

Amendment on 27 June 2024

Resolved by Technical Committee on 30 January 2024

Small Hatches of Container Carriers

Object of Amendment

Rules for the Survey and Construction of Steel Ships Part C

Guidance for the Survey and Construction of Steel Ships Part CS

Reason for Amendment

IACS Unified Interpretation (UI) LL64 specifies the hatch covers of container carriers may be non-weathertight on the condition that they are installed at locations meeting certain height standards, and ClassNK has already incorporated this requirement into its Rules for the Survey and Construction of Steel Ships.

IACS subsequently discussed small hatches subject to Unified Requirement (UR) S26 and agreed that the hatch covers of such hatches may be non-weathertight when the hatches are installed at locations high enough to mitigate any concerns regarding water ingress due to waves, i.e. when the hatch covers satisfy the conditions required by UI LL64. An amended version of UR S26 clarifying this interpretation was adopted by IACS as UR S26(Rev.5) in May 2023.

Accordingly, relevant requirements are amended in accordance with UR S26(Rev.5).

Outline of the Amendment

Specify requirements for the small hatches of container carriers considered to be non-weathertight.

Effective Date and Application

This amendment applies to ships for which the date of contract for construction is on or after 1 July 2024. This includes those ships to which Part C of the Rules for the Survey and Construction of Steel Ships applied prior to its comprehensive revision.

ID: DH23-12

Amended-Original Requirements Comparison Table (Small Hatches of Container Carriers)

Amended	Original	Remarks
<p align="center">RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p align="center">Part C HULL CONSTRUCTION AND EQUIPMENT</p> <p align="center">Part 2-1 CONTAINER CARRIERS</p> <p align="center"><u>Chapter 14 EQUIPMENT</u></p> <p><u>14.1 Small Hatchways</u></p> <p><u>14.1.1 Small Hatches Fitted on Exposed Fore Decks</u></p> <p><u>14.1.1.1 General</u></p> <p><u>Small hatchways providing access to cargo holds on container ships need not comply with 14.7.1 (except for 14.7.1.2), Part 1 in cases where the following (1) to (3) are satisfied. Such hatch covers fitted at small hatchways are to be treated as non-weathertight regardless of whether they actually are weathertight.</u></p> <p><u>(1) The non-weathertight hatchways are fitted to weather decks which are at least two standard superstructure heights (as per Regulation 33 of the “International Convention on Load Lines, 1966”) above an actual freeboard deck or an assumed freeboard deck from which the freeboard can be calculated which will result in a draught not less than that corresponding to the freeboard actually assigned. Where any</u></p>	<p align="center">RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS</p> <p align="center">Part C HULL CONSTRUCTION AND EQUIPMENT</p> <p align="center">Part 2-1 CONTAINER CARRIERS</p> <p align="center">(Newly added)</p>	<p align="center">UR S26.2.2.5</p>

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<p><u>part of the hatchway is forward of a point located one quarter of the ship's length (0.25L_t) from the forward perpendicular, that hatchway is to be located on a weather deck at least three standard superstructure heights above the actual or assumed freeboard deck.</u></p> <p><u>(2) The hatchway coamings are not less than 600 mm in height.</u></p> <p><u>(3) Bilge alarms are provided in each hold fitted with non- weathertight hatchways.</u></p> <p align="center">EFFECTIVE DATE AND APPLICATION</p> <ol style="list-style-type: none"> The effective date of the amendments is 1 July 2024. Notwithstanding the amendments to the Rules, the current requirements apply to ships for which the date of contract for construction* is before the effective date. For ships subject to Part C of the Guidance for the Survey and Construction of Steel Ships prior to its comprehensive revision by Notice No.47 on 1 July 2022 (herein after referred to as "old Part C of the Guidance"), and which the date of contract for construction* is on and after the effective date, this amendment also applies to following requirements. <p align="center">C20.2.13-1., old Part C of the Guidance</p> <p>* "contract for construction" is defined in the latest version of IACS Procedural Requirement (PR) No.29.</p> <p align="center">IACS PR No.29 (Rev.0, July 2009)</p> <ol style="list-style-type: none"> 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. The date of "contract for construction" of a series of vessels, including specified optional vessels 		

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<p>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.</p> <p>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:</p> <ol style="list-style-type: none"> (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. <p>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.</p> <ol style="list-style-type: none"> 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. <p>Note: This Procedural Requirement applies from 1 July 2009.</p>		

Amended-Original Requirements Comparison Table (Small Hatches of Container Carriers)

Amended	Original	Remarks
GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS Part CS HULL CONSTRUCTION AND EQUIPMENT OF SMALL SHIPS CS19 HATCHWAYS, MACHINERY SPACE OPENINGS AND OTHER DECK OPENINGS CS19.2 Hatchways CS19.2.13 Additional Requirement for Small Hatches Fitted on Exposed Fore Decks 1 General (1) The strength of, and securing devices for, small hatchways fitted on the exposed fore deck in 19.2.13, Part CS of the Rules are to comply with the requirements of this paragraph. (2) Small hatchways in the context of this requirement are hatchways designed for access to spaces below the deck and are capable of being closed weathertight or watertight, as applicable. Their opening is normally $2.5\ m^2$ or less. (3) Notwithstanding the provisions of (1) above, hatchways designed for emergency escape need not comply with the requirements of -3(1)(a), -3(1)(b), -4(3) and -5 . (4) The securing devices of the hatchways for emergency escape are to be of a quick-acting type (e.g., one action wheel handles are provided as central locking devices for latching/unlatching of hatch cover) operable from both sides of the hatch cover.	GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS Part CS HULL CONSTRUCTION AND EQUIPMENT OF SMALL SHIPS CS19 HATCHWAYS, MACHINERY SPACE OPENINGS AND OTHER DECK OPENINGS CS19.2 Hatchways CS19.2.13 Additional Requirement for Small Hatches Fitted on Exposed Fore Decks 1 General (1) The strength of, and securing devices for, small hatchways fitted on the exposed fore deck in 19.2.13, Part CS of the Rules are to comply with the requirements of this paragraph. (2) Small hatchways in the context of this requirement are hatchways designed for access to spaces below the deck and are capable of being closed weathertight or watertight, as applicable. Their opening is normally $2.5\ m^2$ or less. (3) Notwithstanding the provisions of (1) above, hatchways designed for emergency escape need not comply with the requirements of -3(1)(a), -3(1)(b), -4(3) and -5 . (4) The securing devices of the hatchways for emergency escape are to be of a quick-acting type (e.g., one action wheel handles are provided as central locking devices for latching/unlatching of hatch cover) operable from both sides of the hatch cover.	

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<p>(5) <u>Small hatchways providing access to cargo holds on container ships need not comply with this CS19.2.13 (except for CS19.2.13-2) in cases where the following (a) to (c) are satisfied. Such hatch covers fitted at small hatchways are to be treated as non-weathertight regardless of whether they actually are weathertight.</u></p> <p>(a) <u>The non-weathertight hatchways are fitted to weather decks which are at least two standard superstructure heights (as per Regulation 33 of the “International Convention on Load Lines, 1966”) above an actual freeboard deck or an assumed freeboard deck from which the freeboard can be calculated which will result in a draught not less than that corresponding to the freeboard actually assigned. Where any part of the hatchway is forward of a point located one quarter of the ship’s length (0.25L_f) from the forward perpendicular, that hatchway is to be located on a weather deck at least three standard superstructure heights above the actual or assumed freeboard deck.</u></p> <p>(b) <u>The hatchway coamings are not less than 600 mm in height.</u></p> <p>(c) <u>Bilge alarms are provided in each hold fitted with non-weathertight hatchways.</u></p> <p align="center">EFFECTIVE DATE AND APPLICATION</p> <p>1. The effective date of the amendments is 1 July 2024.</p> <p>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.</p> <p>* “contract for construction” is defined in the latest version</p>	(Newly added)	UR S26.2.2.5

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<p align="center">of IACS Procedural Requirement (PR) No.29.</p> <p align="center">IACS PR No.29 (Rev.0, July 2009)</p> <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> (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. <p>Note: This Procedural Requirement applies from 1 July 2009.</p>		