
RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

RULES

Part A

General Rules

2007 AMENDMENT NO.1

Rule No.48 27th September 2007

Resolved by Technical Committee on 2nd July 2007

Approved by Board of Directors on 24th July 2007

“Rules for the survey and construction of steel ships” has been partly amended as follows:

Part A GENERAL RULES

Amendment 1-1

Chapter 2 DEFINITIONS

2.1 Application and Definitions

2.1.15 Freeboard Deck

Sub-paragraphs -2 and -3 have been amended as follows.

- 1 The freeboard deck is normally the uppermost continuous deck. However, in cases where openings without permanent closing appliances exist on the exposed part of the uppermost continuous deck or where openings without permanent watertight closing appliances exist on the side of the ship below that deck, the freeboard deck is the continuous deck below that deck.
- 2 ~~For~~~~in~~ ships having a discontinuous freeboard deck (e.g. a stepped freeboard deck), ~~the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck~~ is to be determined as follows.
 - (1) Where a recess in the freeboard deck extends to both sides of the ship and is in excess of 1 m in length, the lowest line of the exposed deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck.
 - (2) Where a recess in the freeboard deck does not extend to the sides of the ship or is not in excess of 1 m in length, the upper part of the deck is taken as the freeboard deck.
 - (3) Recesses not extending from side to side in the deck designated as the freeboard deck in accordance with the provisions of -3 below the exposed deck may be disregarded, provided all openings in the exposed deck are fitted with weathertight closing appliances.
- 3 Where a ship has multiple decks, an actual deck lower than one that complies with the freeboard deck defined above in -1 or -2 can be deemed the freeboard deck, and the load line can be marked corresponding to this deck in accordance with the requirements in **Part V**. However, this lower deck is to be continuous in a fore and aft direction at least between the machinery space and peak bulkheads and continuous athwartships. Within cargo spaces, the deck is to be of suitably framed decks or stringers having adequate width and continuous in a fore and aft direction at the ship sides and transversely at each watertight bulkhead that extends to the upper deck. When this lower deck is stepped, the lowest line of the deck and the continuation of that line parallel to the upper part of the deck is taken as the freeboard deck.

Paragraph 2.1.19 has been amended as follows.

2.1.19 Superstructure

The superstructure is the decked structure on the freeboard deck, extending from side to side of the ship or having its side walls no further than $0.04B_f$ inboard from the sides of the ship.

Superstructures are classified as follows.

- (1) A bridge is a superstructure which does not extend to either the forward or after perpendicular.
- (2) A poop is a superstructure which extends from the after perpendicular forward to a point which is aft of the forward perpendicular. The poop may originate from a point aft of the after perpendicular.
- (3) A forecastle is a superstructure which extends from the forward perpendicular aft to a point which is forward of the after perpendicular. The forecastle may originate from a point forward of the forward perpendicular.
- (4) A full superstructure is a superstructure which, as a minimum, extends from the forward to the after perpendicular.

Paragraph 2.1.20 has been amended as follows.

2.1.20 Enclosed Superstructure

The enclosed superstructure is the superstructure complying with the following conditions:

- (1) Access openings in the end bulkheads of the superstructure are provided with doors complying with the requirements in **18.3.1, Part C**.
- (2) All other openings in side or end bulkheads of the superstructure are provided with efficient weathertight means of closing.
- (3) A means of access for the crew to reach machinery and other working spaces within a bridge or poop starting from any point on the uppermost complete exposed deck or higher is available at all times even when bulkhead openings are closed.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 1 October 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.
*“contract for construction” is defined in IACS Procedural Requirement (PR) No.29 (Rev.4).

IACS PR No.29 (Rev.4)

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.

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. Revision 2 of this Procedural Requirement is effective for ships “contracted for construction” on or after 1 April 2006.
4. Revision 3 of this Procedural Requirement was approved on 5 January 2007 with immediate effect.
5. Revision 4 of this Procedural Requirement was adopted on 21 June 2007 with immediate effect.

Chapter 1 GENERAL

1.2 Class Notations

Paragraph 1.2.5 has been amended as follows.

1.2.5 ~~Strengthening for Navigation in Ice, etc.~~ 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, 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)

~~**12**~~ For ~~Ships strengthened for navigation in ice~~ ice class ships in accordance with the provisions of ~~**Chapter 28, Part C**~~, **Chapter 1, Part I**, the following notation corresponding to the ~~classification of ice strengthening~~ ice classes specified in ~~**28.1.2, Part C**~~, **1.2.3, 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)

~~**23**~~ 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 1-2)

1. The effective date of the amendments is 1 March 2008.
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.4).

IACS PR No.29 (Rev.4)

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.

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GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part A

General Rules

GUIDANCE

2007 AMENDMENT NO.1

Notice No.51 27th September 2007

Resolved by Technical Committee on 2nd July 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 A GENERAL RULES

A2 DEFINITIONS

A2.1 Application and Definitions

Paragraph A2.1.15 has been amended as follows.

A2.1.15 Freeboard Deck

1 “Adequate width” specified in 2.1.15-3, Part A of the Rules is to be determined by taking into account the ship’s construction, and operation, and at the minimum, is to accommodate the passages specified in 23.7, Part C of the Rules.

2 With respect to the provisions of **2.1.15, Part A of the Rules**, the freeboard deck on a ship which has openings at the after end and the bottom of cargo spaces (hereinafter referred to as “well deck”) can be submerged below the waterline by ballasting for loading/unloading cargoes from such after end openings is to be in accordance with the following.

- (1) If such a ship is fitted with weathertight closures for the cargo space(s) and a watertight closure at the stern, the uppermost complete deck may be taken as the freeboard deck.
- (2) If such a ship is not fitted with weathertight closures for the cargo space(s) or a watertight closure at the stern, the well deck is to be taken as the freeboard deck. In this case, buoyant spaces in the hull structure above such well decks may be considered as superstructures in accordance with the provisions of **2.1.19, Part A of the Rules**.
- (3) If such a ship is not fitted with weathertight closures for the cargo space(s) but has a watertight closure at the stern, the uppermost complete deck may be taken as the freeboard deck provided that the calculated freeboard is corrected for any missing buoyancy above the well deck in accordance with **Part V of the Rules**. In this case, the structure of the freeboard deck, where provided within cargo spaces, is to be continuous forward and afterward at the ship’s sides and continuous athwartship at the transverse bulkheads, and capable of passage.

Paragraph A2.1.18 has been added as follows.

A2.1.18 Raised Quarterdeck

The raised quarterdeck specified in 2.1.18, Part A of the Rules is a poop having a height less than the standard height of superstructures given in V2.2.1-1.

EFFECTIVE DATE AND APPLICATION

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2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships for which the date of contract for construction* is before the effective date.
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IACS PR No.29 (Rev.4)

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.
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