

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

2011 AMENDMENT NO.2

Guidance for the Survey and Construction of Passenger Ships

2011 AMENDMENT NO.2

Rule No.83 / Notice No.92 1st November 2011

Resolved by Technical Committee on 7th July 2011

Approved by Board of Directors on 27th September 2011

ClassNK
NIPPON KAIJI KYOKAI

RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

RULES

2011 AMENDMENT NO.2

Rule No.83 1st November 2011

Resolved by Technical Committee on 7th July 2011

Approved by Board of Directors on 27th September 2011

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:

Part 1 GENERAL

Chapter 1 GENERAL

1.2 Class Notations

Paragraph 1.2.4 has been amended as follows.

1.2.4 Hull Construction and Equipment

1 For ships complying with the requirements of this Rules, the notation of “*Passenger Ship*” (abbreviated to *PS*) is affixed to the Classification Characters. For such ships having cargo spaces for carriage of general cargoes, the notation of “*Passenger Ship/General Cargo*” (abbreviated to *PS/GC*) is affixed.

(Omitted)

4 For ships equipped for the carriage of motor vehicles with fuel in their tanks in accordance with the provisions of **3.2** and **3.3, Part 6** and **Chapter 20, Part R of the Rules for the Survey and Construction of Steel Ships**, the notation of “*Equipped for Carriage of Vehicles*” (abbreviated to *EQ C V*) is affixed to the Classification Characters.

5 For ships complying with the provisions of **25.2.2-1, Part C of the Rules for the Survey and Construction of Steel Ships** or **22.4.2, Part CS of the Rules for the Survey and Construction of Steel Ships**, by the provision of **1.1.1-4, Part 3**, the notation of “*Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers*” (abbreviated to *PSPC-WBT*) is affixed to the Classification Characters.

56 Otherwise specified in the above, for ships where deemed necessary by the Society, an appropriate notation may be affixed to the Classification Characters.

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 November 2011.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

GUIDANCE

2011 AMENDMENT NO.2

Notice No.92 1st November 2011

Resolved by Technical Committee on 7th July 2011

Notice No.92 1st November 2011

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 2-1

**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**

Table 7-1-A1 has been amended as follows.

Table 7-1-A1 Interpretation of SOLAS II-2 (extract)

Number	SOLAS	Interpretation
20.3.1.4.1	<i>Arrangements shall be provided to permit a <u>rapid shutdown</u>^{*1} and effective closure of the ventilation system^{*2} from outside of the space in case of fire, taking into account the weather and sea conditions^{*1}.</i>	<p>*1: Refer to <u>R20.3.1-5, Part R of the Guidance for the Survey and Construction of Steel Ships.</u></p> <p>*2: Shutdown operations of ventilation systems are to be possible without entering into the special category space.</p>

EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

1. The effective date of the amendments is 1 January 2012.
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 the latest version of IACS Procedural Requirement (PR) No.29.

IACS PR No.29 (Rev.0, July 2009)

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.

Note:

This Procedural Requirement applies from 1 July 2009.

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

2 INTERPRETATION OF PROVISION OF FIRE SAFETY SYSTEMS CODE

2.1 Interpretation

Interpretation of provision of the International Code for Fire Safety Systems (Res. MSC.98(73), hereinafter, referred to as *FSS Code*) on passenger ships are to be in accordance with **Table 7-1-B1**. Figures and tables referred to in interpretations of provision are to comply with **2.2**.

Table 7-1-B1 has been amended as follows.

Table 7-1-B1 Interpretations of FSS Code (Extracted)

Number	FSS Code	Interpretation
FSS 10.2.1.2	Any required system shall be capable of continuous operation at all times except that systems operating on a sequential scanning principle may be accepted, provided that the interval* between scanning the same position twice gives an overall response time to the satisfaction of the Administration.	*: The interval (I) are to depend upon the number of scanning points (N) and the response time of the fans (T). With a 20% allowance: $I = 1.2 \times T \times N$ However, the maximum allowable interval are not to exceed 120s.
FSS 10.2.2.2	Duplicate sample extraction fans shall be provided. The fans shall be of sufficient capacity to operate under normal ventilation conditions in the protected area and shall give an overall response time* to the satisfaction of the Administration.	*: "Overall response time" considering length of piping system is to be 15 sec.

EFFECTIVE DATE AND APPLICATION (Amendment 2-2)

1. The effective date of the amendments is 1 January 2012.
2. Notwithstanding the amendments to the Guidance, the current requirements may apply to ships the keels of which were laid or which were at *a similar stage of construction* before the effective date.
(Note) The term "*a similar stage of construction*" means the stage at which the construction identifiable with a specific ship begins and the assembly of that ship has commenced comprising at least 50 tonnes or 1% of the estimated mass of all structural material, whichever is the less.

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。

1 編 総則

1 章 通則

1.2 船級符号への付記

1.2.4 を次のように改める。

1.2.4 船体構造・艤装

(-1.から-4.は省略)

-5. 3編 1.1.1-4.の規定により鋼船規則 C 編 25.2.2-1.又は CS 編 22.4.2 の適用を受けた船舶については、船級符号に“*Performance Standard for Protective Coatings for Dedicated Seawater Ballast Tanks in All Types of Ships and Double-side Skin Spaces of Bulk Carriers*”（略号 *PSPC-WBT*）を付記する。

~~-56.~~ その他本会が必要と認める場合、船級符号に特別の付記をすることがある。

附 則

1. この規則は、2011 年 11 月 1 日から施行する。

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

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

表 7-1-A1 を次のように改める。

表 7-1-A1 SOLAS II-2 章の条文解釈（一部抜粋）

条項番号	SOLAS 条文	条文解釈
	G 部 特別要件	
Reg.20	第 20 規則 車両積載区域，特殊分類区域及び ロールオン・ロールオフ区域の保護	
20.3.1.4.1	気象及び海象を考慮に入れて* ¹ ，火災の際に，当 該区域の外部から通風装置を迅速に遮断し* ¹ ，か つ，有効に閉鎖し得る措置* ² をとる。	* ¹ ：鋼船規則検査要領 R20.3.1-5.を参照のこと。 * ² ：通風装置の遮断措置は，当該区域の外から操作で きること。

附 則（改正その1）

1. この達は、2012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、最新の IACS Procedural Requirement (PR) No.29 に定義されたものをいう。

IACS PR No.29 (Rev.0, July 2009)

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.

Note:

This Procedural Requirement applies from 1 July 2009.

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、2009年7月1日から適用する。

付録 7-1 SOLAS II-2 章の旅客船関係の条文解釈

2 火災安全設備コードの条文解釈

2.1 条文解釈

2000 年 12 月 5 日に第 73 回海上安全委員会において決議 MSC.98(73)として採択された火災安全設備のための国際規則（火災安全設備コード）の条文の解釈は、表 7-1-B1 によること。なお、条文の解釈中で引用している図表については、それぞれ 2.2 によること。

表 7-1-B1 を次のように改める。

表 7-1-B1 火災安全設備コードの条文解釈（一部抜粋）

条項番号	FSS Code 条文	条文解釈
FSS10	第 10 章 試料抽出式煙探知装置	
FSS 10.2.1.2	要求される装置は、通常継続的に作動することができなければならない。ただし、同じ場所を 2 回検知する間隔[*]が主管庁が認める総反応時間以内であることを条件として、順次に検知を行う原理に基づき作動する装置を使用することが認められる。	*： 間隔(I)は検知点数(N)とファンの反応時間(T)により次式によって求めること。（20%の余裕を見込む） $I = 1.2 \times T \times N$ ただし、最大間隔は 120 秒を越えないこと。
FSS 10.2.2.2	試料用送風機を 2 台設ける。この試料用送風機は、通常の条件の下で操作するため又は保護される区域の換気を行うために十分な容量を有するものとし、かつ、主管庁が認める総反応時間[*]の要件を満たすものとする。	*： 装置の配管の長さを考慮した総反応時間は 15 秒とすること。

附 則（改正その 2）

1. この達は、2012 年 1 月 1 日（以下、「施行日」という。）から施行する。
2. 施行日前にキールが据え付けられる船舶又は特定の船舶として確認できる建造が開始され、かつ、少なくとも 50 トン又は全建造材料の見積重量の 1%のいずれか少ないものが組み立てられた状態にある船舶については、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。