

RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

Rules for the Survey and Construction of Passenger Ships

2007 AMENDMENT NO.1

Guidance for the Survey and Construction of Passenger Ships

2007 AMENDMENT NO.2

Rule No.52 / Notice No.56 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 PASSENGER SHIPS

RULES

2007 AMENDMENT NO.1

Rule No.52 27th September 2007

Resolved by Technical Committee on 2nd July 2007

Approved by Board of Directors on 24th July 2007

AMENDMENT TO THE RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

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

Amendment 1-1

Part 2 CLASS SURVEY

Chapter 2 CLASSIFICATION SURVEYS

2.1 Classification Survey during Construction

2.1.2 Submission of Plans and Documents

Sub-paragraph -1(1)(a) has been amended as follows.

- 1 With respect to ships intended to undergo the Classification Survey during Construction, the plans and documents indicated in the following (1) to (6) are to be submitted to the Society for approval, prior to the commencement of the works:
 - (1) Hull
 - (a) Plans specified in **2.1.2-1(1)(a)** to ~~(qr)~~, ~~(x)~~, ~~(z)~~ and ~~(waa)~~, **Part B of the Rules for the Survey and Construction of Steel Ships**.
 - (b) A diagram for ventilation (showing air conditioners, ventilators, smoke extraction system of atriums, ducts including their insulation, dampers, operating positions of fans and dampers etc.)
 - (c) Arrangements and constructions of watertight doors, openings, side scuttles, etc. (showing the margin line)
 - (d) Arrangements and constructions of bilge keels, if fitted
 - (e) Arrangements and details of the installation of fin-stabilizers, if fitted (Construction of fin-stabilizers in submitted for reference)
 - (f) Arrangements and details of the installation of thrusters (including the hull structure of their vicinity), if fitted
 - (g) Calculation sheets for subdivision load lines
 - (h) Plans showing arrangement of ship's identification number specified in **1.1.5, Part 3 of the Rules**
 - (2) Machinery (omitted)
 - (3) Stability (omitted)
 - (4) Constructions of fire protection, means of escape and fire extinguishing systems (omitted)
 - (5) A loading manual (for ships to be required in accordance with the requirements of **34.1.1, Part C of the Rules for the Survey and Construction of Steel Ships**.)
 - (6) Submission of other plans and documents than those specified in (1) to (5) may be required where deemed necessary by the Society.

2.1.3 Submission of Other Plans and Documents

Sub-paragraph (1) has been amended as follows.

With respect to ships intended to undergo the Classification Survey during Construction, the following plans and documents are to be submitted for reference, in addition to the plans and documents specified in **2.1.2**:

- (1) Plans and documents specified in **2.1.3-1(1), (2), (5) and ~~(56)~~, Part B of the Rules for the Survey and Construction of Steel Ships.**
- (2) Calculation sheets for the equalization time for cross-flooding arrangements, if fitted
- (3) Calculation sheets for the volume of combustible materials in accommodation spaces and service spaces
- (4) Calculation sheets for the width of stairs, access routes and the exit of escape routes
- (5) Where materials which contain asbestos are used, documents including the location and other detailed information.
- (6) Submission of other plans and documents than those specified in (1) to (5) may be required where deemed necessary by the Society.

2.1.5 Presence of Surveyors

Sub-paragraph -3 has been added as follows.

- 1 In the Classification Survey during Construction, inspections are to be carried out at necessary stages of the work from its commencement until its completion.
- 2 Presence of the Surveyor is required at necessary stages specified in **2.1.4-1, 2.1.4-2 and 2.1.4-4, Part B of the Rules for the Survey and Construction of Steel Ships.**
- 3 For the tests specified in -2, the applicant is to prepare test plans for review by the Society prior to testing. Test records and/or measurement records are to be submitted to the Society, as required.

Paragraph 2.1.7 has been amended as follows.

2.1.7 Documents to be maintained on board

- 1** At the completion of a classification survey, the Surveyor confirms that the following drawings, plans, manuals, lists, etc., as applicable, of finished version are on board.
 - (1) Documents approved by the Society or their copies
 - (a) Loading manuals (**1.1.1-4, Part 3**)
 - (b) Operating and maintenance manuals for the door and inner door (**7.1.1-1 and 7.4.3-4, Part 3**)
 - (c) Damage control plans (**3.2.1, Part 4**)
 - (d) Stability information booklets (**4.3, Part 4**)
 - (e) Plans and documents for in-water surveys (**5.1.2, Part 2**)
 - (2) Other manuals, etc.
 - (a) Operation manuals for the loading computer (**1.1.1-4, Part 3**)
 - (b) Towing and mooring fitting arrangement plans (**1.1.1-4, Part 3**)
 - (c) Booklets for the damage control (**3.2.2, Part 4**)
 - (d) Operating and maintenance instructions for ship machinery and equipment (**1.1.1-3, Part 5**)
 - (e) Fire Control Plans, Fire Safety Operational Booklets, Training manuals and

Maintenance plans (**5.1.1, Part 7**)

(f) Operation manuals for the helicopter facilities (**5.1.1, Part 7**)

(3) Finished plans specified in **2.1.8**

2 For ships engaged on international voyages, the Surveyor confirms that the Ship Construction File contains the necessary documents from the following drawings, plans, manuals and documents, and that the Construction File is on board the ship. Duplicate documents as in -1 are not required.

(1) Finished plans of hull structural drawings specified in **2.1.8**

(2) The following manuals and documents

(a) Operating and maintenance manuals for the door and inner door (**7.1.1-1** and **7.4.3-4, Part 3**)

(b) Damage control plans (**3.2.1, Part 4**)

(c) Stability information booklets (**4.3, Part 4**)

(3) Copies of certificates of forgings and castings welded into the hull structures

(4) Plans showing locations, sizes and details of equipment forming part of the watertight and weather-tight integrity of the ship, including piping (**2.1.2-1(1)(a)**)

(5) Corrosion prevention scheme (**2.1.3(1)**)

(6) Plans and documents for in-water surveys (**5.1.2, Part 2**)

(7) Docking plan including locations and other necessary information of all penetrations

(8) Test plans, test records, measurements records, etc.

23 Where deemed necessary by the Society considering the purpose, characteristics, etc. of the ship, the submission of additional documents may be required.

34 For ships engaged on international voyages, it is recommended that all documents listed in -1 above are marked with the *IMO* ship identification number.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 1 January 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.

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.

Part 1 GENERAL

Chapter 1 GENERAL

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 of the Rules for the Survey and Construction of Steel Ships**, by the provisions of **1.1.1-6, Part 3**, the following notation corresponding to the classification of ice strengthening specified in **1.2.2, Part I of the Rules for the Survey and Construction of Steel Ships**, 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 281, Part C of the Rules for the Survey and Construction of Steel Ships**, by the provisions of **1.1.1-46, Part 3**, the following notation corresponding to the classification of ice strengthening specified in **28.1-21.2.3, Part C of the Rules for the Survey and Construction of Steel Ships**, 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) to operate in water areas with low temperatures (e.g. Arctic or Antarctic waters) in accordance with the provisions of **1.1.12-1, Part C of the Rules for the Survey and Construction of Steel Ships**, by the provisions of **1.1.1-4, Part 3**, the notation of “*Design Temperature Category : TD*” (abbreviated to *TD*) is affixed to the Classification Characters.

Part 3 HULL CONSTRUCTION AND EQUIPMENT

Chapter 1 GENERAL

Paragraph 1.1.1 has been amended as follows.

1.1.1 Application

- 1 The requirements in this Part are framed for hull construction and equipment of ships intended for unrestricted service as passenger ships.
- 2 Hull construction and equipment of ships to be classed for special restricted service may be partly modified the application of requirements in this Part.
- 3 The requirements in this Part are framed for multi-deck ships having double bottoms and decks and bottoms with longitudinal framing, and whose freeboard deck is a lower deck other than the strength deck.
- 4 The following requirements of **Part C** and **Part CS of the Rules for the Survey and Construction of Steel Ships** are framed for ships not less than 90 *m* in length and ships less than 90 *m* in length respectively, except for the requirements in this part. However, the extent of application may expand at the Society's discretion.
 - (1) **Chapter 1** General (**1.1.13** to **1.1.21** and **1.1.23**)
 - (2) **Chapter 2** Stems and Stern Frames
 - (3) **Chapter 3** Rudders
 - (4) **Chapter 9** Arrangements to Resist Panting
 - (5) **Chapter 16** Plate Keels and Shell Platings
 - (6) **Chapter 18** Superstructures (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is provided in **Chapter 18** including the requirements of deckhouses.)
 - (7) **Chapter 19** Deckhouses (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is provided in **Chapter 18**.)
 - (8) **Chapter 20** Hatchways, Machinery Space Opening and Other Deck Openings (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is provided in **Chapter 19**.)
 - (9) **Chapter 21** Machinery Spaces and Boiler Rooms (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is provided in **Chapter 20** including the requirements of Tunnels and Tunnel Recesses.)
 - (10) **Chapter 22** Tunnels and Tunnel Recesses (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is provided in **Chapter 20**.)
 - (11) **Chapter 23** Bulwarks, Guardrails, Freeing Arrangements, Cargo Ports and Other Similar Openings, Side Scuttles, Rectangular Windows, Ventilators and Gangways (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is provided in **Chapter 21**.)
 - (12) **Chapter 25** Cementing and Painting (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is provided in **Chapter 22**.)
 - (13) **Chapter 26** Masts and Derrick Posts (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, this chapter is not provided.)
 - (14) **Chapter 27** Equipment (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is provided in **Chapter 23**.)
 - ~~(15) **Chapter 28** Strengthening for Navigation in Ice (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is not provided.)~~

- (15) **Chapter 34** Loading Manual and Loading Computer (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is provided in **Chapter 25**.)
- (16) **Chapter 35** Means of Access (In **Part CS of the Rules for the Survey and Construction of Steel Ships**, the matter in this chapter is provided in **Chapter 26**.)
- 5 In the application of the relevant provisions in this part to ships which are not applied the requirements in **Part 8**, L_f is to be read as L and B_f as B .
- 6 The ships intended to be registered as polar class ships or ice class ships stated in **Chapter 1, Part I of the Rules for the Survey and Construction of Steel Ships** are to be accordance with the provisions of **Part I of the Rules for the Survey and Construction of Steel Ships**.

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.

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.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

GUIDANCE

2007 AMENDMENT NO.2

Notice No.56 27th September 2007

Resolved by Technical Committee on 2nd July 2007

AMENDMENT TO THE GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

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

Amendment 1-1

Part 3 HULL CONSTRUCTION AND EQUIPMENT

Chapter 6 WATERTIGHT BULKHEAD AND THE OPENING

6.4 Watertight Door

Paragraph 6.4.1 has been amended as follows.

6.4.1 General

- 1 “Not more than 60 *seconds*” specified in **6.4.1-1, Part 3** of the Rules means the necessary closing time for all power-operated watertight door in which is remote operated from the center console. The necessary closing time for each power-operated watertight door is also to be 20 *seconds* and over but not more than 40 *seconds* in accordance with the requirement in **6.4.2(7), Part 3** of the Rules.
- 2 In the application of **6.4.1-2, Part 3 of the Rules**, prototype tests (refer to **C13.3.3-1** or **CS13.3.3-1, Guidance of the Survey and Construction of Steel Ships**) are to be carried out from each side of the door to verify its closing capabilities under forces that may act upon it when water is flowing through it by applying a static head equivalent to a water height of at least 1m above the sill of the door.
- ~~23~~ “The damaged portion” specified in **6.4.1-3, Part 3** of the Rules means the extent specified in **2.3.5, Part 4** of the Rules.

Annex 7-1 INTERPRETATION OF PROVISION OF CHAPTER II-2, SOLAS CONVENTION ON PASSENGER SHIPS

1 INTERPRETATION OF PROVISION OF CHAPTER II-2, SOLAS CONVENTION

1.1 Interpretation

The following 2 lines in Table 7-1-A1 have been amended as follows.

Table 7-1-A1 Interpretation of SOLAS II-2

Number	SOLAS	Interpretation
9.4.1.2.1	Doors and door frames in “B” class divisions and means of securing them shall provide a method of closure which shall have resistance to fire equivalent to that of the divisions, this being determined in accordance with the Fire Test Procedures Code except that ventilation openings <u>may be permitted in the lower portion of such doors*</u> . Where such opening is in or under a door the total net area of any such opening or openings shall not exceed $0.05m^2$. Alternatively, a non-combustible air balance duct routed between the cabin and the cross-sectional area of the duct does not exceed $0.05m^2$. All ventilation openings shall be fitted with a grill made of non-combustible material. Doors shall be non-combustible.	*: <u>Balancing openings or ducts between two enclosed spaces are prohibited except for openings as permitted by this regulation.</u> Where ventilation openings are installed in the lower part of fire door, the fire door is to be of “B” class fire door with louvres of approved type and the ventilation openings (louvres) are to be capable of being closed from the corridor side. Other openings, except the gap which is not greater than 3mm in the lower portion and which need to open and close the doors, are not to be installed.
9.7.5.2.1	Where they pass through accommodation spaces or <u>spaces containing combustible materials*2, the exhaust ducts from galley ranges*1</u> shall be constructed of “A” class divisions. Each exhaust duct shall be fitted with: .1 a grease trap readily removable for cleaning; .2 a fire damper located in the lower end of the duct; .3 arrangements, operable from within the galley, for shutting off the exhaust fans; and .4 <u>fixed means for extinguishing a fire within the duct*23.</u>	*1 : The “exhaust ducts from galley ranges” are to comply with requirements in R9.7.4, Part R of the Guidance for the Survey and Construction of Steel Ships. *2: <u>“Spaces containing combustible materials” will normally apply to all spaces in accommodation.</u> *23 : For Japanese flag ship special requirements apply.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 1 October 2007.
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.
*“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.

Part 2 CLASS SURVEY

Chapter 5 DOCKING SURVEYS

5.1 Docking Surveys

5.1.2 In-Water Surveys

Existing text has been amended as follows.

The approval to the application of In-water Surveys is to be in accordance with the provisions specified in **B6.1.2, Part B of the Guidance Rules for the Survey and Construction of Steel Ships.**

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 January 2008.
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.
*“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.
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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.

Part 2 CLASS SURVEY

Chapter 1 GENERAL

1.1 Surveys

1.1.3 Intervals of Class Maintenance Surveys

Sub-paragraph (5) has been added as follows.

For the application of the requirements of **1.1.1-3 of the Rules**, in addition to the requirements specified in **1.1.3-5, Part B of the Rules for the Survey and Construction of Steel Ships**, occasional surveys are to be in accordance with those specified in (1) through (3) below:

- (1) For ships carrying more than 36 passengers which had been at beginning stage of construction before 1 October 1994, a survey is to be carried out for verification of the compliance with the requirements of Regulation 41-2, Chapter II-2, *SOLAS* Convention adopted by the Maritime Safety Committee of the International Maritime Organization by the Resolution *MSC.24(60)*, by the date specified in Regulation 41-1, Chapter II-2, *SOLAS* Convention of the Resolution.
- (2) For ships of 2,000 *gross tonnage* and above which had been at beginning stage of construction before 1 July 2002, a survey is to be carried out for verification of the compliance with the requirements of **10.5.5, Part R of the Rules for the Survey and Construction of Steel Ships**, by 1 October 2005.
- (3) Ships which are not engaged on international voyages need not to comply with the requirements specified in (1) and (2) above.
- (4) For ships not less than 100 *gross tonnage* engaged on international voyages which had been at beginning stage of construction before 1 July 2004, a survey is to be carried out for verification of the compliance with the requirements of **1.1.5, Part 3 of the Rules** by the date of the first scheduled dry-docking after 1 July 2004.
- (5) For ships engaged on international voyages which had been at the beginning stage of construction before 1 July 2008, a survey is to be carried out to verify compliance with the requirements of Regulations 5.3.1.3.2 and 5.3.4, Chapter II-2, *SOLAS* Convention adopted by the Maritime Safety Committee of the International Maritime Organization by the Resolution *MSC.216(82)*, by the date of the first survey after 1 July 2008.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2008.

Japanese Translation

Rules for the survey and construction of passenger ships



「旅客船規則」の一部を次のように改正する。

改正その 1

2 編 船級検査

2 章 登録検査

2.1 製造中登録検査

2.1 製造中登録検査

2.1.2 提出図面その他の書類

-1.(1)(a)を次のように改める。

-1. 製造中登録検査を受けようとする船舶については、工事の着手に先立ち、次の**(1)**から**(6)**に掲げる図面及びその他の書類を提出して、本会の承認を得なければならない。

(1) 船体関係

- (a) 鋼船規則B編 2.1.2-1.(1)(a)から~~(qr)~~, **(x)**, **(z)**及び~~(waa)~~に掲げる図面
- (b) 通風系統図（空気調和装置、アトリウム¹の排煙装置、通風筒、ダクト（防熱を含む。）、ダンパー及び送風機・ダンパーの操作位置等を記載したもの）
- (c) 水密戸、舷側諸口、舷窓等の開口配置図及び構造図（限界線を記載したもの）
- (d) ビルジキールを有する船舶では、その配置図及び構造図
- (e) フィンスタビライザーを有する船舶では、その配置図及び船体への取付け要領図（フィンの構造図は参考とする。）
- (f) スラスターを有する船舶では、その配置図及び船体への取付け要領図（スラスター周囲の船体構造を含む。）
- (g) 区画満載喫水線の計算書
- (h) 3 編 1.1.5の規定による船舶識別番号の配置図

(2) 機関・電気関係（省略）

(3) 復原性関係（省略）

(4) 防火構造、脱出設備及び消火設備（省略）

(5) ローディングマニュアル（鋼船規則C編 34.1.1でローディングマニュアルの備付けが要求される場合）

(6) (1)から(5)以外の図面でその他本会が必要と認める図面その他の書類

2.1.3 参考用提出図面その他の書類

(1)を次のように改める。

製造中の登録を受けようとする船舶については、**2.1.2**に掲げる承認用提出図面その他の書類のほか、次に掲げる図面及びその他の書類を本会に提出しなければならない。

- (1) **鋼船規則B編 2.1.3-1.(1), (2)及び、(5)及び(6)**掲げる図面及びその他の書類
- (2) クロスフラッディング設備を備える場合、その平衡時間計算書
- (3) 防火材料可燃物容量計算書
- (4) 脱出経路の階段、通路及び出口の幅の計算書
- (5) アスベストを含む材料を使用する場合、使用する場所及びその詳細を記載した図書
- (6) その他本会が必要と認める図面及びその他の書類

2.1.5 工事の検査

-3.として次の1項を加える。

- 1. 製造中登録検査では、工事の開始から完成までの必要な段階で、検査が行われなければならない。
- 2. 検査の立会は、**鋼船規則B編 2.1.4-1., 2.1.4-2.及び2.1.4-4.**に掲げる必要な段階の時とする。
- 3. 前-2.の規定による試験の実施にあたり、検査申込者は、試験法案を作成し、事前に本会の確認を受けなければならない。また、必要に応じて試験成績書又は計測記録を提出しなければならない。

2.1.7 を次のように改める。

2.1.7 船上に保持すべき図面等

- 1. 製造中登録検査の完了に際しては、次に掲げる図面等のうち該当するものについて、完成図が船舶に備えられていることを確認する。
 - (1) 次に掲げる手引書等については、本会が承認したもの（又はその写し）
 - (a) ローディングマニュアル（**3 編 1.1.1-4.**）
 - (b) ドア及び内扉に関する操作及び保守マニュアル（**3 編 7.1.1-1.及び7.4.3-4.**）
 - (c) 損傷制御図（**4 編 3.2.1**）
 - (d) 復原性資料（**4 編 4.3**）
 - (e) 水中検査計画書（2 編 5.1.2）
 - (2) その他の手引書等
 - (a) 積付計算機の取扱説明書（**3 編 1.1.1-4.**）
 - (b) 曳航及び係留設備配置図（**3 編 1.1.1-4.**）
 - (c) 損傷制御のための小冊子（**4 編 3.2.2**）
 - (d) 機関の説明書（**5 編 1.1.1-3.**）

- (e) 火災制御図，火災安全操作手引書，訓練手引書及び保守計画書（**7 編 5.1.1**）
 - (f) ヘリコプタ運航手引書（**7 編 5.1.1**）
- (3) **2.1.8**に規定する完成図
- 2. 国際航海に従事する船舶にあっては，次に掲げる図面等のうち該当するものを含む船体コンストラクションファイルが船舶に備えられていることを確認する。この場合，前-1.に規定する図面等を二重に保持することを要しない。
 - (1) **2.1.8**に規定する船体構造に関する完成図
 - (2) 次に掲げる手引書等
 - (a) ローディングマニュアル（**3 編 1.1.1-4.**）
 - (b) ドア及び内扉に関する操作及び保守マニュアル（**3 編 7.1.1-1.**及び**7.4.3-4.**）
 - (c) 損傷制御図（**4 編 3.2.1**）
 - (d) 復原性資料（**4 編 4.3**）
 - (3) 船体構造に溶接される鍛造品及び鋳造品について，証明書の写し
 - (4) 船舶の水密性又は風雨密性を保持するための装置（管装置を含む。）に関する図面（**2.1.2-1.(1)(a)**）
 - (5) 防食要領書（**2.1.3(1)**）
 - (6) 水中検査計画書（**2 編 5.1.2**）
 - (7) 入渠又は上架計画書（外板における開口，管の貫通部等の位置を含むもの）
 - (8) 各種試験法案，試験結果，計測記録等
- ~~23.~~ 当該船舶の用途等に応じて本会が必要と認める場合，その他の図面等の備付けを要求することがある。
- ~~34.~~ 国際航海に従事する船舶にあっては，前-1.に掲げる図面等に船舶識別番号を記載することを推奨する。

附 則（改正その1）

1. この規則は、2008年1月1日（以下、「施行日」という。）から施行する。
2. 施行日前に建造契約*が行われた船舶にあっては、この規則による規定にかかわらず、なお従前の例によることができる。

* 建造契約とは、IACS Procedural Requirement(PR) No.29(Rev.4)に定義されたものをいう。

IACS PR No.29(Rev.4)

英文（正）

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.

仮訳

1. 船舶の「建造契約日」とは、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。なお、この契約日及び契約を交わす全ての船舶の建造番号（船番等）は、新造船に対し船級登録を申込む者によって、船級協会に申告されなければならない。
2. オプションの行使権が契約書に明示されている場合、オプション行使によるシリーズ船の「建造契約日」は、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。本 Procedural Requirement の適用において、1つの建造契約書に基づく船舶が同一の承認図面によって建造される場合は、シリーズ船と見なす。しかしながら、以下の条件を満たす設計変更にあっては、シリーズ船は原設計から設計変更を行うことができる。
 - (1) 設計変更が船級要件に影響を及ぼさない、又は、
 - (2) 設計変更が船級規則の対象となる場合、当該変更が予定所有者と造船所との間で契約された日に有効な船級規則に適合している、又は設計変更の契約が無い場合は承認のために図面が船級協会に提出された日に有効な船級規則に適合している。オプションによる建造予定船は、シリーズ船の建造契約が結ばれてから1年以内にオプションが行使される場合、シリーズ船として扱われる。
3. 建造契約の後に追加の建造船又は追加のオプションを含める契約の変更がなされた場合、建造契約日は予定所有者と造船所との間で契約変更がなされた日をいう。この契約変更は前1.及び2.に対して、「新しい契約」として扱わなければならない。
4. 船舶の種類の変更による建造契約の変更があった場合、改造された船舶の「建造契約日」は、予定所有者と造船所との間で契約変更又は新規契約のサインが交わされた日をいう。

備考:

1. 本 PR は、全ての IACS メンバー及び準メンバーに適用する。
2. 本 PR は、2005年1月1日以降に“建造契約”が行われた船舶に適用する。
3. 本 PR の Rev.2 は、2006年4月1日以降に“建造契約”が行われた船舶に適用する。
4. 本 PR の Rev.3 は、2007年1月5日に承認され、これは直ちに効力が生じる。
5. 本 PR の Rev.4 は、2007年6月21日に採択され、これは直ちに効力が生じる。

1 編 総則

1 章 通則

1.2.5を次のとおり改める。

1.2.5 耐氷構造極地氷海船等

~~1. 3 編 1.1.1-6.~~の規定により、鋼船規則I編 1 章に掲げる極地氷海船については、鋼船規則I編 1.2.2に規定される耐氷構造の階級に従って、次によりその旨を船級符号に付記する。

- (1) PC1 : Polar Class 1 (略号 PC1)
- (2) PC2 : Polar Class 2 (略号 PC2)
- (3) PC3 : Polar Class 3 (略号 PC3)
- (4) PC4 : Polar Class 4 (略号 PC4)
- (5) PC5 : Polar Class 5 (略号 PC5)
- (6) PC6 : Polar Class 6 (略号 PC6)
- (7) PC7 : Polar Class 7 (略号 PC7)

~~42. 3 編 1.1.1-46.~~の規定により、鋼船規則C編 28 章I編 1 章に掲げる耐氷構造を施した船舶耐氷船については、鋼船規則C編 28.2-1I編 1.2.3に規定される耐氷船階級に従って、次によりその旨を船級符号に付記する。

- (1) ~~IA Super級耐氷構造~~ : Class IA Super Ice Strengthening (略号 IA SUPER IS)
- (2) ~~IA級耐氷構造~~ : Class IA Ice Strengthening (略号 IA IS)
- (3) ~~IB級耐氷構造~~ : Class IB Ice Strengthening (略号 IB IS)
- (4) ~~IC級耐氷構造~~ : Class IC Ice Strengthening (略号 IC IS)
- (5) ~~ID級耐氷構造~~ : Class ID Ice Strengthening (略号 ID IS)

~~43. 3 編 1.1.1-4.~~の規定により、鋼船規則C編 1.1.12-1.の規定に従い設計温度 (T_D) に応じた鋼材を船体を使用した低い気温の海域 (例えば、北極海や南氷洋等) を航行する目的の船舶については、船級符号に “Design Temperature Category : TD” (略号 TD)を付記する。

3 編 船体構造及び艤装

1 章 通則

1.1.1を次のとおり改める。

1.1.1 適用

- 1. 本編の規定は、旅客船として航路を制限しない条件で登録を受けようとする船舶の構造及び艤装に適用する。
- 2. 航路に特別な制限のある船舶の構造及び艤装については、本編の規定の適用を一部軽減することができる。
- 3. 本編の規定は、二重底を有し、甲板及び船底は縦式構造で、強力甲板より下層の甲板を乾舷甲板とする多層甲板船の船舶について定めたものである。
- 4. 特に本編に規定されていない事項については、 L が90m以上の船舶については鋼船規則C編の以下に示す規定を、 L が90m未満の船舶については鋼船規則CS編の以下に示す規定をそれぞれ適用する。ただし、本会が必要と認めた場合には、適用の範囲を拡げることがある。
 - (1) 1 章 通則 (1.1.13から1.1.21まで及び1.1.23)
 - (2) 2 章 船首材及び船尾材
 - (3) 3 章 舵
 - (4) 9 章 船首尾防撓構造
 - (5) 16 章 平板竜骨及び外板
 - (6) 18 章 船楼 (CS編は18 章に甲板室も含んで規定)
 - (7) 19 章 甲板室 (CS編は18 章に規定)
 - (8) 20 章 倉口、機関室口その他の甲板口 (CS編は19 章に規定)
 - (9) 21 章 機関室及びボイラ室 (CS編は20 章に軸路及び軸路端室等も含んで規定)
 - (10) 22 章 軸路及び軸路端室等 (CS編は20 章に規定)
 - (11) 23 章 ブルワーク、ガードレール、放水設備、舷側諸口、丸窓、通風筒及び歩路 (CS編は21 章に規定)
 - (12) 25 章 セメント及びペイント工事 (CS編は22 章に規定)
 - (13) 26 章 マスト及びデリックポスト (CS編は該当章なし。)
 - (14) 27 章 艤装 (CS編は23 章に規定)
 - ~~(15) 28 章 耐氷構造 (CS編は該当章なし。)~~
 - (16) 34 章 ローディングマニュアル及び積付計算機 (CS編は25 章に規定)
 - (17) 35 章 点検設備 (CS編は26 章に規定)
- 5. 8 編の規定の適用を受けない船舶については、本編の規定中の L_f 、 B_f をそれぞれ L 、 B と読み替えて適用する。
- 6. 鋼船規則I編 1 章に掲げる極地氷海船又は耐氷船として登録を受ける船舶にあつては、鋼船規則I編の規定にも拠らなければならない。

附 則 (改正その2)

1. この規則は、2008年3月1日(以下、「施行日」という。)から施行する。
2. 施行日前に建造契約*が行われた船舶にあっては、この規則による規定にかかわらず、なお従前の例によることができる。
*建造契約とは、IACS Procedural Requirement(PR) No.29(Rev.4)に定義されたものをいう。

IACS PR No.29(Rev.4)

英文 (正)

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.

仮訳

1. 船舶の「建造契約日」とは、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。なお、この契約日及び契約を交わす全ての船舶の建造番号(船番等)は、新造船に対し船級登録を申込む者によって、船級協会に申告されなければならない。
2. オプションの行使権が契約書に明示されている場合、オプション行使によるシリーズ船の「建造契約日」は、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。本 Procedural Requirement の適用において、1つの建造契約書に基づく船舶が同一の承認図面によって建造される場合は、シリーズ船と見なす。しかしながら、以下の条件を満たす設計変更にあっては、シリーズ船は原設計から設計変更を行うことができる。
 - (1) 設計変更が船級要件に影響を及ぼさない、又は、
 - (2) 設計変更が船級規則の対象となる場合、当該変更が予定所有者と造船所との間で契約された日に有効な船級規則に適合している、又は設計変更の契約が無い場合は承認のために図面が船級協会に提出された日に有効な船級規則に適合している。オプションによる建造予定船は、シリーズ船の建造契約が結ばれてから1年以内にオプションが行使される場合、シリーズ船として扱われる。
3. 建造契約の後に追加の建造船又は追加のオプションを含める契約の変更がなされた場合、建造契約日は予定所有者と造船所との間で契約変更がなされた日をいう。この契約変更は前1.及び2.に対して、「新しい契約」として扱わなければならない。
4. 船舶の種類の変更による建造契約の変更があった場合、改造された船舶の「建造契約日」は、予定所有者と造船所との間で契約変更又は新規契約のサインが交わされた日をいう。

備考:

1. 本 PR は、全ての IACS メンバー及び準メンバーに適用する。
2. 本 PR は、2005 年 1 月 1 日以降に“建造契約”が行われた船舶に適用する。
3. 本 PR の Rev.2 は、2006 年 4 月 1 日以降に“建造契約”が行われた船舶に適用する。
4. 本 PR の Rev.3 は、2007 年 1 月 5 日に承認され、これは直ちに効力が生じる。
5. 本 PR の Rev.4 は、2007 年 6 月 21 日に採択され、これは直ちに効力が生じる。

Japanese Translation

Guidance for the survey and construction of passenger ships



「旅客船規則検査要領」の一部を次のように改正する。

改正その 1

3 編 船体構造及び艀装

6 章 水密隔壁及びその開口

6.4 水密戸

6.4.1 を次のとおり改める。

6.4.1 一般

- 1. 規則 3 編 6.4.1-1.における「60 秒以内」とは、すべての遠隔操作の動力水密戸が中央操作盤から閉鎖されるまでに要する時間であり、個々の動力水密戸の閉鎖に要する時間は、規則 3 編 6.4.2(7)により 20 秒以上 40 秒以下であること。
- 2. 規則 3 編 6.4.1-2.の適用上、敷居より少なくとも 1mの水位に相当する静水圧が作用する状態における閉鎖については、規則 3 編 6.1.1の規定により適用されるプロトタイプ試験（鋼船規則検査要領C13.3.3-1.又はCS13.3.3-1.を参照）において、当該戸のいずれの側から静水圧が作用した場合についても、機能し得ることを確認すること。
- ~~-3.~~ 規則 3 編 6.4.1-3.における「損傷の部分」とは、規則 4 編 2.3.5に規定する範囲をいう。

付録 7-1 SOLAS II-2 章の旅客船関係の条文解釈

1 SOLAS II-2 章の条文解釈

1.1 条文解釈

表 7-1-A1 中、次の 2 行を改める。

表 7-1-A1 SOLAS II-2 章の条文解釈

条項番号	SOLAS 条文	条文解釈
9.4.1.2.1	「B」級仕切りに取り付ける戸及び戸枠並びに戸を閉鎖したときに固定させる装置は、その「B」級仕切りと同等の耐火性を保持するものでなければならない。その耐火性は火災試験方法 (FTP) コードに従って決定される。もっとも、 <u>通風口をこれらの防火戸の下部に設けることができる</u> *。通風口を防火戸の下部又は防火戸の下方に設ける場合には、通風口の合計面積は、 $0.05m^2$ を超えてはならない。これに代えて、船室と廊下の間に設けられ、かつ、衛生用ユニットの下方に配置された不燃性の空気平衡ダクトであって、当該ダクトの断面積が $0.05m^2$ を超えないものが認められる。すべての通風用の開口は、不燃性材料で造った格子をこれに取り付ける。防火戸は、不燃性のものでなければならない。	*： <u>本規則で認められるものを除き、閉鎖された場所に圧力平衡用の開口及びダクトを設けないこと。</u> 通風口を防火戸の下部に設ける場合、防火戸は、承認されたルーバ付「B」級防火戸とし、通風口（ルーバ）は通路側から閉鎖できること。戸の開閉に必要な下部の $3mm$ の間隙以外の開口は、設けないこと。
9.7.5.2.1	調理室のレンジからの排気用ダクト ^{*1} は、居住区域又は <u>可燃性物質のある場所</u> ^{*2} を通る場合には「A」級仕切りで造る。排気用ダクトには、次の物を取り付ける。 .1 掃除のために容易に取り外すことのできるグリース止め .2 ダクトの下方末端の防火ダンパー .3 調理室から操作される排気用送風機の停止装置 .4 <u>ダクト内の消火のための固定装置</u> ^{*3}	*1：「調理室のレンジからの排気用ダクト」は、 <u>鋼船規則検査要領R編R9.7.4</u> によること。 *2： <u>居住区画内にある場所については、通常、すべて「可燃性物質のある場所」とみなす。</u> *3：日本籍船舶ではダクト内の火災により自動的に作動(火災探知器の信号で可視可聴警報を発し、排気用送風機を自動停止させ、ダクト下端部の防火ダンパーを自動閉鎖させた上で、固定式の炭酸ガス消火装置を起動させるもの)することが要求される。具体的な要件はJG消防設備規則心得附属書〔6〕「調理室のレンジからの排気ダクトの消火装置基準」を参照のこと。

附 則（改正その1）

1. この達は、2007年10月1日（以下、「施行日」という。）から施行する。
2. 施行日前に建造契約*が行われた船舶にあっては、この達による規定にかかわらず、なお従前の例によることができる。

* 建造契約とは、IACS Procedural Requirement(PR) No.29(Rev.4)に定義されたものをいう。

IACS PR No.29(Rev.4)

英文（正）

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.

仮訳

1. 船舶の「建造契約日」とは、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。なお、この契約日及び契約を交わす全ての船舶の建造番号（船番等）は、新造船に対し船級登録を申込む者によって、船級協会に申告されなければならない。
2. オプションの行使権が契約書に明示されている場合、オプション行使によるシリーズ船の「建造契約日」は、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。本 Procedural Requirement の適用において、1つの建造契約書に基づく船舶が同一の承認図面によって建造される場合は、シリーズ船と見なす。しかしながら、以下の条件を満たす設計変更にあっては、シリーズ船は原設計から設計変更を行うことができる。
 - (1) 設計変更が船級要件に影響を及ぼさない、又は、
 - (2) 設計変更が船級規則の対象となる場合、当該変更が予定所有者と造船所との間で契約された日に有効な船級規則に適合している、又は設計変更の契約が無い場合は承認のために図面が船級協会に提出された日に有効な船級規則に適合している。オプションによる建造予定船は、シリーズ船の建造契約が結ばれてから1年以内にオプションが行使される場合、シリーズ船として扱われる。
3. 建造契約の後に追加の建造船又は追加のオプションを含める契約の変更がなされた場合、建造契約日は予定所有者と造船所との間で契約変更がなされた日をいう。この契約変更は前1.及び2.に対して、「新しい契約」として扱わなければならない。
4. 船舶の種類の変更による建造契約の変更があった場合、改造された船舶の「建造契約日」は、予定所有者と造船所との間で契約変更又は新規契約のサインが交わされた日をいう。

備考:

1. 本 PR は、全ての IACS メンバー及び準メンバーに適用する。
2. 本 PR は、2005 年 1 月 1 日以降に“建造契約”が行われた船舶に適用する。
3. 本 PR の Rev.2 は、2006 年 4 月 1 日以降に“建造契約”が行われた船舶に適用する。
4. 本 PR の Rev.3 は、2007 年 1 月 5 日に承認され、これは直ちに効力が生じる。
5. 本 PR の Rev.4 は、2007 年 6 月 21 日に採択され、これは直ちに効力が生じる。

2 編 船級検査

5 章 船底検査

5.1 船底検査

5.1.2 水中検査

現行規定を次のように改める。

水中検査の承認については、~~鋼船規則検査要領B編B6.1.2~~に倣う。

附 則（改正その2）

1. この達は、2008年1月1日（以下、「施行日」という。）から施行する。
2. 施行日前に建造契約*が行われた船舶にあっては、この達による規定にかかわらず、なお従前の例によることができる。

* 建造契約とは、IACS Procedural Requirement(PR) No.29(Rev.4)に定義されたものをいう。

IACS PR No.29(Rev.4)

英文（正）

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.

仮訳

1. 船舶の「建造契約日」とは、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。なお、この契約日及び契約を交わす全ての船舶の建造番号（船番等）は、新造船に対し船級登録を申込む者によって、船級協会に申告されなければならない。
2. オプションの行使権が契約書に明示されている場合、オプション行使によるシリーズ船の「建造契約日」は、予定所有者と造船所との間で建造契約のサインが交わされた日をいう。本 Procedural Requirement の適用において、1つの建造契約書に基づく船舶が同一の承認図面によって建造される場合は、シリーズ船と見なす。しかしながら、以下の条件を満たす設計変更にあっては、シリーズ船は原設計から設計変更を行うことができる。
 - (1) 設計変更が船級要件に影響を及ぼさない、又は、
 - (2) 設計変更が船級規則の対象となる場合、当該変更が予定所有者と造船所との間で契約された日に有効な船級規則に適合している、又は設計変更の契約が無い場合は承認のために図面が船級協会に提出された日に有効な船級規則に適合している。オプションによる建造予定船は、シリーズ船の建造契約が結ばれてから1年以内にオプションが行使される場合、シリーズ船として扱われる。
3. 建造契約の後に追加の建造船又は追加のオプションを含める契約の変更がなされた場合、建造契約日は予定所有者と造船所との間で契約変更がなされた日をいう。この契約変更は前1.及び2.に対して、「新しい契約」として扱わなければならない。
4. 船舶の種類の変更による建造契約の変更があった場合、改造された船舶の「建造契約日」は、予定所有者と造船所との間で契約変更又は新規契約のサインが交わされた日をいう。

備考:

1. 本 PR は、全ての IACS メンバー及び準メンバーに適用する。
2. 本 PR は、2005年1月1日以降に“建造契約”が行われた船舶に適用する。
3. 本 PR の Rev.2 は、2006年4月1日以降に“建造契約”が行われた船舶に適用する。
4. 本 PR の Rev.3 は、2007年1月5日に承認され、これは直ちに効力が生じる。
5. 本 PR の Rev.4 は、2007年6月21日に採択され、これは直ちに効力が生じる。

2 編 船級検査

1 章 通則

1.1 検査

1.1.3 船級維持検査の時期

1.1.3 船級維持検査の時期

(5)として次の1号を加える。

規則2編 1.1.3-3.の適用において、鋼船規則検査要領B1.1.3-5.に規定するものに加えて、次による。

- (1) 1994年10月1日前に建造開始段階にあった36人を超える旅客を運送する旅客船については、海上安全委員会の決議MSC.24(60)で採択された1974年海上人命安全条約の改正、II-2章第41-1規則に定める日までに同規則の定めるところに従い同第41-2規則の規定に適合していることを、検査により確認を受ける。
- (2) 2002年7月1日前に建造開始段階にあった総トン数2,000トン以上の旅客船については、2005年10月1日までに鋼船規則R編10.5.5の規定に適合していることを、検査により確認を受ける。
- (3) 前(1)又は(2)に掲げる船舶のうち、国際航海に従事しないものにあつては、当該規定を適用する必要はない。
- (4) 2004年7月1日前に建造開始段階にあった国際航海に従事する総トン数100トン以上の船舶は、2004年7月1日以降最初に予定されている入渠又は上架の日までに、規則3編1.1.5で規定される要件に適合していることを、検査により確認を受ける。
- (5) 2008年7月1日前に建造開始段階にあった国際航海に従事する船舶については、2008年7月1日後の最初の検査の時期までに、海上安全委員会の決議MSC.216(82)で採択された1974年海上人命安全条約の改正、II-2章第5規則3.1.3.2及び3.4の規定に適合していることを、検査により確認を受ける。

附 則（改正その3）

1. この達は、2008年7月1日から施行する。