

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

2017 AMENDMENT NO.1

Guidance for the Survey and Construction of Passenger Ships

2017 AMENDMENT NO.1

Rule No.34 / Notice No.31 1st June 2017

Resolved by Technical Committee on 30th January 2017

Approved by Board of Directors on 20th February 2017

ClassNK
NIPPON KAIJI KYOKAI

An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

RULES

2017 AMENDMENT NO.1

Rule No.34 1st June 2017

Resolved by Technical Committee on 30th January 2017

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An asterisk (*) after the title of a requirement indicates that there is also relevant information in the corresponding Guidance.

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 1 GENERAL

1.1 Surveys

Paragraph 1.1.8 has been added as follows.

1.1.8 Machinery Verification Runs

1 At the time of a special survey, a dock trial in the presence of the attending surveyor is to be carried out to confirm the satisfactory operation of main and auxiliary machinery. If significant repairs have been carried out to main or auxiliary machinery or steering gear, the Surveyor may deem a sea trial necessary.

2 At the time of extended drydocking, a dock trial may be required at the discretion of the attending surveyor to confirm the satisfactory operation of main and auxiliary machinery. If significant repairs have been carried out to main or auxiliary machinery or steering gear, the Surveyor may deem a sea trial necessary.

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

- 1.** The effective date of the amendments is 1 June 2017.
- 2.** Notwithstanding the amendments to the Rules, the current requirements apply to the surveys for which the application is submitted to the Society before the effective date.

Part 2 CLASS SURVEYS

Chapter 2 CLASSIFICATION SURVEYS

2.1 Classification Survey during Construction

2.1.7 Documents to be Maintained On Board*

Sub-paragraph -1(2) has been amended as follows.

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.

(2) Other manuals, etc.

((a) to (j) are omitted.)

(k) Total Harmonic Distortion (THD) calculation report (1.1.6, Part H of the Rules for the Survey and Construction of Steel Ships)

(l) Harmonic filter operation guide (1.1.6, Part H 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 July 2017.
2. Notwithstanding the amendments to the Rules, the current requirements apply to ships for which the date of contract for construction* is before the effective date and that are not newly fitted with harmonic filters on or after 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.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS

GUIDANCE

2017 AMENDMENT NO.1

Notice No.31 1st June 2017

Resolved by Technical Committee on 30th January 2017

Notice No.31 1st June 2017

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

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

Number	FSS Code	Interpretations
(Omitted)		
FSS 9.2.2.4	The emergency source of power specified in paragraph 2.2.1 above may be supplied by accumulator batteries or from the emergency switchboard. The power source shall be sufficient to maintain the operation of the fire detection and fire alarm system for the periods required under chapter II-1 , regulations 42 and 43 , of the Convention and, at the end of that period, shall be capable of operating all connected visual and audible fire alarm signals for a period of at least 30 min *.	*: “30 min” means the last 30 minutes of the 36-hour time period required by 2.3, Part 6 of the Rules.
(Omitted)		

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 1 June 2017.

Part 5 MACHINERY INSTALLATIONS

Chapter 1 GENERAL

1.1 General

1.1.1 Scope

Sub-paragraphs -3 and -4 have been added as follows.

1 In **Part 5 of the Rules**, “main propulsion machinery” means the following machinery which generates or converts motive power capable of propelling a ship at the speed specified in **2.1.8, Part A of the Rules for the Survey and Construction of Steel Ships**:

- (1) Diesel engines (including superchargers)
- (2) Steam turbines (including main condensers)
- (3) Gas turbines (including combustors)
- (4) Generating plants and motors for propulsion (excluding **Chapter 18, Part D of the Rules for the Survey and Construction of Steel Ships**)

2 Means provided to complement the motive power generated by main propulsion machinery specified in **-1**, which is connected directly to the propulsion shafting system is to be included in the shafting system, and the rest of the portion is to be regarded as auxiliary machinery essential for main propulsion.

3 In applying **1.1.3, Part D of Rules for the Survey and Construction of Steel Ships and Annex D1.1.3-1, Part D of Guidance for the Survey and Construction of Steel Ships**, as required by **1.1.1-3(1), Part 5 of the Rules**, the “while operating with all power units” referred to in **1.5.1-1 of the Annex** is to be read as “while any one of the power units is out of operation” for waterjet propulsion systems.

4 In applying **1.1.3, Part D of Rules for the Survey and Construction of Steel Ships and Annex D1.1.3-3, Part D of Guidance for the Survey and Construction of Steel Ships**, as required by **1.1.1-3(1), Part 5 of the Rules**, the “while operating with all power units” referred to in **1.5.1-1 of the Annex** is to be read as “while any one of the power units is out of operation” for azimuth thrusters.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 1 July 2017.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to waterjet propulsion systems or azimuth thrusters whose date of application for approval is before the effective date and that are installed on 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.

Japanese Translation

Rules for the survey and construction of passenger ships



規則の節・条タイトルの末尾に付けられた
アスタリスク (*) は, その規則に対応する
要領があることを示しております。

「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

1 章 通則

1.1 検査

1.1.8 として次の 1 条を加える。

1.1.8 機関確認運転

-1. 定期検査時には、検査員立会により主機及び補機の確認運転を行い異常のない事を確認しなければならない。また、主機、補機又は操舵装置に対し大規模な修理工事を行った場合、検査員は海上試運転を要求する事がある。

-2. 長期入渠工事後には、検査員が必要と認めた場合、検査員立会により主機及び補機の確認運転を行い異常のない事を確認しなければならない。また、主機、補機又は操舵装置に対し大規模な修理工事を行った場合、検査員は海上試運転を要求する事がある。

附 則（改正その 1）

1. この規則は、2017 年 6 月 1 日（以下、「施行日」という。）から施行する。
2. 施行日前に申込みのあった検査については、この規則による規定にかかわらず、なお従前の例による。

2 編 船級検査

2 章 登録検査

2.1 製造中登録検査

2.1.7 船上に保持すべき図面等*

-1.(2)を次のように改める。

-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。

(2) その他の手引書等

((a)から(j)は省略)

(k) 電圧総合波形ひずみ率計算書 (鋼船規則 H 編 1.1.6)

(l) 高調波フィルタ運用手引書 (鋼船規則 H 編 1.1.6)

附 則（改正その2）

1. この規則は、2017年7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、かつ、施行日以降に高調波フィルタが新たに搭載されない船舶にあっては、この規則による規定にかかわらず、なお従前の例による。
* 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。

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

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

条項番号	FSS Code 条文	条文解釈
(省略)		
FSS9	第 9 章 固定式火災探知警報装置	
(省略)		
FSS 9.2.2.4	前 2.2.1 に規定される非常電源は、蓄電池又は非常配電盤からの給電として差し支えない。当該電源は、SOLAS 条約 II-1 章第 42 規則及び 43 規則により要求される時間において、火災探知警報装置の作動を維持するために十分であり、当該時間の最後において、接続されているすべての可視可聴警報信号を少なくとも 30 分間 *作動させることが可能なものでなければならない。	*：旅客船規則 6 編 2.3 により要求される時間（36 時間）内の最後の 30 分間をいう。
(省略)		

附 則（改正その 1）

1. この達は、2017 年 6 月 1 日から施行する。

5 編 機関

1 章 通則

1.1 一般

1.1.1 適用

-3.及び-4.として次の2項を加える。

-1. 規則5編において主機とは、船舶を鋼船規則A編2.1.8にいう船の速力を保って航行する原動力を発生又は変換するものをいう。

- (1) ディーゼル機関（過給機を含む。）
- (2) 蒸気機関（主復水器を含む。）
- (3) ガスタービン機関（燃焼器を含む。）
- (4) 推進用発電装置及び推進用電動機（鋼船規則D編18章を除く。）

-2. 前-1.の主機の発生する原動力を補う目的で設置される装置は、推進軸系に直結する部分を当該推進軸系に含め、それ以外の部分を推進補機に含める。

-3. 規則5編1章1.1.1-3(1)により要求される鋼船規則D編1章1.1.3及び附属書D1.1.3-1の適用上、ウォータージェット推進装置については、同附属書1.5.1-1.中の「すべての動力装置を作動させた状態」を「いずれか1個の動力装置が作動していない状態」に読み替えて同規定を適用する。

-4. 規則5編1章1.1.1-3(1)により要求される鋼船規則D編1章1.1.3及び附属書D1.1.3-3の適用上、旋回式推進装置については、同附属書1.5.1-1.中の「すべての動力装置を作動させた状態」を「いずれか1個の動力装置が作動していない状態」に読み替えて同規定を適用する。

附 則（改正その2）

1. この達は、2017年7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*が行われた船舶に搭載されるウォータージェット推進装置又は旋回式推進装置であって、施行日前に承認申込みがあったものについては、この達による規定にかかわらず、なお従前の例による。

* 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。