

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part A

General

Rules for the Survey and Construction of Steel Ships
Part A 2006 AMENDMENT NO.2

Rule No.29 20th March 2006

Resolved by Technical Committee on 3rd February 2006

Approved by Board of Directors on 28th February 2006

ClassNK
NIPPON KAIJI KYOKAI

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

Chapter 1 GENERAL

1.1 Application of These Rules

Paragraph 1.1.2 has been newly added 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 the construction on or after 1 April 2006, are to apply to **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 the construction on or after 1 April 2006, are to apply to **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 application according with 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 less than 96% and need not exceed 97% of the extreme length on the summer load waterline.
 - (2) Bulk carrier means an intended 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.
 - (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, part of which cargo holds is constructed with hopper tank and topside tank as specified in **-3(2)** above, apply to **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

Existing paragraphs has been numbered to -1, and paragraphs -2 and -3 have been added as follows.

- 2 For bulk carriers subject to the application of **Part CSR-B** 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**, substituting for the provisions of **1.2.4-6** and **-18**. In this case, the notation of “*CSR*” is affixed on 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** 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**, in addition to and on the head of the related provisions of **1.2.4**. (e.g. *CSR, TOB60*)

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1st April 2006.
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 IACS Procedural Requirement (PR) No.29 (Rev.2).

IACS PR No.29 (Rev.2)

Unless specified otherwise:

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 sister 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, a “series of sister vessels” is a series of vessels built to the same approved plans for classification purposes, under a single contract for construction. The optional vessels will be considered part of the same series of sister 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.

Notes:

1. This Procedural Requirement applies to all IACS Members and Associates.
2. This Procedural Requirement is effective for ships “contracted for construction” on or after 1 January 2005.
3. Sister vessels may have minor design alterations provided such alterations do not affect matters related to classification.
4. Revision 2 of this Procedural Requirement is effective for ships “contracted for construction” on or after 1 April 2006.