
RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

RULES

Part PS **Floating Offshore Facilities for Crude Oil/
Petroleum Gas Production, Storage and
Offloading**

2017 AMENDMENT NO.1

Rule No.29 1st June 2017

Resolved by Technical Committee on 30th January 2017

Approved by Board of Directors on 20th February 2017

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

Rule No.29 1st June 2017

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 PS FLOATING OFFSHORE FACILITIES FOR CRUDE OIL/PETROLEUM GAS PRODUCTION, STORAGE AND OFFLOADING

Chapter 3 HULL CONSTRUCTION AND EQUIPMENT

3.9 Hull Equipment, etc.

3.9.1 Mooring Systems for Temporary Mooring, etc.

Sub-paragraph -2 has been amended as follows.

2 In the case of single-point mooring systems to moor shuttle tankers, the chafing chain used ends for mooring lines are to be fitted and are to comply with the following:

- (1) The chafing chain is to be ~~the offshore~~ Grade R3 or R4 chain specified in **3.2, Part L**, and the chain standard is short lengths (approximately *8m*) of *76mm* diameter.
- (2) The arrangement of the end connections of chafing chains is to comply with any standards deemed appropriate by the Society.
- (3) Documented evidence of satisfactory tests of similar diameter mooring chains in the prior six month period may be used in lieu of breaking tests subject to agreement with the Society.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2017.
2. Notwithstanding the amendments to the Rules, the current requirements apply to offshore mooring chains and accessories for offshore mooring chains (hereinafter referred to as “offshore chains and accessories”) for which the application for survey is submitted to the Society before 1 July 2017 or offshore chains and accessories being used on offshore structures and single-point mooring systems for which the date of contracts for construction* is before 1 July 2017.

* “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.