified in above, apply **Part CSR-B&T**. In this case, the structural strength of members in holds constructed without hopper tank and/or topside tank is to comply with the strength criteria specified in **Part CSR-B&T**.

However, the following ship types are not required to apply **Part CSR-B&T**:

- Ore carriers
- Combination carrier
- Woodchip carrier
- Cement, fly ash and sugar carriers provided that loading and unloading is not carried out by grabs heavier than 10 tons, power shovels and other means which may damage cargo hold structure
- Ships with inner bottom construction adapted for self-unloading.

(3) Oil tanker means a ship constructed or adapted primarily to carry oil in bulk in its cargo spaces and including combination carriers and any chemical tanker when it is carrying a cargo or part cargo of oil in bulk. Double hull oil tanker means an oil tanker which has the cargo tanks protected by a double hull which extends for the entire length of the cargo area, consisting of double sides and double bottom spaces.

~~4 Notwithstanding the provisions of **-1** above, ships which have at least one cargo hold constructed with hopper tanks and topside tanks as specified in **3(2)** above, apply **Part CSR-B**. In this case, the structural strength of members in holds constructed with hopper tank and/or topside tank is to comply with the strength criteria specified in **Part CSR-B**.~~

1.2 Class Notations

1.2.1 General

Sub-paragraph -2 and -3 have been amended as follows.

2 For bulk carriers subject to the application of **Part CSR-B** or **Part CSR-B&T** as required in the provisions of **1.1.2**, notations related to hull construction and equipment are affixed to the Classification Characters in accordance with the provisions in **Part CSR-B** or **Part CSR-B&T** respectively, substituting for the provisions of **1.2.4-6** and **-20**. In this case, the notation of “CSR” is affixed at the head of the related notations (e.g. *CSR, BC-A*).

3 For double hull oil tankers subject to the application of **Part CSR-T** or **Part CSR-B&T** as required in the provisions of **1.1.2**, the notation of “CSR” is affixed to the Classification Characters in accordance with the provisions in **Part CSR-T** or **Part CSR-B&T** respectively, in addition to at the head of the related provisions of **1.2.4** (e.g. *CSR, TOB*).

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2015.
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 the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

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.

Note:

This Procedural Requirement applies from 1 July 2009.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part A

General Rules

GUIDANCE

2015 AMENDMENT NO.1

Notice No.13 27th February 2015

Resolved by Technical Committee on 2nd February 2015

Notice No.13 27th February 2015
AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

“Guidance for the survey and construction of steel ships” has been partly amended as follows:

Part A GENERAL RULES

A1 GENERAL

A1.2 Class Notations

Paragraph A1.2.1 has been amended as follows.

A1.2.1 General

1 With respect to the provisions of **1.2.1, Part A of the Rules**, ships that have two or more function, such as combination carriers are given notation based on the primary characteristic of the structure or equipment as follows:

(1) For ore and oil carriers: *OC / TOB*

(2) For bulk carriers having necessary installations for carriage of lumber cargoes: *BC, EQ C LB*

2 With respect to the provisions of **1.2.1-2** and **-3, Part A of the Rules**, and for bulk carriers and double hull oil tankers complying with **Part CSR-B&T of the Rules**, the details are to be entered into the Classification Register as descriptive notes.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2015.
2. Notwithstanding the amendments to the Guidance, 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 the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

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.

Note:

This Procedural Requirement applies from 1 July 2009.