

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

GUIDANCE FOR THE SURVEY AND CONSTRUCTION OF STEEL SHIPS

**Part B**

**Class Surveys**

**Rules for the Survey and Construction of Steel Ships**

**Part B**

**2020 AMENDMENT NO.2**

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

**Part B**

**2020 AMENDMENT NO.2**

Rule No.112 / Notice No.61      24 December 2020

Resolved by Technical Committee on 5 August 2020

**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 STEEL SHIPS**

**Part B**

**Class Surveys**

**RULES**

**2020          AMENDMENT NO.2**

Rule No.112          24 December 2020

Resolved by Technical Committee on 5 August 2020

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 B CLASS SURVEYS**

Amendment 2-1

**Chapter 5 SPECIAL SURVEYS**

**5.6 Special Requirements for Ships Using Low-flashpoint Fuels**

**5.6.1 General\***

In addition to the applicable requirements of previous sections, the requirements of 5.6 are to be applied at Special Surveys of ships using low-flashpoint fuels.

**5.6.2 Examinations\***

At Special Surveys of ships using low-flashpoint fuels, the examinations specified in **Table B5.29** are to be carried out thoroughly in order to ascertain them being in good order, in addition to the examinations specified in 4.6.2.

Table B5.29 has been amended as follows.

**Table B5.29 Special Requirements for Ships Using Low-flashpoint Fuels**

Items	Examinations
1 Fuel storage tanks	<p>The following examinations and testing are to be carried out *1:</p> <p>(a) Internal examinations of all fuel storage tanks. Vacuum insulated independent fuel storage tanks of type C <u>without access openings</u>, however, need not be examined internally. Where fitted, the vacuum monitoring system is to be examined, and records are to be reviewed.</p> <p>((b) to (e) are omitted.)</p> <p>Where there is any doubt regarding the integrity of a fuel storage tank as a result of examinations specified in (a) to (e) above, such a fuel storage tank is to be tested by hydraulic or hydro-pneumatic testing under the pressures specified below:</p> <p>Independent fuel storage tanks of Type C: a pressure not less than 1.25 times the maximum allowable relief valve setting (hereinafter referred to as “MARVS”); or</p> <p>For integral tanks and for independent tanks of Type A and B: an appropriate pressure according to fuel storage tank design, as far as practicable, with the pressure at the top of the tank corresponding at least to the MARVS.</p> <p>For all independent fuel storage tanks of Type C, either the following i) or ii) examination is to be carried out at every second Special Survey in addition to examinations (a) to (e).</p> <p>i) Hydraulic or hydro-pneumatic testing at a pressure not less than 1.25 times MARVS, and the non-destructive testing specified in (d)</p> <p>ii) Non-destructive testing according to a programme prepared based upon fuel storage tank design*4</p> <p>Where water cannot be tolerated and the fuel storage tank cannot be dried prior to putting the tank into service, the Surveyor may accept alternative testing fluids or alternative means of testing.</p>
(2 to 7 are omitted.)	

(Notes are omitted.)

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

1. The effective date of the amendments is 24 December 2020.

## Chapter 3 ANNUAL SURVEYS

### 3.3 Annual Surveys for Machinery

#### 3.3.5 Surveys of Selective Catalytic Reduction (SCR) Systems, etc.

Sub-paragraph -1(5) has been amended as follows.

**1** For ships fitted with selective catalytic reduction (SCR) systems, the surveys are to be carried out in accordance with the following **(1)** to **(5)**:

((1) to (4) are omitted.)

(5) Performance tests of the following **(a)** to **(~~f~~e)** are to be carried out:

((a) to (c) are omitted.)

(d) Remote stopping devices for reductant agent supply pumps; and

~~(e) Safety showers; and~~

~~(~~f~~e)~~ Eyewashers.

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

1. The effective date of the amendments is 1 January 2021.
2. Notwithstanding the amendments to the Rules, the current requirements apply to SCR 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.  
\* “contract for construction” is defined in the latest version of IACS Procedural Requirement (PR) No.29.
3. Notwithstanding the provision of preceding 2., the amendments to the Rules may apply to SCR 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 of the owner.

### 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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**Class Surveys**

**GUIDANCE**

**2020 AMENDMENT NO.2**

Notice No.61      24 December 2020

Resolved by Technical Committee on 5 August 2020

Notice No.61 24 December 2020

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 B CLASS SURVEYS**

**B9 PLANNED MACHINERY SURVEYS**

**B9.1 Planned Machinery Surveys**

**B9.1.2 Continuous Machinery Surveys (CMS)**

Sub-paragraph -6 has been amended as follows.

**6 Confirmatory Survey**

In ships deemed by the Society as maintaining their machinery and equipment well, overhaul inspections according to the CMS Program specified in -3 by the shipowner (or the ship management company) may forgo the open-up examination performed in the presence of Surveyors by conducting the following confirmatory surveys, provided that the machinery and equipment are overhauled as part of the ship’s maintenance practices and the records from such overhauls are kept in good order. In this case, the due date of the next open-up examination is *5 years* from the date of its last overhaul and inspection.

((1) is omitted.)

(2) Items applicable to the confirmatory survey

Items of machinery and equipment applicable to the confirmatory surveys are as follows.

- (a) Reciprocating internal combustion engines used as main propulsion machinery
- (b) Reciprocating internal combustion engines used for driving generators, auxiliary machinery essential for main propulsion or auxiliary machinery for manoeuvring and safety of the ship
- (c) Intermediate shafts, thrust shafts and bearings
- (d) Auxiliary machinery (air compressors, pumps, turbines used for driving cargo oil pumps, heat exchangers, air reservoirs, deck machinery and distilling plants)

((3) is omitted.)

**EFFECTIVE DATE AND APPLICATION**

1. The effective date of the amendments is 24 December 2020.