

RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part C

Hull Construction and Equipment

Rules for the Survey and Construction of Steel Ships

Part C

2007

AMENDMENT NO.2

Guidance for the Survey and Construction of Steel Ships

Part C

2007

AMENDMENT NO.2

Rule No.23 / Notice No.27 2nd May 2007

Resolved by Technical Committee on 2nd March 2007

Approved by Board of Directors on 27th March 2007

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NIPPON KAIJI KYOKAI

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Hull Construction and Equipment

RULES

2007 AMENDMENT NO.2

Rule No.23 2nd May 2007

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Rule No.23 2nd May 2007

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 C HULL CONSTRUCTION AND EQUIPMENT

Chapter 23 BULWARKS, GUARDRAILS, FREEING ARRANGEMENTS, CARGO PORTS AND OTHER SIMILAR OPENINGS, SIDE SCUTTLES, RECTANGULAR WINDOWS, VENTILATORS AND GANGWAYS

23.1 Bulwarks and Guardrails

23.1.1 General

Sub-paragraph -2(2) has been amended as follows.

- (2) At least every third stanchion is to be supported by a bracket or stay. Alternatively, measures deemed appropriate by the Society are to be taken.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 April 2007.
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.
3. Notwithstanding the provision of preceding 2., the amendments to the Rules may apply to ships for which the date of contract for construction* is before the effective date upon request by the owner.
*“contract for construction” is defined in IACS Procedural Requirement(PR) No.29 (Rev.3).

IACS PR No.29 (Rev.3)

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.
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.

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.
5. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part C

Hull Construction and Equipment

GUIDANCE

2007 AMENDMENT NO.2

Notice No.27 2nd May 2007

Resolved by Technical Committee on 2nd March 2007

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 C HULL CONSTRUCTION AND EQUIPMENT

C23 BULWARKS, GUARDRAILS, FREEING ARRANGEMENTS, CARGO PORTS AND OTHER SIMILAR OPENINGS, SIDE SCUTTLES, RECTANGULAR WINDOWS, VENTILATORS AND GANGWAYS

C23.1 Bulwarks and Guardrails

Paragraph C23.1.1 has been added as follows.

C23.1.1 General

In 23.1.1-2(2), Part C of the Rules, “measures deemed appropriate by the Society” implies that (1) and (2) below need to be satisfied.

(1) Stanchions are to be of increased breadth as in (a) to (c) below, depending on their arrangement. The figure of these stanchions is given in Fig.C23.1.1-1.

(a) at least every third stanchion is to be of increased breadth : $kb_s \geq 2.9b_s$

(b) at least every second stanchion is to be of increased breadth : $kb_s \geq 2.4b_s$

(c) every stanchion is to be of increased breadth : $kb_s \geq 1.9b_s$

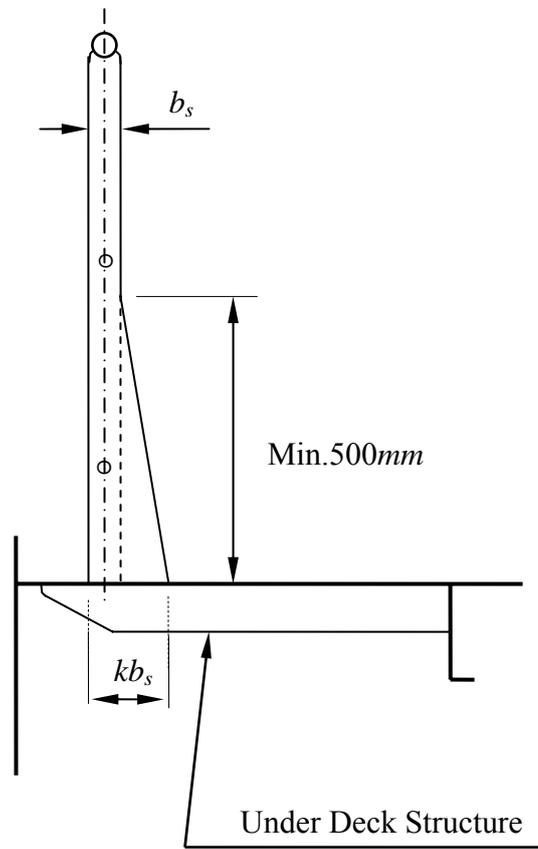
kb_s : increased breath of stanchion (mm)

b_s : breadth of stanchion according to standards approved by the Society.(mm)

Stanchions of increased breadth are to be welded to the deck with double continuous fillet welds and a minimum leg size of 7 mm or as specified by standards approved by the Society.

(2) Stanchions with increased breadth, as described in (1) above, are to be aligned with the members below the deck. These members are to be a minimum of 100x12 mm flat bar welded to the deck by double continuous fillet welds. The stanchions with increased breadth need not be aligned with under deck structures for deck plating exceeding 20 mm.

Fig.C23.1.1-1 Guardrail Stanchion (Example)



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