

# **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**

**2018 AMENDMENT NO.2**

**Guidance for the Survey and Construction of Passenger Ships**

**2018 AMENDMENT NO.2**

Rule No.138 / Notice No.107      25 December 2018

Resolved by Technical Committee on 1 August 2018

**ClassNK**  
NIPPON KAIJI KYOKAI

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

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# **RULES FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS**

**RULES**

**2018 AMENDMENT NO.2**

Rule No.138      25 December 2018

Resolved by Technical Committee on 1 August 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 PASSENGER SHIPS

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

**Part 2 CLASS SURVEY**

**Chapter 2 CLASSIFICATION SURVEYS**

**2.1 Classification Survey during Construction**

Paragraph 2.1.3 has been amended as follows.

**2.1.3 Submission of Other Plans and Documents\***

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~~, (6) and (7), Part B of the Rules for the Survey and Construction of Steel Ships.**
- ((2) to (5) are omitted.)
- (6) For ships using low-flashpoint fuels, the plans and documents specified in **2.1.3-1(10)~~(9)~~, Part B of the Rules for the Survey and Construction of Steel Ships**
- (7) (Omitted)

## EFFECTIVE DATE AND APPLICATION

1. The effective date of the amendments is 25 December 2018.
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.
3. Notwithstanding the provision of preceding 2., the amendments to the Rules may apply to ships for which the date of contract for construction\* is before the effective date upon request by the owner or the manufacturer.  
\* “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.

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# **GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF PASSENGER SHIPS**

**GUIDANCE**

**2018 AMENDMENT NO.2**

Notice No.107      25 December 2018

Resolved by Technical Committee on 1 August 2018

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

Amendment 2-1

## Part 1 GENERAL

### Chapter 1 GENERAL

#### 1.1 General

Paragraph 1.1.6 has been amended as follows.

##### 1.1.6 Ships Using Low-flashpoint Fuels

In applying **Part GF of the Rules for the Survey and Construction of Steel Ships** with respect to requirement **1.1.6, Part 1 of the Rules**, the following (1) and (2) are to be applied ~~the wording “docking surveys carried out at the times specified in 1.1.3-1(4)(a), Part B of the Rules for the Survey and Construction of Steel Ships” in GF15.4.2, Part GF of the Guidance for the Survey and Construction of Steel Ships~~ is to be interpreted to mean “docking surveys carried out at the times specified in **1.1.3-1(3), Part 2 of the Rules for the Survey and Construction of Passenger Ships**”. In such cases, the docking surveys are to be carried out every 5 years in accordance with *IMO Resolution A.1104(29)*.

- (1) The wording “docking surveys carried out at the times specified in 1.1.3-1(4)(a), Part B of the Rules” in GF15.4.2, Part GF of the Guidance for the Survey and Construction of Steel Ships is to be interpreted to mean “docking surveys carried out at the times specified in 1.1.3-1(3), Part 2 of the Rules for the Survey and Construction of Passenger Ships”. In such cases, the docking surveys are to be carried out every 5 years in accordance with *IMO Resolution A.1104(29)*.
- (2) The requirement specified in GF11.3.1-2, Part GF of the Guidance for the Survey and Construction of Steel Ships is to be replaced with as follows:  
The following “other rooms with high fire risk” (as referred to in 11.3.1-3, Part GF of the Rules) are as a minimum to be considered, but not be restricted to:
  - (a) cargo spaces except cargo tanks for liquids with flashpoint above 60°C and except cargo spaces exempted in accordance with Regulation 10.7.1.2, Chapter II-2 of SOLAS;
  - (b) vehicle, ro-ro and special category spaces;
  - (c) service spaces (high risk): galleys, pantries containing cooking appliances, saunas, paint lockers and store-rooms having areas of 4 m<sup>2</sup> or more, spaces for the storage of flammable liquids and workshops other than those forming part of the machinery space, as provided in Regulation 9.2.2.4, Chapter II-2 of SOLAS; and
  - (d) accommodation spaces of greater fire risk: saunas, sale shops, barber shops and beauty parlours and public spaces containing furniture and furnishing of other than restricted fire risk and having deck area of 50 m<sup>2</sup> or more, as provided in Regulation 9.2.2.3, Chapter II-2 of SOLAS.

## EFFECTIVE DATE AND APPLICATION (Amendment 2-1)

- 1.** The effective date of the amendments is 25 December 2018.

## Part 5 MACHINERY INSTALLATIONS

### Chapter 1 GENERAL

#### 1.1 General

##### 1.1.1 Scope

Sub-paragraphs -3 and -4 have been deleted.

1 (Omitted)

2 (Omitted)

~~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 2-2)

1. The effective date of the amendments is 25 December 2018.
2. Notwithstanding the amendments to the Guidance, the current requirements apply to waterjet propulsion systems or azimuth thrusters whose applications for approval are submitted to the Society before the effective date installed on ships for which the date of contract for construction is before the effective date.
3. Notwithstanding the provision of preceding 2., the amendments to the Guidance may apply to waterjet propulsion systems or azimuth thrusters whose applications for approval are submitted to the Society before the effective date installed on ships for which the date of contract for construction is before the effective date upon request by the owner.

**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**

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

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

Number	SOLAS	Interpretation
(Omitted)		
15.3.2	In ships carrying more than 36 passengers, plans and booklets required by this regulation shall provide <i>information regarding fire protection, fire detection and fire extinction based on the guidelines issued by the Organization.</i> *	*: The followings are to be added in addition to regulation <b>15.2.4.1</b> . And, the symbols used are to be in accordance with IMO resolution A.952(23) <del>Graphical symbols for fire control plans</del> and Table 3 of IMO resolution A.1116(30); (1) The date which undertook the construction and the version of applicable SOLAS convention (including amendments); (2) Details of measures in case where there are additional fire safety measures. (3) Details and the date of remodeling where fire protection and fire fighting facility are changed, and the version of applicable convention for the remodeled parts (including amendments).
(Omitted)		

**EFFECTIVE DATE AND APPLICATION (Amendment 2-3)**

1. The effective date of the amendments is 1 January 2019.
2. Notwithstanding the amendments to the Guidance, the current requirements 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.  
\* For high speed craft, “1%” is to be read as “3%”.

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## **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。

## 2 編 船級検査

### 2 章 登録検査

#### 2.1 製造中登録検査

2.1.3 を次のように改める。

##### 2.1.3 参考用提出図面その他の書類\*

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), (5)及び、(6)及び(7)**に掲げる図面及びその他の書類  
(2)から(5)は省略
- (6) 低引火点燃料船では、鋼船規則 B 編 **2.1.3-1.(10)(9)**に規定される図面及びその他の書類  
(7)は省略

## 附 則

1. この規則は、2018年12月25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。
3. 前2.にかかわらず、船舶の所有者又は機関の製造者から申込みがあれば、この規則による規定を施行日前に建造契約\*が行われた船舶に適用することができる。  
\* 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。

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## **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

# 1 編 総則

## 1 章 通則

### 1.1 一般

1.1.6 を次のように改める。

#### 1.1.6 低引火点燃料船舶

規則 1 編 1.1.6 の規定により適用する鋼船規則 GF 編の適用上、次の(1)及び(2)による。~~鋼船規則検査要領 GF 編 GF15.4.2 にいう「規則 B 編 1.1.3-1(4)(a)に規定する時期に行う船底検査」については、「旅客船規則 2 編 1.1.3-1(3)に規定する定期検査の時期に行う船底検査」に読み替える。この場合の船底検査は、IMO 総会決議 A.1104(29)に従い、5 年毎に行うものとする。~~

- (1) 鋼船規則検査要領 GF 編 GF15.4.2 にいう「規則 B 編 1.1.3-1(4)(a)に規定する時期に行う船底検査」については、「旅客船規則 2 編 1.1.3-1(3)に規定する定期検査の時期に行う船底検査」に読み替える。この場合の船底検査は、IMO 総会決議 A.1104(29)に従い、5 年毎に行うものとする。
- (2) 鋼船規則検査要領 GF 編 GF11.3.1-2 は、以下に読み替えること。  
鋼船規則 GF 編 11.3.1-3 に規定する「火災の危険性が高い区画」は、少なくとも以下の区画を考慮すること。ただし、これらに限定するものではない。
  - (a) 貨物区域（ただし、引火点が 60°C を超える液体用の貨物タンク及び SOLAS 条約第 II-2 章第 10.7.1.2 規則が適用される貨物区域は除く。）
  - (b) 車両積載区域、ロールオン・ロールオフ区域及び特殊分類区域
  - (c) 火災の危険性が高い業務区域：  
SOLAS 条約第 II-2 章第 9.2.2.4 規則に規定の調理室、調理器具のある配ぜん室、サウナ、塗料庫、ロッカ室及び貯蔵品室であって面積が 4 m<sup>2</sup> 以上のもの、可燃性液体を収納するための設備を有する場所並びに作業室（機関区域の一部を形成するものを除く。）
  - (d) 火災の危険性が高い居住区域：  
SOLAS 条約第 II-2 章第 9.2.2.3 規則に規定するサウナ、売店、理髪室及び美容室並びに火災の危険性の小さい家具及び備品以外の家具を備える公共室であって、床面積が 50 m<sup>2</sup> 以上のもの

### 附 則（改正その1）

1. この達は、2018 年 12 月 25 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.を削る。

-1. (省略)

-2. (省略)

~~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、2018年12月25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の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。
3. 前2.にかかわらず、船舶の所有者から申込みがあれば、この達による規定を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のあったものに適用することができる。

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 を次のように改める。

表 7-1-A1 SOLAS II-2 章の条文解釈

条項番号	SOLAS 条文	条文解釈
15.3.2	36 人を超える旅客を運送する船舶については、この規則により要求される一般配置図及び小冊子は、 <b>機関が発行する手引書に基づく防火、火災探知及び消火に関する情報</b> *を供するものでなければならない。	<p>*: <b>15.2.4.1</b> 規則に加えて、以下も追記すること。なお、使用される記号は <i>IMO</i> 決議 A.952(23)「<del>火災制御図の記号</del>」及び <i>IMO</i> 決議 A.1116(30)の表 3 に従うこと。</p> <p>(1) 建造に着手した日付、適用 SOLAS 条約 (改正条約を含む)</p> <p>(2) 追加の火災安全措置がある場合の措置内容</p> <p>(3) 防火構造又は消火設備等を変更した場合の改造内容とその日付、さらに改造部分の適用条約 (改正条約を含む)</p>

附 則 (改正その3)

1. この達は 2019 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。

\*高速船については、1%を 3%に読み替える。