
RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part A

General Rules

RULES

2016 AMENDMENT NO.2

Rule No.82 27th December 2016

Resolved by Technical Committee on 27th July 2016

Approved by Board of Directors on 20th September 2016

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

Rule No.82 27th December 2016

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 A GENERAL RULES

Amendment 2-1

Chapter 1 GENERAL

1.2 Class Notations

1.2.4 Hull Construction and Equipment*

Sub-paragraph -27 has been renumbered to Sub-paragraph -28 and Sub-paragraph -27 has been added as follows.

27 For self-unloading ships defined in 1.3.1(19) of Part B, the notation of “Self-unloader” (abbreviated to *SUL*) is affixed to the Classification Characters.

~~278~~ Unless otherwise specified above, for ships deemed necessary by the Society, an appropriate notation may be affixed to the Classification Characters.

1.2.7 Application of Special Survey Scheme

Sub-paragraph -1 has been amended as follows.

1 For oil tankers defined in **1.3.1(11), Part B**, chemical tankers defined in **1.2.4-2** ~~and~~, bulk carriers defined in **1.3.1(13), Part B** and self-unloading ships defined in 1.3.1(19), Part B, for which enhanced surveys are carried out in class maintenance surveys in accordance with the relevant provisions of **Part B**, the notation of “*Enhanced Survey Programme*” (abbreviated to *ESP*) is affixed to the Classification Characters.

EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

1. The effective date of the amendments is 1 January 2017.

Chapter 1 GENERAL

1.2 Class Notations

1.2.4 Hull Construction and Equipment*

Sub-paragraph -27 has been renumbered to Sub-paragraph -28, and Sub-paragraph -27 has been added as follows.

27 For ships complying with the provisions of **Part GF**, the notation of “*Equipped for Use of Low-flashpoint Fuels*” (abbreviated to *EQ U LFF*) is affixed to the Classification Characters. Details of the used fuel are to be entered in the Classification Register as descriptive notes for the ship.

~~27~~28 Unless otherwise specified above, for ships deemed necessary by the Society, an appropriate notation may be affixed to the Classification Characters.

Chapter 2 DEFINITIONS

2.1 Application and Definitions

Paragraphs 2.1.44 to 2.1.49 have been renumbered to Paragraphs 2.1.45 to 2.1.50, and Paragraph 2.1.44 has been added as follows.

2.1.44 Ships Using Low-flashpoint Fuels

Ships using low-flashpoint fuels mean ships which use low-flashpoint fuels as defined in 2.2.1-28, Part GF.

2.1.445 Ships at Beginning Stage of Construction

A ship at beginning stage of construction is a ship whose keel is laid or a ship at a similar stage of construction. For this purpose, the term “a similar stage of construction” means the stage at which:

- (1) construction identifiable with a specific ship begins; and
- (2) assembly of that ship has commenced comprising at least 50 *tonnes* or 1% of the estimated mass of all structural material, whichever is less.

2.1.456 Watertight

Watertight means having scantlings and arrangements capable of preventing the passage of water in any direction under the head of water that is likely to occur in intact and damaged conditions. In the damaged condition, including intermediate stages of flooding, the head of water is to be considered in the worst situation at equilibrium.

2.1.467 Weathertight

Weathertight means that in any sea conditions water will not penetrate into the ship.

2.1.478 Keel Line

Keel line is a line parallel to the slope of the keel passing amidships through the top of the keel at the centreline or at the line of intersection of the inside of a shell plating with the keel if a bar keel extends below that line, on a ship with a metal shell.

2.1.489 Transportable Moisture Limit

Transportable moisture limit means the maximum moisture content of the cargo which is considered safe for carriage.

2.1.4950 Moisture Content

Moisture content means that portion of a representative sample consisting of water, ice, or other liquid expressed as a percentage of the total wet mass of the sample.

EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

1. The effective date of the amendments is 1 January 2017.
2. Notwithstanding the amendments to the Rules, the current requirements apply to ships other than ships that fall under the following:
 - (1) for which the building contract is placed on or after the effective date; or
 - (2) in the absence of a building contract, the keels of which are laid or which are at *a similar stage of construction* on or after 1 July 2017; or

(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less.

 - (3) the delivery of which is on or after 1 January 2021.
3. Notwithstanding the provision of preceding 2., the amendments to the Rules apply to the ships that fall under the following:
 - (1) which convert to using low-flashpoint fuels on or after the effective date; or
 - (2) which, on or after the effective date, undertake to use low-flashpoint fuels different from those which it was originally approved to use before the effective date.

Chapter 1 GENERAL

1.2 Class Notations

Paragraph 1.2.5 has been amended as follows.

1.2.5 Polar Class Ships and Ice Class Ships*

1 For polar class ships in accordance with the provisions of **Chapter 1, Part I**, the following notation corresponding to the polar classes specified in **1.2.2 of Annex 1, Part I**, is affixed to the Classification Characters.

- (1) *PC1: Polar Class 1* (abbreviated to *PC1*)
- (2) *PC2: Polar Class 2* (abbreviated to *PC2*)
- (3) *PC3: Polar Class 3* (abbreviated to *PC3*)
- (4) *PC4: Polar Class 4* (abbreviated to *PC4*)
- (5) *PC5: Polar Class 5* (abbreviated to *PC5*)
- (6) *PC6: Polar Class 6* (abbreviated to *PC6*)
- (7) *PC7: Polar Class 7* (abbreviated to *PC7*)

2 For ice class ships in accordance with the provisions of **Chapter 1, Part I**, the following notation corresponding to the ice classes specified in **1.2.32, Part I**, is affixed to the Classification Characters.

- (1) *IA Super: Class IA Super Ice Strengthening* (abbreviated to *IA SUPER IS*)
- (2) *IA: Class IA Ice Strengthening* (abbreviated to *IA IS*)
- (3) *IB: Class IB Ice Strengthening* (abbreviated to *IB IS*)
- (4) *IC: Class IC Ice Strengthening* (abbreviated to *IC IS*)
- (5) *ID: Class ID Ice Strengthening* (abbreviated to *ID IS*)

3 For ships operating in polar waters in accordance with the provisions of **Chapter 1, Part I**, the following notation corresponding to the categories specified in **1.2.1(1) to (3), Part I**, is affixed to the Classification Characters.

- (1) *Category A: Polar Code Category A* (abbreviated to *PC A*)
- (2) *Category B: Polar Code Category B* (abbreviated to *PC B*)
- (3) *Category C: Polar Code Category C* (abbreviated to *PC C*)

34 For ships made of steel corresponding to a design temperature (T_D) for operation in water areas with low temperatures (e.g. Arctic or Antarctic waters) in accordance with the provisions of **1.1.12-1, Part C**, the notation of “*Design Temperature Category: TD*” (abbreviated to *TD*) is affixed to the Classification Characters.

EFFECTIVE DATE AND APPLICATION (Amendment 2-3)

1. The effective date of the amendments is 1 January 2017.
2. Notwithstanding the amendments to the Rules, the current requirements apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date except for in cases where the amendments are to be retroactively applied.
(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 *tonnes* or 1% of the estimated mass of all structural material, whichever is the less.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part A

General Rules

GUIDANCE

2016 AMENDMENT NO.1

Notice No.83 27th December 2016

Resolved by Technical Committee on 27th July 2016

Notice No.83 27th December 2016

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

Amendment 1-1

A1 GENERAL

A1.2 Class Notations

Paragraph A1.2.5 has been amended as follows.

A1.2.5 Strengthening for Navigation in Ice, etc.

With respect to the provisions of **1.2.5-34, Part A of the Rules**, the character corresponding to the appropriate design temperature category specified in **Table C1.1.12-1(1), Part C of the Guidance** (“*a*” to “*d*” for “ T_{Da} ” to “ T_{Dd} ” respectively) is to be added to the notation of “*TD*”.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 1 January 2017.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date except for in cases where the amendments are to be retroactively applied.
(Note) The term “*a similar stage of construction*” means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less.

A2 DEFINITIONS

A2.1 Application and Definitions

Paragraph A2.1.29 has been added as follows.

A2.1.29 Light Weight

With respect to the provisions of 2.1.29, Part A of the Rules, the weight of mediums on board for the fixed firefighting systems (e.g. freshwater, CO₂, dry chemical powder, foam concentrate, etc.) is to be included in the light weight.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 January 2017.
2. Notwithstanding the amendments to the Guidance, the current requirements 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.