
RULES FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part A

General Rules

RULES

2018 AMENDMENT NO.1

Rule No.100 29 June 2018

Resolved by Technical Committee on 31 January 2018

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 STEEL SHIPS

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

Part A GENERAL RULES

Amendment 1-1

Chapter 1 GENERAL

1.2 Class Notations

Paragraph 1.2.6 has been amended as follows.

1.2.6 Application of Hull Structural Analysis

The class notations indicated below in (1) to ~~(4)~~(5) are added to ~~Classification Characters~~ for ships ~~that have had~~ for which ~~direct strength analysis calculations~~ and/or fatigue strength assessments are carried out ~~in a way by a method~~ approved by the Society for determining ~~its~~ structural scantlings or structural details.

- (1) Where ~~structural scantlings are determined by direct strength analysis in accordance with 1.1.22, Part C, and~~ the yielding strength assessment and buckling strength assessment are carried out based upon direct strength calculations deemed appropriate by the Society in accordance with 1.1.22, Part C; using scantlings obtained by subtracting the deduction amount due to corrosion during service voyages;
(PS-DA) = (PrimeShip - Direct Assessment)
- (2) Where the fatigue strength assessment of structural details that are deemed necessary by the Society are carried out in accordance with 1.1.23, Part C;
(PS-FA) = (PrimeShip - Fatigue Assessment)
- ~~(3) Where structural scantlings and structural details are determined in accordance with 1.1.23-4, Part C, and the yielding strength assessment, the buckling strength assessment and comprehensive fatigue strength assessment are carried out using design loads obtained by direct load analysis and scantlings obtained by subtracting the deduction amount due to corrosion during service voyages;~~
~~(PS-TA) = (PrimeShip - Total Assessment)~~
- ~~(4)~~(3) Where the yielding strength assessment and buckling strength assessment are carried out in accordance with 32.9, Part C;
(PS-DA-CNC) = (PrimeShip - Direct Assessment - Container Carrier)
- (4) Where the yield strength assessments and buckling strength assessments of primary members in all cargo spaces are carried out based upon direct load analysis and direct strength calculations deemed appropriate by the Society using individual design regular waves obtained from direct load analysis in accordance with 1.1.22, Part C;
(PS-DA-DLA) = (PrimeShip - Direct Assessment - Direct Load Analysis)
- (5) Where the fatigue strength assessment of structural details of primary members in all cargo spaces that are deemed necessary by the Society are carried out based upon direct strength calculations using loads obtained from direct load analysis in accordance with 1.1.23, Part C;
(PS-FA-DLA) = (PrimeShip - Fatigue Assessment - Direct Load Analysis)

EFFECTIVE DATE AND APPLICATION (Amendment 1-1)

1. The effective date of the amendments is 29 June 2018.

Chapter 1 GENERAL

1.2 Class Notations

1.2.7 Application of Special Survey Scheme

Sub-paragraph -1 has been amended as follows.

1 For oil tankers defined in **1.3.1(11), Part B**, chemical tankers defined in **1.2.4-2 with integral tanks**, bulk carriers defined in **1.3.1(13), Part B** and self-unloading ships defined in **1.3.1(19), Part B**, for which enhanced surveys are carried out in class maintenance surveys in accordance with the relevant provisions of **Part B**, the notation of “*Enhanced Survey Programme*” (abbreviated to *ESP*) is affixed to the Classification Characters.

EFFECTIVE DATE AND APPLICATION (Amendment 1-2)

1. The effective date of the amendments is 29 June 2018.
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.

Chapter 1 GENERAL

1.2 Class Notations

Paragraph 1.2.3 has been amended as follows.

1.2.3 Structural Materials for Main Hull

For ships that use materials other than steel as the structural material for the main hull in accordance with the provisions of **1.1.7-45, Part C** or **1.3.1-3, Part CS**, an appropriate notation is affixed to the Classification Characters as follows.

((1) and (2) are omitted.)

EFFECTIVE DATE AND APPLICATION (Amendment 1-3)

1. The effective date of the amendments is 29 December 2018.
2. Notwithstanding the amendments to the Rules, the current requirements apply to ships other than ships that fall under the following:
 - (1) for which the date of contract for construction is on or after the effective date; or
 - (2) the keels of which are laid or which are at *a similar stage of construction* on or after 1 July 2016.

(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.

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

Part A

General Rules

GUIDANCE

2018 AMENDMENT NO.1

Notice No.52 29 June 2018

Resolved by Technical Committee on 31 January 2018

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

A1 GENERAL

A1.2 Class Notations

Paragraph A1.2.4 has been amended as follows.

A1.2.4 Hull Construction and Equipment

1 With respect to the provisions of **1.2.4, Part A of the Rules**, for catamarans or trimarans complying with relevant requirements specified in these Rules, the notation of “*Catamaran*” (abbreviated to *CAT*) or “*Trimaran*” (abbreviated to *TRI*) is affixed after the notation relating to the structural materials for main hull specified in **1.2.3, Part A of the Rules**.

2 With respect to the provisions of **1.2.4, Part A of the Rules**, in case that the provisions of **C27.1.1, Part C of the Guidance** are applied, the design conditions for anchors, chain cables and windlass are to be entered in the Class Register as descriptive notes for the ship.

~~**3**~~ For ships complying with the provisions of **1.2.4-1, -2, -3, and -25, Part A of the Rules** that are designed for the carriage of specific cargoes, the details are to be entered as descriptive notes in the Classification Register for the ship.

~~**4**~~ With respect to the provisions of **1.2.4-2 and -3, Part A of the Rules**, design pressure and design temperatures of cargo spaces are to be entered in the Classification Register as descriptive notes for the ship.

~~**5**~~ With respect to the provisions of **1.2.4-6, Part A of the Rules**, for ships whose maximum cargo density is restricted to less than 3.0 ton/m^3 or the assignment of specified empty holds at designed maximum load draught is restricted; details are to be entered in the Classification Register as descriptive notes for the ship.

~~**6**~~ For ships complying with the provisions of **1.2.4-6, Part A of the Rules**, and that are registered as bulk carriers in compliance with the provisions of **C31.1.1-1, Part C of the Guidance**, the notation “*Bulk Carrier modified*” (abbreviated to *BCM*) is to be used.

~~**7**~~ In accordance with the provisions of **1.2.4-7, Part A of the Rules**, ships which are at the beginning stage of construction on or after 1 July 2006 are affixed with the notation *BC-XII*. For ships complying with **1.2.4-6, Part A of the Rules** that have the notation *BC-XII*, then both applicable notations may be affixed, e.g., “*NS*(BC-A, BC-XII)*”.

~~**8**~~ With respect to the provisions of **1.2.4-11 and -12, Part A of the Rules**, design criteria such as water depth and wave height are to be entered into the Classification Register as descriptive notes for the ship.

~~**9**~~ With respect to the provisions of **1.2.4-14, Part A of the Rules**, design conditions such as maximum diving depth are to be entered in the Classification Register as descriptive notes for the ship.

~~**10**~~ For ships complying with the provisions of **1.2.4-7 and 1.2.4-22, Part A of the Rules**, the notation “*GRAB*” is to be affixed as in the following example: “*BC-XII, GRAB*”

EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 1 July 2018.
2. Notwithstanding the amendments to the Guidance, the current requirements 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.