

# **RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS**

**Part CSR-T**

**Common Structural Rules for Double  
Hull Oil Tankers**

**Rules for the Survey and Construction of Steel Ships**  
**Part CSR-T 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

**ClassNK**  
NIPPON KAIJI KYOKAI

Rule No.16      27th February 2015  
AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

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

**Part CSR-T COMMON STRUCTURAL RULES FOR DOUBLE HULL OIL TANKERS**

**Section 1 INTRODUCTION**

**1. Introduction to Common Structural Rules for Oil Tankers**

**1.1 General**

**1.1.1 Applicability**

Sub-paragraph 1.1.1.1 has been amended as follows.

1.1.1.1 This Part apply to double hull oil tankers of 150m length,  $L_{CSR-T}$ , and upward classed with the Society and contracted for construction<sup>(1)</sup> on or after 1 April 2006 but before 1 July 2015. The definition of the rule length,  $L_{CSR-T}$ , is given in **Section 4/1.1.1.1**.

## 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.